



Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead



Richard J. Bruckner
Director

February 6, 2013

TO: Hearing Officer

FROM: Maria Masis 
Section Head, Zoning Permits East Section

**SUBJECT: Project No. 92251-(4)
Conditional Use Permit No. 92251
2808 South Workman Mill Road, Whittier
HO Meeting: February 19, 2013
Agenda Item: 9**

The above-mentioned item is a request for a condition modification to Conditional Use Permit (CUP) No. 92251, which established the development and operation of the Puente Hills Materials Recovery Facility (MRF). The original CUP was approved by the Board of Supervisors on August 3, 1999.

Pursuant to Section 22.56.1600, Part 11 of the Zoning Code, the applicant, Sanitation District No. 2 of Los Angeles County, is requesting a modification to condition No. 8. The purpose of the requested condition modification is to allow inbound and outbound shipments to the MRF to occur 24 hours per day and allow employee arrival and departure during peak traffic hours to accommodate 24 hour per day operation.

The condition, as currently approved, reads as follows:

"8. This grant allows the construction and operation of a materials recovery facility subject to the following restrictions as to use:

- ...
- i. *The permittee shall undertake programs to minimize traffic impacts, including the following:*
- *Schedule employee shifts so that arrival and departure is in off-peak hours;*
 - *Require that refuse vehicles deliver waste between 9:00 a.m. and 4:00 p.m. or at other off-peak hours;*
 - *Schedule outloading over public roads in off-peak hours between 9:00 a.m. and 4:00 p.m. and between 7:00 p.m. and 6:00 a.m.;*
 - *Actively promote programs aimed at encouraging employees to arrive at work by means other than a single-occupancy vehicle."*

With the requested modification, Condition No. 8 would read as follows:

"8. This grant allows the construction and operation of a materials recovery facility subject to the following restrictions as to use:

- i. The permittee shall actively promote programs aimed at encouraging employees to arrive at work by means other than a single-occupancy vehicle, to minimize traffic impacts.*
- j. The permittee may schedule the inbound and outbound shipment of commodities, residuals and waste over public roads 24 hours per day, Monday through Saturday.*
- k. The permittee may schedule employee shifts, as required, to accommodate 24 hour per day operation."*

An Addendum to the certified Environmental Impact Report (EIR) for the original CUP was approved by the Los Angeles County Sanitation Districts' Board of Directors on January 9, 2013. The Addendum concluded that the proposed condition modification would not result in any increased or additional environmental impacts beyond those which were analyzed in the EIR, and therefore concluded that supplement environmental analysis was not required.

Pursuant to Section 22.56.1630 of the Zoning Code, the Hearing Officer "shall approve an application to modify or eliminate any condition(s) of a previously approved conditional use permit only upon a finding by the hearing officer that: (1) not more than one protest to the granting of the application is received within the specified protest period; and (2) the information submitted by the applicant substantiates the following findings... In all other cases the hearing officer shall deny the application."

More than one protest was received during the protest period. Therefore the Hearing Officer shall deny the application.

If you need further information, please contact Maral Tashjian of my staff at (213) 974-6435 or mtashjian@planning.lacounty.gov. Department office hours are Monday through Thursday from 7:00 a.m. to 6:00 p.m. The Department is closed on Fridays.

MM:MT

Attachments:

Project Summary

Vicinity Map

Applicant's Burden of Proof

Environmental Document

Protest Letters



Department of Regional Planning
 320 West Temple Street
 Los Angeles, California 90012

PROJECT NUMBER
 92251-(4)

HEARING DATE
 February 19, 2013

PROJECT SUMMARY

REQUESTED ENTITLEMENTS

Conditional Use Permit No. 92251
 Environmental Assessment No. 201200208

OWNER / APPLICANT

County of Los Angeles Sanitation District No. 2

MAP/EXHIBIT DATE

N/A

PROJECT OVERVIEW

To authorize a condition modification to Conditional Use Permit No. 92251, which established the development and operation of the Puente Hills Materials Recovery Facility (MRF). The purpose of the requested condition modification is to allow inbound and outbound shipments to the MRF to occur 24 hours per day and allow employee arrival and departure during peak traffic hours to accommodate 24 hour per day operation.

LOCATION

2808 South Workman Mill Road, Whittier

ACCESS

Workman Mill Road

ASSESSORS PARCEL NUMBER(S)

8125-026-904, 8125-026-905, 8125-026-906, 8125-021-933, 8125-021-942 (portion)

SITE AREA

25 Acres

GENERAL PLAN / LOCAL PLAN

Countywide General Plan

ZONED DISTRICT

Workman Mill

LAND USE DESIGNATION

I (Major Industrial), P (Public and Semi-Public Facilities)

ZONE

A-2-5 (Heavy Agricultural, 5 Acre Minimum Lot Size)

PROPOSED UNITS

N/A

MAX DENSITY/UNITS

N/A

COMMUNITY STANDARDS DISTRICT

N/A

ENVIRONMENTAL DETERMINATION (CEQA)

Addendum to certified Environmental Impact Report (EIR).

KEY ISSUES

- Consistency with the Los Angeles County General Plan
- Satisfaction of the following Section(s) of Title 22 of the Los Angeles County Code:
 - 22.56.040 (Conditional Use Permit Burden of Proof Requirements)

STAFF RECOMMENDATION

Denial

CASE PLANNER:

Maral Tashjian

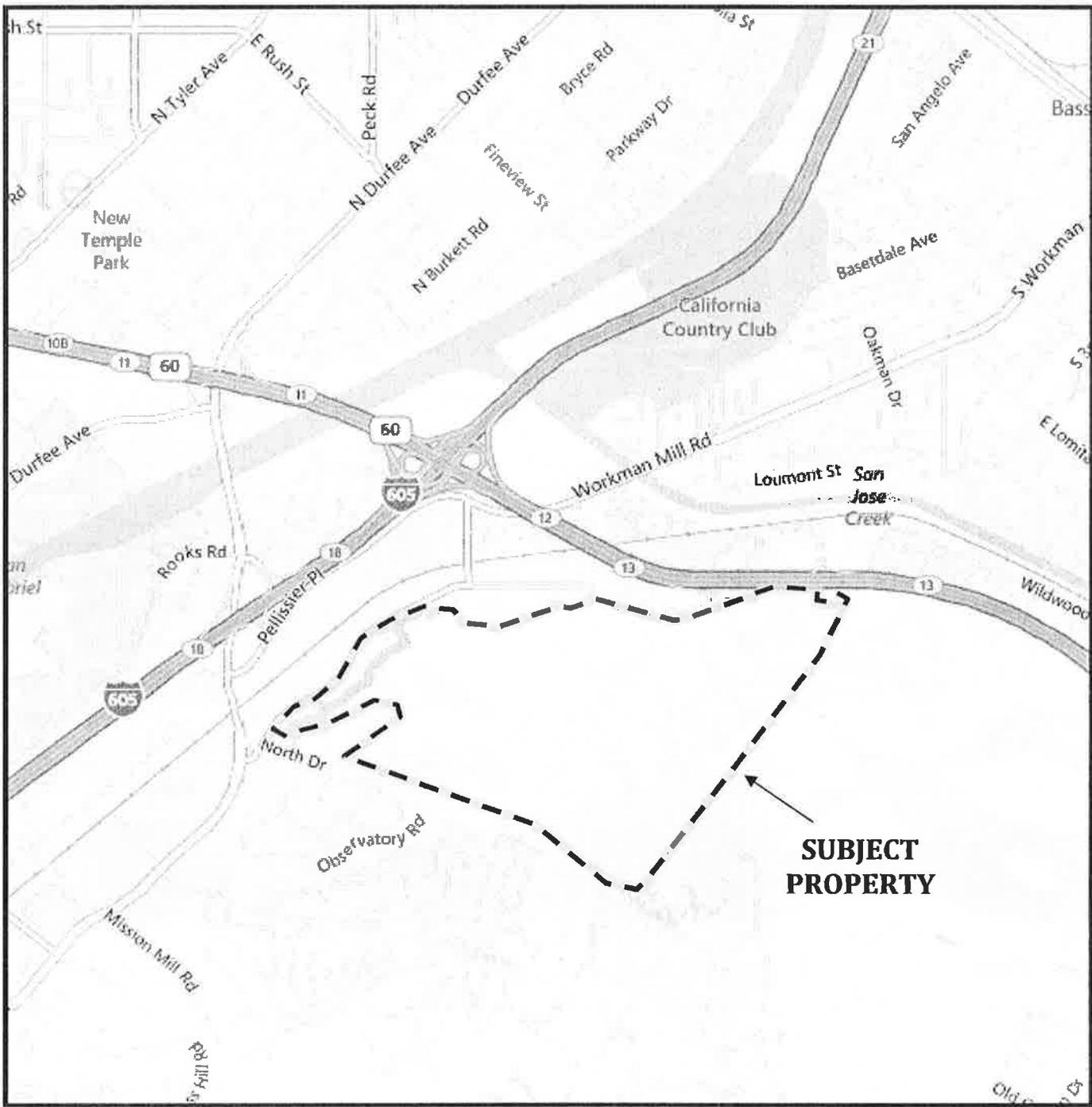
PHONE NUMBER:

(213) 974 - 6435

E-MAIL ADDRESS:

mtashjian@planning.lacounty.gov

Vicinity Map





CONDITIONAL USE PERMIT BURDEN OF PROOF

Pursuant to Zoning Code Section 22.56.040, the applicant shall substantiate the following:

(Do not repeat the statement or provide Yes/No responses. If necessary, attach additional pages.)

A. That the requested use at the location will not:

1. Adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area, or
2. Be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the site, or
3. Jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.

(See Attached)

B. That the proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in this Title 22, or as is otherwise required in order to integrate said use with the uses in the surrounding area.

(See Attached)

C. That the proposed site is adequately served:

1. By highways or streets of sufficient width, and improved as necessary to carry the kind and quantity of traffic such use would generate, and
2. By other public or private service facilities as are required.

(See Attached)

CONDITIONAL USE PERMIT BURDEN OF PROOF

Attachment 1 – Additional Responses

General Information – CUP Background Including Environmental Documentation

The Sanitation Districts, as lead agency, completed an environmental review of the impacts from the construction and operation of the Puente Hills Materials Recovery Facility (PHMRF) and the continuing operation and expansion of the adjacent Puente Hills Landfill (PHLF) in an Environmental Impact Report (EIR) certified by the Sanitation Districts in November 1992. The EIR assumed continuing operation of the PHLF accepting a maximum 13,200 tons of refuse per day (tpd), and the future operation of the PHMRF operating at a maximum 4,400 tpd. CUPs were subsequently approved permitting the PHLF and PHMRF to accept a combined maximum of 17,600 tpd.

The PHLF, operating under a subsequent CUP No. 02-027-(4), with similar daily tonnage limits, is currently permitted to accept waste between 6 a.m. and 5 p.m., Monday - Saturday, through October 31, 2013. Until the summer of 2007, the PHLF would reach its permitted daily tonnage limit of 13,200 tpd around 1 p.m. to 2 p.m., and then close. Tonnage has since declined dramatically below permitted limits, and the PHLF now typically remains open until its permitted closure time of 5 p.m. without reaching the permitted daily tonnage limit. The PHLF, even after implementing economic and operational incentives, is now accepting approximately 8,500 tpd. It is anticipated that tonnages at the PHLF will remain at about this level until scheduled closure on October 31, 2013.

The PHMRF is permitted to accept waste Monday through Saturday, at all hours except during the morning peak traffic period (6 a.m. to 9 a.m.) and the evening peak traffic period (4 p.m. to 7 p.m.), through July 1, 2029. Restrictions on PHMRF hours were intended to mitigate traffic impacts during the peak traffic periods of the combined PHLF and PHMRF operations at full capacity. The PHMRF has attracted much less than its permitted tonnage limits and now accepts about 150 tpd. The lower PHMRF tonnages are attributable to various economic and operational factors including competition from nearby facilities already permitted to receive waste during peak traffic hours, which makes it more difficult to secure contracts for the delivery of waste without extended operating hours.

A. That the requested use at the location will not:

- 1. Adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area.**

The Final EIR evaluated operational impacts including odors, dust, noise, hazardous waste, security, vector control, and compatibility with surrounding land uses. Specified mitigation measures that include state-of-the-art environmental control systems, hazardous waste inspection programs, employee training and site safety programs, and the proper design and operation of the PHMRF protect the health, peace, comfort, and welfare of persons in the surrounding area.

In the PHMRF CUP, based on the Findings, the Board of Supervisors concluded that the requested use will not adversely affect the health, peace, comfort or persons residing or working in the surrounding area

The proposed change does not affect any of these parameters or mitigation measures and therefore would not result in any additional impacts to persons in the surrounding area.

A. That the requested use at the location will not:

- 2. Be materially detrimental to the use, enjoyment or valuation of property or other persons located in the vicinity of the site.**

The ongoing operation of the PHMRF has not been materially detrimental to any nearby persons or property. In the PHMRF CUP, based on the Findings, the Board of Supervisors concluded that the requested use . . . will not be materially detrimental to the use, enjoyment, or valuation of property or other persons located in the vicinity of the site

The proposed change does not affect any of these parameters. Therefore, there are no new impacts to the surrounding community.

A. That the requested use at the location will not:

- 3. Jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.**

The Final EIR evaluated operational impacts including those related to public health, safety, and the general welfare. Specified mitigation measures that include state-of-the-art environmental control systems, hazardous waste inspection programs, employee training and site safety programs, and the proper design and operation of the PHMRF protect public health, safety, and the general welfare.

In the PHMRF CUP, based on the Findings, the Board of Supervisors concluded that the requested use . . . will not jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.

The Proposed change does not affect any of these parameters or mitigation measures and therefore would not result in any additional impacts.

B. That the proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in this Title 22, or as is otherwise required in order to integrate said use with the uses in the surrounding area.

The PHMRF is an existing, fully-permitted facility that includes all prescribed features. The facility is located on approximately 25 acres at the northwest edge of the Puente Hills Landfill as described in the previous EIR, CUP, and other permits. This site is adequately sized for the PHMRF and its supporting infrastructure.

In the PHMRF CUP, based on the Findings, the Board of Supervisors concluded that the site is adequate in size and shape to accommodate the development features prescribed in the Zoning Ordinance and otherwise required to integrate the PHMRF with the uses in the surrounding area. Further, the PHMRF has been in continuing successful commercial operation since July 2005, and during this time the facilities, including all prescribed features, have been adequate for the facility.

Since no changes to the physical infrastructure are proposed, the Proposal would not in any way diminish the adequacy of the site.

C. That the proposed site is adequately served:

- 1. By highways or streets of sufficient width, and improved as necessary to carry the kind and quantity of traffic such use would generate.**

In the PHMRF CUP, based on the Findings, the Board of Supervisors concluded that the site has adequate traffic access.

The EIR traffic/circulation analysis was based on the combined refuse vehicle traffic for the permitted maximums of 13,200 tpd to the PHLF and 4,400 tpd to the PHMRF, with a combined permitted maximum of 17,600 tpd. Combined refuse tonnages and combined offsite traffic impacts from the PHMRF and PHLF were analyzed since refuse vehicles destined for either facility travel similar routes before entering the site through a common entrance. Because outgoing shipment vehicles travel similar routes, and employee vehicle traffic volumes are relatively small, traffic impacts are approximately proportional to refuse tonnages.

Joint operation of the PHLF at current levels and unrestricted operation of the PHMRF 24 hours per day and at maximum capacity of 4,400 tpd, would result in the receipt of approximately 12,900 tpd. This is below the 17,600 tpd analyzed in the EIR and slightly less than former tonnages for the PHLF. Therefore, traffic volumes and related impacts through October 31, 2013, are expected to be less than significant during peak hours.

After October 31, 2013, only the PHMRF would remain open for waste deliveries. At that time operation of the PHMRF at full capacity would be limited to 4,400 tpd (25% of the combined permit limit for the PHLF and PHMRF). Therefore, after PHLF closure, the landfill would have no impacts during peak hours.

These conclusions are confirmed by the Los Angeles County Department of Public Works (LACDPW) that has determined that there would be no significant traffic impacts from the proposed CUP modification. As stated in the attached memorandum from the Traffic and Lighting Division of the LACDPW, the proposed CUP modification is not expected to have a significant impact to County roadways and intersections in the area. Consequently, the project is not required to submit a traffic impact analysis.

PHMRF operations comply with all existing CUP conditions related to traffic. No significant traffic/circulation impacts have been documented for the PHMRF or the PHLF. Pursuant to a condition in the existing CUP, improvements have been made to the intersection at the main entrance to the PHLF and the PHMRF such as a traffic signal, and left-turn storage capacity, signing, striping, and road repairs as necessary.

C. That the proposed site is adequately served:

2. By other public service facilities as are required.

The EIR discusses the effects the PHMRF will have on all associated utilities and services. The site is adequately served by all public and private facilities as are required. This includes the Puente Hills Reclaimed Water Distribution System that provides water to the PHMRF for irrigation, dust control, and fire flow. The use of reclaimed water, potable water, increased wastewater flows, and increases in electrical use, natural gas use, and telephone service does not measurably affect the utilities supplying these services.

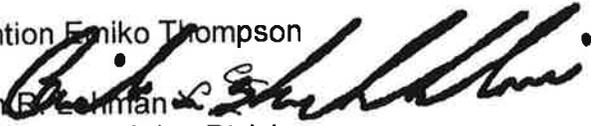
In the PHMRF CUP, based on the Findings, the Board of Supervisors concluded that the site is adequately served by other public or private facilities it requires.

The proposed CUP modification to allow waste deliveries to the PHMRF, outgoing shipments, and employee trips during peak traffic periods could slightly increase tonnages received and cause a minor shift of the time of day when public services are needed, but would not materially affect utilities supplying these services.

June 20, 2012

TO: Pat Proano
Environmental Programs Division

Attention Emiko Thompson

FROM: Dean R. Hoffman 
Traffic and Lighting Division

**PUENTE HILLS MATERIALS RECOVERY FACILITY
PROPOSED EXPANDED HOURS (FEBRUARY 2012)**

As requested, we have reviewed the proposal to expand the hours for receipt of waste at the existing Puente Hills Materials Recovery Facility. The project site is located at 2808 Workman Mill Road, which is adjacent to the Puente Hills Landfill in the unincorporated area.

Based on the review of the project's original environmental documents and submitted information on truck trips, the proposed expansion to the hours of operation is not expected to have a significant impact to the County roadways and intersections in the area. Consequently, the project is not required to submit a traffic impact analysis for review and approval.

If you have any questions regarding the review of this document, please contact Suen Fei Lau of Traffic Studies Section at Extension 4820.

SFL:sm

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County Sanitation District No. 2 of
Los Angeles County
1955 Workman Mill Road
Whittier, CA 90601

NOTICE OF DETERMINATION

To: County Clerk, County of Los Angeles
12400 East Imperial Highway
Room 2001
Norwalk, CA 92650

Office of Planning and Research
P.O. Box 3044
1400 Tenth Street, Room 212
Sacramento, CA 95812-3044

Subject: Filing of Notice of Determination in Compliance With Section 21152 of the Public Resources Code

Project Title: Addendum to the Final Environmental Impact Report for the Puente Hills Materials Recovery Facility, State Clearinghouse No. 91121070 (PHMRF FEIR)

SCH Number: 91121070

Project Location: Puente Hills Materials Recovery Facility (PHMRF), 2808 South Workman Mill Road, Whittier, California 90601.

Project Description: The proposed change to the approved project is to eliminate existing restrictions between 6:00 a.m. and 9:00 a.m. and between 4:00 p.m. and 7:00 p.m. on the inbound and outbound shipment of commodities, residuals and waste over public roads and on employee arrival and departure. There would be no other changes to the facility, its capacity, its operation, or any other permit conditions.

The proposed change would allow inbound and outbound shipments to the PHMRF to occur 24 hours per day and allow employee arrival and departure during peak traffic hours to accommodate 24 hour per day operation. The current restrictions were included in the approved project to mitigate impacts from the concurrent operation of the PHMRF and the Puente Hills Landfill (PHLF) at their maximum permitted capacity of 17,600 tons of refuse per day. Due to the recent decline in incoming tonnage to the PHLF and its pending closure on October 31, 2013, these restrictions are no longer necessary. The PHMRF will continue to operate in an environmentally sound and cost-effective manner in compliance with all permit conditions, receiving and processing up to a permitted limit of 4,400 tons of refuse per day.

Contact Person: Christopher Salomon
Telephone (562) 908-4288, extension 2716, or csalomon@lacsod.org

This is to advise that on January 9, 2013, the Board of Directors of County Sanitation District No. 2 of Los Angeles County approved the above project and made the following determinations regarding the project:

1. The proposed change in the approved project is not a substantial change that will require major revisions of the previous EIR.
2. The proposed change in the approved project will not have a significant effect on the environment or result in a substantial increase in the severity of previously identified significant effects.
3. An Addendum to the Final Environmental Impact Report for the Puente Hills Materials Recovery Facility (SCH # 91121070) was prepared for this project pursuant to the provisions of CEQA.

This is to certify that the Addendum and record of project approval is available to the general public at the District's Joint Administrative Office, 1955 Workman Mill Road, Whittier, California 90601.

Date: January 10, 2013

Robert C. Ferrante
Assistant Chief Engineer and Assistant General Manager



**ADDENDUM TO
THE FINAL ENVIRONMENTAL IMPACT REPORT FOR
THE PUENTE HILLS MATERIALS RECOVERY FACILITY
JANUARY 2013**

INTRODUCTION

On June 14, 1995, the Board of Directors of County Sanitation District No. 2 of Los Angeles County certified the *Final Environmental Impact Report for the Puente Hills Materials Recovery Facility*, State Clearinghouse No. 91121070 (PHMRF FEIR) and approved the project. The approved project included the implementation of a mitigation measure that imposed restrictions between 6:00 a.m. and 9:00 a.m. and between 4:00 p.m. and 7:00 p.m. on the inbound and outbound shipment of commodities, residuals and waste over public roads to the PHMRF during peak traffic hours and on employee arrival and departure. These restrictions were included in the approved project to mitigate impacts from the concurrent operation of the PHMRF and the Puente Hills Landfill (PHLF) at their maximum permitted capacity of 17,600 tons of refuse per day.

Due to the recent decline in incoming tonnage to the PHLF and its pending closure on October 31, 2013, these restrictions are no longer necessary. The proposed change would allow inbound and outbound shipments to the PHMRF to occur 24 hours per day and allow employee arrival and departure during peak traffic hours to accommodate 24 hour per day operation. There will be no other physical or operational changes at the PHMRF. The PHMRF will continue to operate in an environmentally sound and cost-effective manner in compliance with all permit conditions, receiving and processing up to a permitted limit of 4,400 tons of refuse per day.

This Addendum to the PHMRF FEIR has been prepared pursuant to Title 14, California Code of Regulations, Chapter 3 of the State Guidelines ("State Guidelines") implementing the California Environmental Quality Act. Section 15164 of the State Guidelines provides that an addendum may serve as adequate documentation if the proposed changes in the previously-approved project are not substantial and will not require major revisions of the previous EIR or result in a substantial increase in the severity of previously-identified significant effects. The following is a description of the proposed change in the approved project and the associated environmental impact.

RECOMMENDED PROJECT

The recommended project is to change the approved project to eliminate existing restrictions between 6:00 a.m. and 9:00 a.m. and between 4:00 p.m. and 7:00 p.m. on the inbound and outbound shipment of commodities, residuals and waste over public roads and on employee arrival and departure. There would be no other changes to the facility, its capacity, its operation, or any other permit conditions.

ENVIRONMENTAL IMPACTS

An initial study for the proposed change in the approved project was completed. No new impacts were identified.

INITIAL STUDY

This Initial Study has been prepared pursuant to the Local Procedures Implementing the California Environmental Quality Act (CEQA) as adopted by the County Sanitation Districts of Los Angeles County.

1. ***Project Title*** Addendum To The Final Environmental Impact Report For the Puente Hills Materials Recovery Facility, State Clearinghouse No. 91121070 (PHMRF FEIR)

2. ***Description of Project***

The proposed change to the approved project is to eliminate existing restrictions between 6:00 a.m. and 9:00 a.m. and between 4:00 p.m. and 7:00 p.m. on the inbound and outbound shipment of commodities, residuals and waste over public roads and on employee arrival and departure. There would be no other changes to the facility, its capacity, its operation, or any other permit conditions.

The proposed change would allow inbound and outbound shipments to the PHMRF to increase from 18 hours per day to 24 hours per day and allow employee arrival and departure during peak traffic hours to accommodate 24 hour per day operation. The current restrictions were included in the approved project to mitigate impacts from the concurrent operation of the PHMRF and the Puente Hills Landfill (PHLF) at their maximum permitted capacity of 17,600 tons of refuse per day. Due to the recent decline in incoming tonnage to the PHLF and its pending closure on October 31, 2013, these restrictions are no longer necessary. The PHMRF will continue to operate in an environmentally sound and cost-effective manner in compliance with all permit conditions, receiving and processing up to a permitted limit of 4,400 tons of refuse per day.

3. ***Lead Agency Name and Address*** County Sanitation District No. 2 of Los Angeles County
1955 Workman Mill Road
Whittier, CA 90601

4. ***Contact Person, Phone Number, and Email*** Christopher Salomon
(562) 908-4288, extension 2716; csalomon@lacsdc.org

5. ***Zoning*** The project is consistent with local zoning, general plans, and Conditional Use Permit [Case No. 92-251(4)] issued by the County of Los Angeles.

6. ***Project Location*** Puente Hills Materials Recovery Facility, 2808 South Workman Mill Road, Whittier, California.

7. ***Surrounding Land Uses and Setting*** The project is located in an urban area.

8. ***Public Agencies Which Must Approve or Give a Permit for the Project*** Los Angeles County Department of Regional Planning
Los Angeles County Department of Public Health, Solid Waste Management Program

CalRecycle

9. ***Other Organizations for Distribution or Review*** N/A

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

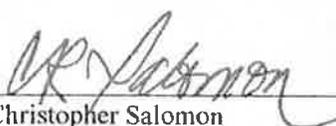
- | | | |
|---|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Transportation / Traffic |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Utilities / Service |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Energy Resources | <input type="checkbox"/> Noise | |
| <input type="checkbox"/> Geology and Soils | <input type="checkbox"/> Population / Housing | |
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STAFF DETERMINATION:

The District's staff, having undertaken and completed an Initial Study of this proposed project in accordance with the Local Procedures for the Implementation of the California Environmental Quality Act (CEQA) as adopted by the County Sanitation Districts of Los Angeles County for the purpose of ascertaining whether the proposed project might have a significant effect on the environment, has reached the following conclusion:

- The proposed project COULD NOT have a significant effect on the environment, and an ADDENDUM TO THE EIR or NEGATIVE DECLARATION will be prepared.
- Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (a) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (b) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed on the proposed project, nothing further is required.

Date: January 2, 2013



Christopher Salomon
Supervising Engineer
Planning Section

EVALUATION OF ENVIRONMENTAL IMPACTS:

CLASSIFICATION OF ENVIRONMENTAL IMPACTS

Potentially Significant Impact: There is substantial evidence that an effect is significant. An Environmental Impact Report is required. Significant effect on the environment means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself is not considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant. (§15382 CEQA Guidelines)

Potentially Significant Unless Mitigation Incorporated: This classification applies where the incorporation of mitigation measures has reduced an effect from a "Potentially Significant Impact" to a "Less Than Significant Impact."

Less Than Significant Impact: Less Than Significant effect on the environment means an effect which is not significant as defined by §15382 of the CEQA Guidelines.

	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EXPLANATION:

a – d. No new impacts.

The proposed change in the approved project will not result in any physical changes to the facility or to its capacity, nor will it result in any operational changes other than eliminating hour restrictions. There is no new potential to adversely affect aesthetics. All mitigation measures related to aesthetics currently in place for the approved project will continue.

	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
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II. AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forestland or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

EXPLANATION:

a - e. No new impacts.

The proposed change to the approved project involves an existing facility, so there would be no impacts to agricultural and forest resources.

III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

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| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutants concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EXPLANATION:

a – d. No new impacts.

The PHMRF FEIR analyzed air quality impacts from the PHLF and the PHMRF operating concurrently at their maximum permitted capacity of 17,600 tons of refuse per day. These impacts mostly arose from air emissions from vehicles travelling to and from the PHLF and the PHMRF. The Board in certifying the PHMRF FEIR determined that remaining air quality impacts after mitigation due to the operation of the PHMRF would be significant but unavoidable, that diversion of the waste stream elsewhere would result in higher air quality impacts, and that there is no feasible way to lessen or avoid any remaining effects. The Board balanced the benefits of the PHMRF project against unavoidable environmental risks and determined that the adverse environmental effects are considered acceptable.

The proposed change to the approved project would not affect air quality impacts or total air emissions as estimated in the PHMRF FEIR. Permitted daily tonnage limits for the PHMRF of 4,400 tons per day maximum and 4,000 tons per 6-day weekly average (tpd-6) would not be affected. Air emissions are determined by vehicle type and quantity and the distance traveled by vehicles going to and from the PHMRF to deliver the permitted tonnages. Additionally, air emissions for the approved project were based on daily averages. The proposed elimination of the hour restrictions would not change the number of vehicle trips, routes or distances to and from the PHMRF. Therefore, air emission impacts due to traffic to and from the PHMRF would remain as originally analyzed in the PHMRF FEIR, although the time of day when those emissions occur might shift slightly.

With the proposed change to the approved project, the only plausible reason why air emissions might increase slightly would be due to increased vehicle idling in congested traffic during peak hours. However, any small increase in air emissions would be more than offset by the following factors:

- Due to equipment improvements, current emission factors (the estimated emissions per mile for specific constituents and vehicle types) are generally much lower than originally assumed in the PHMRF FEIR. Therefore, actual total air emissions are much less than previously estimated.
- While the PHMRF FEIR assumed that the PHLF would be operating at up to 13,200 tpd (12,000 tpd-6) without hour restrictions, the landfill is currently operating at a maximum of about 8,500 tpd with proportionally lower total air emissions.
- The PHLF will close on October 31, 2013. Thereafter, air emissions due to traffic to and from the landfill will be significantly reduced.
- The proposed elimination of hour restrictions at the PHMRF would allow refuse haulers in close proximity to the PHMRF, but previously unable to practically use the facility due to the hour restrictions, to now use the facility. This would provide for overall more efficient countywide transport of refuse to transfer/processing facilities, reducing average haul distance, traffic impacts, and air emissions.

The proposed change to the approved project will not otherwise physically alter the PHMRF or its operation and will maintain the current permitted tonnage limit of 4,400 tpd (4,000 tpd-6). Furthermore, the basic parameters used to analyze air quality impacts, such as vehicle types, vehicle trips, and air emission factors

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for the criteria pollutants for each category of vehicle type and trip characteristic, are unchanged from the PHMRF FEIR. Therefore, there is no impact on the corresponding air emissions previously analyzed. All traffic and air quality related mitigation measures for the approved project currently in place, other than restricted hours, will continue.

The PHMRF will operate as an element of the Districts' waste-by-rail system. This system will consist of the truck transfer of containerized residuals from the PHMRF (and possibly from other MRFs) to the Puente Hills Intermodal Facility (PHIMF) to be loaded onto railcars for transport to the Mesquite Regional Landfill (MRL) for disposal. There would potentially be additional cumulative traffic and air emissions when the PHIMF is operational and accepts up to its permit limit of 8,000 tpd of containerized residuals including up to 4,000 tpd from MRFs other than the PHMRF. However, the PHIMF is a separate facility with separate and complete CEQA environmental documentation. Alternatively, containerized residuals from the PHMRF and other MRFs could be transported by truck directly to the MRL or another closer landfill. The delivery of up to 4,000 tpd of refuse to the MRL by truck was analyzed and approved by the *Final Mesquite Regional Landfill CUP Amendments Subsequent Environmental Impact Report*. The proposed change to the approved project in the PHMRF FEIR would not impact or be impacted by these other projects.

e. No new impacts.

The proposed change in the approved project will not result in any physical changes to the facility or to its capacity, nor will it result in any operational changes other than eliminating hour restrictions. There is no new potential to adversely affect odors. All odor mitigation measures currently in place for the approved project will continue.

IV. BIOLOGICAL RESOURCES. Would the project:

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EXPLANATION:

a – f. No new impacts.

The proposed change in the approved project will not result in any physical changes to the facility or to its capacity, nor will it result in any operational changes other than eliminating hour restrictions. There is no new potential to adversely affect, substantially damage or degrade biological resources. All biological resources mitigation measures currently in place for the approved project will continue.

V. CULTURAL RESOURCES. Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EXPLANATION:

a – d. No new impacts.

The proposed change in the approved project will not result in any physical changes to the facility or to its capacity, nor will it result in any operational changes other than eliminating hour restrictions. There is no new potential to adversely affect, substantially damage or degrade cultural resources. All cultural resources mitigation measures currently in place for the approved project will continue.

VI. ENERGY RESOURCES. Would the project:

a) Conflict with adopted energy conservation plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Use non-renewable resources in a wasteful and inefficient manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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EXPLANATION:

a – b. No impacts.

The approved project does not impact energy resources, and the proposed change would not result in any new impacts.

VII. GEOLOGY AND SOILS. Would the project:

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

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EXPLANATION:

a – e. No new impacts.

The proposed change in the approved project will not result in any physical changes to the facility or to its capacity, nor will it result in any operational changes other than eliminating hour restrictions. There is no new potential for adverse impacts related to geology and soils. All geology and soils mitigation measures currently in place for the approved project will continue.

	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
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VIII. GREENHOUSE GAS EMISSIONS. Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EXPLANATION:

a-b. No new impacts.

The PHMRF FEIR analyzed air quality impacts from the PHLF and the PHMRF operating concurrently at their maximum permitted capacity of 17,600 tons of refuse per day. The Board in certifying the PHMRF FEIR determined that remaining air quality impacts after mitigation due to the operation of the PHMRF would be significant but unavoidable, that diversion of the waste stream elsewhere would result in higher air quality impacts, and there is no feasible way to lessen or avoid any remaining effects. The Board balanced the benefits of the PHMRF project against unavoidable environmental risks and determined that the adverse environmental effects are considered acceptable.

The PHMRF FEIR analyzed air quality impacts due to criteria pollutant emissions, including hydrocarbons, carbon monoxide, nitrogen oxides, sulfur oxides, and particulates. At the time (1992), greenhouse gas emissions were a known area of possible concern related to air quality impact analysis. However, the measurement protocol and corresponding standard of significance that exist today had not been established. CEQA Guidelines related to greenhouse gas emission were adopted on December 30, 2009, and became effective as of March 30, 2010. These amendments were adopted pursuant to the requirements of Senate Bill 97 (2007) to address global warming emissions; mitigate project-specific greenhouse gas emissions in CEQA documents; and to help meet the state global warming emissions reduction goals contained in Assembly Bill 32 (2006). Although greenhouse gas emissions were not specifically analyzed in the PHMRF FEIR as they would be if the project was undertaken today, vehicle emissions factors (estimated emissions per mile for specific constituents and vehicle types) for all greenhouse gases have since generally declined. Therefore, greenhouse gas emissions from the PHMRF project are lower now than they would have been if they were estimated in the PHMRF FEIR.

The proposed change to the approved project would not affect air quality impacts or total air emissions as analyzed in the PHMRF FEIR. Similarly, the proposed change to the approved project would not directly affect greenhouse gas emissions. Permitted daily tonnage limits for the PHMRF of 4,400 tpd maximum and 4,000 tpd-6 would not be affected. Air emissions (including greenhouse gas emissions) are determined based on vehicle type and quantity and the distance traveled by vehicles going to and from the PHMRF to deliver the permitted tonnages. Additionally, air emissions for the approved project were based on daily averages. The proposed elimination of the hour restrictions would not change the number of vehicle trips, routes or distances to and from the PHMRF. Therefore, air emission impacts including greenhouse gas emission impacts due to traffic to and from the PHMRF would not change, although the time of day when those emissions occur might shift slightly.

With the proposed change to the approved project, the only plausible reason why greenhouse gas emissions might increase slightly would be due to increased vehicle idling in congested traffic during peak hours. However, any small increase in greenhouse gases would be more than offset by the following factors:

- Due to equipment improvements, current emission factors for greenhouse gases would be much lower than if they had been calculated in the PHMRF FEIR. Therefore, actual total greenhouse gas emissions are much less than would have been estimated in the PHMRF FEIR.
- While the PHMRF FEIR assumed that the PHLF would be operating at up to 13,200 tpd (12,000 tpd-6) without hour restrictions, the landfill is currently operating at a maximum of about 8,500 tpd with

	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
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proportionally lower total air emissions including greenhouse gas emissions.

- The PHLF will close on October 31, 2013. Thereafter, air emissions including greenhouse gas emissions due to traffic to and from the landfill will be significantly reduced.
- The proposed elimination of hour restrictions at the PHMRF would allow refuse haulers in close proximity to the PHMRF, but previously unable to practically use the facility due to the hour restrictions, to now use the facility. This would provide for overall more efficient countywide transport of refuse to transfer/processing facilities, reducing average haul distance, traffic impacts, and air emissions including greenhouse gas emissions.

The proposed change to the approved project will not otherwise physically alter the PHMRF or its operation and will maintain the current permitted tonnage limit of 4,400 tpd (4,000 tpd-6). Furthermore, the basic parameters used to analyze air quality impacts including greenhouse gas emissions, such as vehicle types, vehicle trips, and air emission factors for each category of vehicle type and trip characteristic, would remain unchanged. Therefore, there is no impact on the corresponding air emissions, including greenhouse gas emissions, for the PHMRF.

The PHMRF will operate as an element of the Districts' waste-by-rail system. This system will consist of the truck transfer of containerized residuals from the PHMRF (and possibly from other MRFs) to the Puente Hills Intermodal Facility (PHIMF) to be loaded onto railcars for transport to the Mesquite Regional Landfill (MRL) for disposal. There would potentially be additional cumulative traffic and air emissions, including greenhouse gas emissions, when the PHIMF is operational and accepts up to its permit limit of 8,000 tpd of containerized residuals including up to 4,000 tpd from MRFs other than the PHMRF. However, the PHIMF is a separate facility with separate and complete CEQA environmental documentation. Alternatively, containerized residuals from the PHMRF and other MRFs could be transported by truck directly to the MRL or another closer landfill. The delivery of up to 4,000 tpd of refuse to the MRL by truck was analyzed and approved by the *Final Mesquite Regional Landfill CUP Amendments Subsequent Environmental Impact Report*. The proposed change to the approved project in the PHMRF FEIR would not impact or be impacted by these other projects.

IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EXPLANATION:

a – h. No new impacts.

The proposed change in the approved project will not result in any physical changes to the facility or to its capacity, nor will it result in any operational changes other than eliminating hour restrictions. There is no new potential for adverse impacts related to hazards and hazardous materials. All hazards and hazardous materials mitigation measures currently in place for the approved project will continue.

X. HYDROLOGY AND WATER QUALITY. Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EXPLANATION:

a – j. No new impacts.

The proposed change in the approved project will not result in any physical changes to the facility or to its capacity, nor will it result in any operational changes other than eliminating hour restrictions. There is no new potential for adverse impacts related to hydrology and water quality. All hydrology and water quality mitigation measures currently in place for the approved project will continue.

XI. LAND USE AND PLANNING. Would the project:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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EXPLANATION:

a – c. No new impacts.

The proposed change in the approved project will not result in any physical changes to the facility or to its capacity, nor will it result in any operational changes other than eliminating hour restrictions. There is no new potential for adverse impacts related to land use and planning. The proposed project will remain in compliance with all conditions of the approved project's CUP [Case No. 92-251-(4), issued by Los Angeles County] as it may be amended to eliminate hour restrictions.

XII. MINERAL RESOURCES. Would the project:

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

EXPLANATION:

a – b. No new impacts.

The approved project does not impact mineral resources, and the proposed change would not result in any new impacts.

XIII. NOISE. Would the proposal result in:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

EXPLANATION:

a – f. No new impacts.

The proposed change in the approved project will not result in any physical changes to the facility or to its capacity, nor will it result in any operational changes other than eliminating hour restrictions. There is no new potential for adverse noise impacts. All noise mitigation measures currently in place for the approved project will continue.

XIV. POPULATION AND HOUSING. Would the project:

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

EXPLANATION:

a – c. No new impacts.

The approved project does not significantly impact population and housing, and the proposed change would not result in any new impacts.

XV. PUBLIC SERVICES.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: | | | | |
| i) Fire protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| ii) Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iii) Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EXPLANATION:

- a. No new impacts.

The approved project does not significantly impact public services, and the proposed change would not result in any new impacts.

XVI. RECREATION.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

EXPLANATION:

- a – b. No new impacts.

The approved project does not significantly impact recreation, and the proposed change would not result in any new impacts.

XVII. TRANSPORTATION/TRAFFIC. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with an applicable congestion management program, including, but not limited to level of service standard and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EXPLANATION:

a – b. No new impacts.

The PHMRF FEIR analyzed traffic and circulation impacts from the PHLF and the PHMRF operating concurrently at their maximum permitted capacity of 17,600 tons of refuse per day. The Board in certifying the PHMRF FEIR determined that cumulative traffic impacts from the PHMRF and the PHLF could incrementally contribute to significant adverse traffic impacts to nearby freeways. The Board found there is no feasible way to avoid or lessen these impacts, that all feasible changes and modifications to reduce or abate impacts have been incorporated into the project, that the no-project alternative discussed in the PHMRF FEIR will not meet project objectives, and the identified economic and social need for in-county public controlled disposal capacity and the need to proceed with alternatives to in-county disposal capacity outweigh the traffic impacts. The Board found that there is no feasible way to lessen or avoid any remaining effects. The Board balanced the benefits of the PHMRF project against unavoidable environmental risks and determined that the adverse environmental effects are considered acceptable.

The PHMRF FEIR traffic and circulation analysis was based on the combined refuse vehicle traffic for the permitted maximums of 13,200 (12,000 tpd-6) to the PHLF, and 4,400 tpd (4,000 tpd-6) to the PHMRF, with a combined permitted maximum of 17,600 tpd (16,000 tpd-6). Combined refuse tonnages and combined offsite traffic impacts from the PHMRF and the PHLF were analyzed since refuse vehicles destined for either facility travel similar routes before entering the site through a common entrance. Because outgoing shipment vehicles travel similar routes, and employee vehicle traffic volumes tend to also increase and decrease with tonnage, traffic impacts are approximately proportional to refuse tonnages.

The PHLF is currently receiving less than its permitted maximum tonnage and PHLF traffic has decreased proportionally. The PHMRF FEIR traffic and circulation analysis assumed then current PHLF tonnages and traffic impacts from the PHLF operating at maximum permitted tonnage without hour restrictions. The PHLF was typically receiving refuse until reaching its permitted daily limit of 13,200 tons of refuse about mid-day. This resulted in increased traffic during the morning peak, and very little if any traffic during the afternoon peak. Beginning in 2007, PHLF tonnage began to decline. Average refuse tonnage to the PHLF during a recent 12-month period (April 2011 through March 2012) was about 5,300 tons per day. Tonnage has since rebounded to an average of about 7,300 tons per day during the most recent 6-month period (April 2012 through September 2012) accepting at most 8,500 tons during any day, and is expected to remain at this level until the landfill closes on October 31, 2013. Because of the lower PHLF tonnages, since the summer of 2007 the landfill has typically remained open until its permitted daily closing time of 5:00 p.m.

Joint operation of the PHLF at current levels and unrestricted operation of the PHMRF 24 hours per day and at maximum capacity of 4,400 tpd, would result in the receipt of at most approximately 12,900 tpd. This is below the 17,600 tpd analyzed in the PHMRF FEIR and slightly less than former tonnages for the PHLF by itself. Therefore, traffic volumes and related impacts due to the proposed change through October 31, 2013, are expected to be less than significant.

POTENTIALLY
SIGNIFICANT
IMPACT

LESS THAN
SIGNIFICANT
WITH
MITIGATION
INCORPORATED

LESS THAN
SIGNIFICANT
IMPACT

NO
IMPACT

After October 31, 2013, only the PHMRF would remain open for waste deliveries. Operation of the PHMRF at full capacity would still be limited to 4,400 tpd and traffic volumes and related impacts due to the proposed project would be less than significant when compared to concurrent operation of the PHLF and the PHMRF at their maximum permitted capacity of 17,600 tons of refuse per day. Therefore, after PHLF closure, the operation of the PHMRF without hour restriction would be less than significant.

The proposed change to the approved project would potentially impact traffic and circulation during the morning peak (6:00 a.m. to 9:00 a.m.) and evening peak (4:00 p.m. to 7:00 p.m.) hours, but only during joint operations with the PHLF. Refuse vehicle traffic (daily total, morning peak, and afternoon peak) was projected based on existing PHLF traffic. Employee traffic was projected based on a "worst case" assumption that shift changes would take place during both the morning and afternoon peaks. Total traffic and traffic during the morning and afternoon peak periods were then estimated for the concurrent operation of the PHLF and the PHMRF. Because the PHLF is receiving considerably less than permitted quantities of waste, which equates to considerably less traffic, the impact of the proposed change to daily traffic and to traffic during the morning and afternoon peak periods is less than significant.

These conclusions were confirmed by the Los Angeles County Department of Public Works (LACDPW). The LACDPW has determined that there would be no significant traffic impacts from the proposed project. As stated in the attached memorandum from the Traffic and Lighting Division of the LACDPW, the proposed project is not expected to have a significant impact to County roadways and intersections in the area. Consequently, the project is not required to submit a traffic impact analysis (see Attachment 1).

The proposed changes to the approved project will not otherwise physically alter the PHMRF or its operation and will maintain the current permitted tonnage limit of 4,400 tpd (4,000 tpd-6). However, reduced traffic impacts related to the delivery of waste to the PHLF in the near term and the cessation of waste deliveries to the PHLF after closure on October 31, 2013, mitigate any impacts related to the elimination of hour restriction at the PHMRF. All other traffic-related mitigation measures for the approved project that are currently in place will continue.

The PHMRF will operate as an element of the Districts' waste-by-rail system. This system will consist of the truck transfer of containerized residuals from the PHMRF (and possibly from other MRFs) to the Puente Hills Intermodal Facility (PHIMF) to be loaded onto railcars for transport to the Mesquite Regional Landfill (MRL) for disposal. There would potentially be additional cumulative traffic when the PHIMF is operational and accepts up to its permit limit of 8,000 tpd of containerized residuals including up to 4,000 tpd from MRFs other than the PHMRF. However, the PHIMF is a separate facility with separate and complete CEQA environmental documentation. Alternatively, containerized residuals from the PHMRF and other MRFs could be transported by truck directly to the MRL or another closer landfill. The delivery of up to 4,000 tpd of refuse to the MRL by truck was analyzed and approved by the *Final Mesquite Regional Landfill CUP Amendments Subsequent Environmental Impact Report*. The proposed change to the approved project in the PHMRF FEIR would not impact or be impacted by these other projects.

c. No new impacts.

The approved project does not significantly impact air traffic patterns, and the proposed change would not result in any new impacts.

d. No new impacts.

The approved project does not significantly impact road hazards, and the proposed change would not result in any new impacts.

e. No new impacts.

The approved project does not significantly impact emergency access, and the proposed change would not result in any new impacts.

f. No new impacts.

The approved project does not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities, and the proposed change would not result in any new impacts.

	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
XVIII. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EXPLANATION:

a – g. No new impacts

The approved project does not significantly impact utilities and service systems, and the proposed change would not result in any new impacts.

XIX. MANDATORY FINDINGS OF SIGNIFICANCE,

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

MITIGATION

No mitigation measures are required for this project.

PROTEST LETTERS:

- 1) Teresa Aguilar, dated February 12, 2013
- 2) Richard & Marilyn Kamimura, dated February 11, 2013
- 3) Victoria Anderson, dated February 11, 2013
- 4) Clean Air Coalition of North Whittier and Avocado Heights, dated January 28, 2013
- 5) Don C. Moss, dated February 4, 2013
- 6) Marilyn Kamimura, dated January 29, 2013
- 7) Richard Kamimura, dated January 29, 2013
- 8) Victoria Anderson, dated January 30, 2013
- 9) Nellie Rivas, dated January 30, 2013
- 10) Henry & Grace Oga, not dated (received February 5, 2013)
- 11) Albert & Margaret Porras, dated February 8, 2013
- 12) Concerned Residents of Unincorporated North Whittier, dated February 11, 2013
- 13) Concerned Residents of Unincorporated North Whittier, dated February 11, 2013
- 14) Armando & Rachael Cervera, dated February 7, 2013
- 15) Margaret Caster, dated February 7, 2013

FAX

Date: February 12, 2013

ATTENTION: DIRECTOR OF PLANNING
Dept. Of Regional Planning

Phone Number: (213) 974-6435

Fax Number: (213) 626-0434

From: Teresa M. Aguilar

Address: 13343 E. Loumont St., Whittier, CA 90601

Phone Number: (626) 330-2898

E-mail: tajalauren@roadrunner.com

Number of Pages, Including Cover: 2

URGENT REPLY ASAP PLEASE COMMENT PLEASE REVIEW FOR YOUR INFORMATION

RE: LETTER OF PROTEST MODIFICATION OF CUP 92-251 CONDITION 8

I am submitting the attached Letter of Protest dated February 12, 2013.

Thank you,

Teresa M. Aguilar

February 12, 2013

Department of Regional Planning
Attention: Director of Planning
320 West Temple Street, Room 1348
Los Angeles, Ca 90012

PROTEST LETTER - PERMIT #92-251 PHMRF CUP MODIFICATION 8

Dear Director of Planning:

I am against modification of CUP 92-251 Condition 8.

As a longtime resident that has already endured excessive noise from trains I question the initial study attached to the Notice of Determination that the noise from a 24-hour facility 6 days a week will have no impact. The noise WILL have a negative impact on this community. The movement of trucks as well as trucks dropping loads, unloading and loading will cause the trucks to emit more noise for the following reasons:

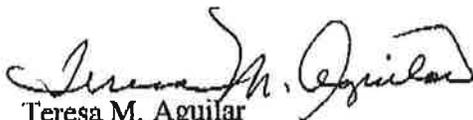
- The streets in the area are lined with buildings influencing traffic noise.
- The buildings will trap noise and increase its effects.

The residents in close vicinity will have to take the brunt of most of the excessive noise for 24 hours.

We already have to endure the noise emitted by trains, which include loud continuous whistles and horns in the early morning and late evening. This has caused stress, high blood pressure and sleep loss to me and my neighbors.

The Sanitation Districts do not have unlimited rights to broadcast noise as they please by producing noise pollution and acting like a bully in a school yard. They disregard the rights of others and claim for themselves rights that are not theirs.

Sincerely,



Teresa M. Aguilar
13343 E. Loumont St.
Whittier, Ca. 90601
Ph: (626) 330-2898
E-mail: tajalauren@roadrunner.com

February 12, 2013

TO:DEPARTMENT OF REGIONAL PLANNING L.A. COUNTY
ATTENTION MARAL TASHIJIAN
fax. 213-626-0434 phone 213-974-6435

FROM : MARILYN KAMIMURA
843 Caraway Drive
Whittier, CA. 90601
fax. 626-3309365 needs to be turned on by calling first
phone-626-3309365

MEMO: ENCLOSED
PAGES-front cover plus two pages
re; CUP 92251 modification condition 8.

①

**Clean Air Coalition of
North Whittier and Avocado Heights**

Richard H. Kamimura
and Marilyn Kamimura
843 Caraway Drive
Whittier, Ca. 90601
626-3309365 Fax 626-3309365

February 11, 2013

Department of Regional Planning
County of Los Angeles
c/o Director of Planning
320 West Temple Street Room 1348
Los Angeles, CA. 90012

Re: Permit # 92-251 PHMRF CUP modification 8.

Dear Director of Planning:

As longtime residents that have lived with the impact of a landfill in our backyard and another MURF in close vicinity, we are against this modification.

In 1999 when the PHMRF received its restricted hours, the closure of the landfill of October 2013 reducing 13,200 tons per day of trash was already part of the scenario.

By modifying condition 8. to 24 hours 6 days a week there will now be a reversal. As an example, a carpool lane moves more traffic through easier, more hours makes it easier to move more garbage trucks through.

The fact that the Sanitation Districts of L.A. County does not want to follow the scenario of less we can only resolve this process of modification is a guise for EXPANSION.

By moving in this direction of increasing hours you will be approving the reckless disregard of the health, welfare and quality of life of taxpaying residents that are expected to endure these facilities forever.

We have had enough.

Sincerely,



Richard H. Kamimura



Marilyn Kamimura

(2)

Victoria Anderson
1039 Bunbury Dr.
Whittier CA 90601

February 11, 2013

Department of Regional Planning
County of Los Angeles
320 W. Temple Street
Room 1348
Los Angeles, CA 90012
c/o Director of Planning

RE: against modification of CUP 92251 condition 8

Dear Director of Planning:

In reference to statements:

Section III AIR QUALITY (see page 7, ADDENDUM TO THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE PUENTE HILLS MATERIALS RECOVERY FACILITY JANUARY 2013)

*Explanation

a - d No new impacts

"The PHMRF FEIR analyzed air quality impacts from the PHLF and the PHMRF operating concurrently at their maximum permitted capacity of 17,600 tons of refuse per day. These impacts mostly arose from air emissions from vehicles travelling to and from the PHLF and the PHMRF. The Board in certifying the PHMRF FEIR determined that remaining air quality impacts after mitigation due to the operation of the PHMRF would be significant but unavoidable, that diversion of the waste stream elsewhere would result in higher air quality impacts, and that there is no feasible way to lessen or avoid any remaining effects. The Board balanced the benefits of the PHMRF project against unavoidable environmental risks and determined that the adverse environmental effects are considered acceptable."

"The proposed elimination of hour restrictions at the PHMRF would allow refuse haulers in close proximity to the PHMRF, but previously unable to practically use the facility due to the hour restrictions, to now use the facility. This would provide for overall more efficient countywide transport of refuse to transfer/processing facilities, reducing average haul distance, traffic impacts, and air emissions."

At present, there are in close proximity multiple MRFs with flexible hours. One is in Azusa, two in the City of Industry, and another is being built in Irwindale. A private hauler will go to the nearest, most convenient and cost efficient location. The Sanitation Districts are going on an assumption that a hauler will use their facility. On an assumption you are bringing more truck traffic to a location that is already a 'HOT SPOT' (impacted with traffic emissions, foul air, dust and noise).

A feasible way to lessen or avoid any remaining effects is not to increase hours. Let the haulers go elsewhere.

"The Board balanced the benefits of the PHMRF project against unavoidable environmental risks and determined that the adverse environmental effects are considered acceptable."

Considered acceptable to whom???? NOT US.

Yours truly,

Vickie Anderson

Vickie Anderson

**Clean Air Coalition of
North Whittier and Avocado Heights**
843 Caraway Drive, Whittier, Ca 90601 (626) 330-9365

January 28, 2013

Department of Regional Planning
Attention: Director of Planning
320 West Temple Street, Room 1348
Los Angeles, Ca 90012

FEB - 6 2013

RE: PERMIT #92-251 PHMRF CUP MODIFICATION 8.

Dear Director of Planning:

We represent the residents (sensitive receptors) of the communities of Gladstone, Whittier Woods, Avocado Heights to include North Whittier and Bassett.

In reference to the DEIR prepared for the PHIMF located at 2500 Pellissier Place a project connected to the PHMRF, the DEIR shows a predominately northern wind pattern. Predominately northerly winds travel over our communities. We will be impacted by increased foul air, dust and diesel pollution from approximately 1,700 diesel trucks daily, moving 4,400 tons of garbage if this modification is passed.

A. ISSUE OF FOUL AIR, DUST AND DIESEL POLLUTION

Disposing of garbage into the Puente Hills Landfill with diesel trucks at a higher elevation keeps foul air, dust and diesel pollution elevated, allowing greater dispersion and dilution. The PHMRF is located at the base of the landfill with garbage being trucked into a building that will never be empty. Both situations have reduced dispersion and dilution of pollutants. This foul concentration and health hazard will eventually disperse in a northerly direction. We now have this burden forever.

REQUEST:

1. Monitoring of harmful emissions and dust by SCAQMD within the perimeter of the location at maximum capacity.
2. The emission monitoring results compared with the year baseline taken in 2008 by SCAQMD located on 2190 Pellissier Place.
3. A two-year report of odor complaints recorded by Sanitation Districts of L.A. County and SCAQMD of their Dart facility in Downey. Are they a "good neighbor"?
4. Report on how the Sanitation Districts have complied with SCAQMD Rule 410 (Odors from Transfer Stations and Material Recovery Facilities and Rule 1193 (Clean on-Road Residential and Commercial Refuse Collection Vehicles. Both rules passed after PHMRF received their CUP.

B. ISSUE OF SIGNIFICANT IMPACT TO COUNTY ROADWAYS AND INTERSECTION INTO OUR COMMUNITY ROADWAYS

The 1992 DEIR prepared for the PHMRF is outdated and incomplete in reference to traffic impact analysis to include Workman Mill Road, Peck Road, Pellissier Place, Crossroads

Department of Regional Planning
January 28, 2013
Page 2

Parkway South and North, the I-605 interchange at Peck Road and the SR-60 interchange at Crossroads Parkway.

1. The CUP for the PHMRF was passed in 1999 and the CUP for PHIMF in 2008. Each traffic impact analysis was done separately. To accurately assess traffic impact to the major arteries (freeways) and local roadways the projects must be connected.
2. The DEIR #93121114, Volume II Technical Appendices Impact Analysis uses the years of 1996 to 2005. Since then the following changes have occurred in the area:
 - Truck traffic from FedEx, UPS and Gateway Pointe Industrial Park off Workman Mill Road.
 - The carpool lane off the 60 Freeway, eighty five percent of the PHMRF traffic exits Crossroads Parkway onto the 60 Freeway. A proposition 65 environmental impact warning was placed on that carpool project. Why? Cars entering the carpool lane may move more easily, but it makes room for more vehicles and trucks to use the freeway.

REQUEST:

Updated Traffic Impact Analysis

C. ISSUE OF STATEMENT SANITATION DISTRICT “IMPROVING VIABILITY OF THE PHMRF TO COMPETE WITH OTHER PRIVATELY-OWNED FACILITIES

Directive of the Sanitation Districts of L.A. County is to “manage the counties waste. It is not to compete with the private sector. The private sector has a choice in how they manage their waste collection and meet their 50% recycling goals.

REQUEST:

Viability to compete means financial gain. The 78 cities and unincorporated county’s gain. We are a small community of people who were here before the Sanitation Districts of L.A. County grew to take one third of L.A.’s garbage and bring it to our backyards. We have sacrificed enough. Keep the Sanitation Districts of L.A. County PHMRF at its present restriction. Let it be a shared sacrifice.

Sincerely,



Marilyn Kamimura et al.
Chairperson



Richard Kamimura
Co-Chairperson

cc: Gloria Molina, Los Angeles County Supervisor, 1st District
Assemblymember Calderon, District 57
Attach: Members

Clean Air Coalition of
North Whittier and Avocado Heights
Members

Luis F. Marchén
Luis F. Marchin

Margaret A. Caster
Margaret A. Caster

Teresa Aguilar
Teresa Aguilar

Hank Oga
Hank Oga
Raul Santos
Raul Santos

Nellie Rivas
Nellie Rivas

Belia Avila
Belia Avila

Joan M. Rozzi
Joan Rozzi

Vickie Anderson
Vickie Anderson
itsvic@roadrunner.com

Arline Hernandez
Arline Hernandez

Rachael O. Cervera
Rachael O. Cervera

Sara Santos
Sara Santos

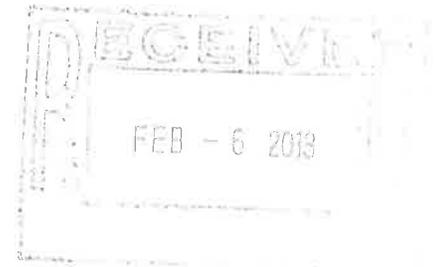
Armida Hernandez
Armida Hernandez

Nina Najera

Don C. Moss
14051 Lomitas Avenue
Box 90094
City of Industry, CA 91715-0094

February 4, 2013

Director of Planning
Department of Regional Planning
320 West Temple St., Rm. 1348
Los Angeles, CA 90012



Certified Mail: 7006 2150 0001 6891 8309

Re: CUP 92251, Modification

Dear Director of Planning:

Summary:

I oppose the request for modification of CUP 92251. Removal of the peak traffic period operating restrictions from the subject CUP will increase all types of traffic congestion on SR-60 and I-605 in the vicinity of the operation. These are two critical transportation routes for the Los Angeles basin. The intersection of these freeways, immediately adjacent to the subject site, is currently highly congested in spite of recent widening projects. Even though current overall traffic volumes are substantially reduced because of the major economic downturn our area and the nation is experiencing, traffic on these routes is very slow in all directions during peak traffic periods even with all lanes open. Accidents along these routes bring traffic to a stop and go condition for the entire peak travel period.

Increased freeway congestion automatically increases surface route congestion in the vicinity of the freeways. The unique geography of the area affected by the CUP leaves only one through east / west surface route, Valley Blvd., and one through north / south surface route, Workman Mill Rd. / Puente Ave., to relieve freeway congestion in the immediate area of the project. This situation creates major congestion on the surface routes. That major surface route congestion causes traffic safety and quality of life issues for the local residential area of Avocado Heights as overflow traffic short cuts through on the residential streets.

The original EIR on which this modification request relies was prepared in the early 1990's. The original EIR traffic study lacked appropriate scope for the true traffic impacts on the area. The study was narrowly focused around the subject operation's street address and failed to review the unique geography of the area and the added traffic impact on the residential area of Avocado Heights. The original EIR failed to adequately discuss the cumulative impacts within the project area. Assumptions advanced by the original EIR are no longer valid. Potential projects for the area which will increase traffic congestion are not discussed.

The EIR Addendum presented for this modification request claims no major changes to the information advanced in the original EIR of the 1990's which is grossly incorrect. The Sanitation District claims in this modification request that cessation of rubbish intake at the adjacent Puente Hills Landfill will offset the traffic impacts created by the removal of restrictions. However, when all the available evidence is put together, it is clear that negative traffic impacts will increase over time. The traffic issues, health concerns tied to traffic related pollution, cumulative impacts of operations in the area and potential future projects for the area must be studied for the entire EIR package to be valid. The impacts of all the Sanitation District operations in the area and the additional impact of other development in the area was discussed in detail by this writer and others within the community with Charles E. Boehmke, Department Head, Solid Waste Management Department, several months before the EIR Addendum was prepared but no mention of those issues was included for consideration.

In conclusion, this CUP modification must be denied because the EIR documents are insufficient and incorrect. If the CUP modification is reviewed on its merits, it must be denied because of the major negative impacts it will have on the daily commuter and commercial traffic moving through the area which includes major negative impact on the surrounding residential areas. Those negative traffic impacts cannot be mitigated. If the Department of Regional Planning decides to approve this request, an additional condition must be placed on the operation which requires a \$2 / ton (two dollars per ton) tipping fee be collected on all input to the facility. This tipping fee is to go directly to a community benefit fund for the purpose of infrastructure upgrades, safety, health, education and beautification improvements within the local residential communities most directly affected by the traffic impacts of the operation. Those communities are identified as Avocado Heights, Bassett, North Whittier, Whittier Woods, Gladstone / Cambray and Pellissier Village. The boundary of those areas is Valley Blvd. on the north, 6th Avenue on the east, Union Pacific Railroad mainline on the south and San Gabriel River / Peck Rd. on the west.

Discussion:

Geography. The Puente Hills to the south of the project site and the San Gabriel River complex to the west control the transportation patterns into the area surrounding the project site. Because of these geographic features there is only one main east / west surface reliever for SR-60 in the area which is Valley Blvd. and one main north / south reliever for I-605 on the east side of the river complex which is Workman Mill Rd. / Puente Ave. Because of the river complex and the development of the areas west of the river complex, the effectiveness of Valley Blvd. as a reliever begins to wane west of I-605 so large volumes of traffic reenter or leave the freeway system at the intersection of Valley Blvd. and I-605.

This causes greater traffic congestion on Valley Blvd. in the area of Avocado Heights / Bassett.

Traffic Congestion. SR-60 and I-605, immediately adjacent to the project site are the primary feeder routes for commercial and commuter traffic into the Puente Hills Material Recovery Facility, MRF. Both these freeways are major routes for local as well as national traffic into and out of the Los Angeles basin. Both routes have been widened to the extent possible but traffic on these routes still slows to a crawl during peak traffic periods even though traffic volume on these freeways is at an all time low because of the local and national economic downturn.

The substantial traffic congestion on these two freeways causes high traffic volume and major congestion on the limited surface routes available in the vicinity of the MRF. Traffic short cutting past the major back up on Valley Blvd. east of I-605 uses the east / west residential streets of Avocado Heights to speed up their commute. Lomitas Avenue, Don Julian Road and Proctor Avenue are jammed with short cut traffic during the peak traffic periods. The traffic is often so heavy that local residents have a difficult time exiting their own driveways during peak traffic periods. The high volume of traffic and high speed, unsafe driving through the area creates major safety issues for the school buses, school children, pedestrians, bicyclists, skate boarders and equestrians who live in the area and must use the residential streets. That high volume of traffic substantially increases the exhaust pollution which the local residents must breathe. Surface traffic short cutting through the residential area of Avocado Heights will increase in the near future as the Alameda Corridor East railroad undercrossing is constructed at the intersection of Valley Blvd. and Workman Mill Rd. / Puente Ave. This project's design creates an extra bottle neck for traffic transitioning from east / west Valley Blvd. to north / south Workman Mill Rd. / Puente Ave. in the form of a by-pass road from Valley Blvd. to Workman Mill Rd. with two light controlled intersections within a few hundred feet of each other. Traffic attempting this transition will be backed up for miles.

Normal economic growth in the areas surrounding the MRF will increase commuter and commercial traffic on the freeways and the local surface streets as the economy recovers. The surrounding area is largely commercial / industrial property within the City of Industry which will draw large volumes of traffic as the economy strengthens.

Cumulative Impacts. The Sanitation District claims that all traffic to the Puente Hills Landfill will cease upon its closure in October of 2013. However, cessation of rubbish intake will not eliminate commercial vehicle activity at the landfill site. The landfill closure process will require years to perform. During the closure process, development of a county park will begin and continue for a long period of time because of the closure process and the complexity of the site. Later, the

site will be accessed by county residents for recreation. The Puente Hills Landfill site will never stop drawing traffic.

The Puente Hills Intermodal Facility, IMF, is under construction immediately adjacent to the MRF. All waste by rail container traffic will access the IMF through the MRF property. The IMF operation has no peak traffic period restrictions.

Operation of the IMF will require a container maintenance and storage facility. No mention of that critical aspect of a container based operation is made in either of the EIR's of the IMF or the MRF. However, that maintenance function must be considered when evaluating cumulative impacts of the operation on the local area. It appears that the Sanitation District may be planning to incorporate a container maintenance facility with their existing vehicle maintenance facility on the MRF grounds by expanding the foot print of the MRF facility in the future. A substantial volume of truck traffic will access that container care facility causing further traffic congestion for the area.

MRF operational claims with respect to supplying the waste to rail operation are inaccurate. Assumptions have been advanced that when in full operation, the MRF will supply full containers for one 4000 ton train per day out of the IMF and outside loads will supply the second 4000 ton train per day. However, the MRF intake limitation is 4400 tons per day. To supply the one train, the MRF would be recovering less than ten percent per day. Since their recovery percentage is most likely higher, the volume of outside truck loads supplying the IMF operation would increase to keep the trains loaded. This would increase the number of truckloads on the freeways and surface streets beyond the maximum amount currently claimed by the EIR's. Increased truck traffic will increase traffic congestion.

The San Gabriel Valley Council of Governments has proposed an electric truck roadway to run parallel to SR-60. That electric truck roadway will begin in the general area of the MRF operation adjacent to Crossroads Parkway. That special operation would require access to be constructed from the existing freeways. Those accesses will undoubtedly cause changes to freeway and surface streets which will affect traffic congestion.

Ability to Compete. During conversations with community members, Mr. Boehmke made the statement that removal of the peak traffic period restrictions was necessary so the Puente Hills MRF could be competitive with other MRF's. If this MRF operation is uncompetitive, it should be shut down with the tax savings returned to the residents of Los Angeles County. Government should provide services which private industry cannot. Since there are several private industry MRF's currently operating in the general area and more in the process of being

built, the San Gabriel Valley does not need a separate government operated MRF to handle its rubbish and recycling needs. Further, this MRF is not critical to the operation of the Intermodal Facility and therefore could be shut down with no negative effect on the long term rubbish transportation plan of L.A. County.

Respectfully submitted,

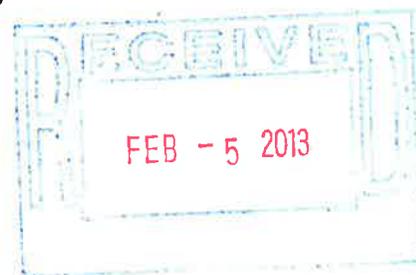


Don C. Moss
Avocado Heights Community Advocate

c: Supervisor Gloria Molina

**Clean Air Coalition of
North Whittier and Avocado Heights**

Marilyn Kamimura
843 Caraway Drive
Whittier, Ca 90601
(626) 330-9365 Fax (626) 330-9365



January 29, 2013

Department of Regional Planning, County of Los Angeles
c/o Director of Planning
320 West Temple Street, Room 1348
Los Angeles, Ca 90012

RE: PERMIT #92-251 PHMRF CUP MODIFICATION 8.

Dear Director of Planning:

As a resident of unincorporated North Whittier for 40 years and actively serving my community for over 20 years, I am against the modification of Condition 8.

In 1992 when the Sanitation Districts of L.A. County proposed the development of the PHMRF until its final permitting process in 1999, our community was oblivious. I was rudely notified of its coming when I saw it being constructed in the early 2000's.

I question the SanDistricts notification process. It came through too quietly. Proper notification to the communities of Gladstone, Whittier Woods, Avocado Heights to include unincorporated North Whittier and Bassett equal to the magnitude of the project and its environmental impacts was imperative.

Quote "The Addendum concluded....would not result in any increased or additional environmental impacts beyond those which were analyzed in the EIR....that supplement environmental analysis was not required". We deserve to know its environmental impacts analyzed in the EIR and the modification change to Item 8. and its added impacts this time. We deserve a public hearing.

Even for this modification proposal, I made a request to the Department of Regional Planning to extend the distance of formal notification, for pollution travels farther than 500 feet, and was denied. I was told it was up to the residents to put themselves on the notification list. A group of us made an effort. This notification process must not go through quietly.

Sincerely,

Marilyn Kamimura

**Clean Air Coalition of
North Whittier and Avocado Heights**

Richard H. Kamimura
843 Caraway Drive
Whittier, Ca. 90601
626-3309365 Fax 626-3309365

January 29, 2013

Department of Regional Planning, County of L.A.
c/o Director of Planning
320 West Temple Street Room 1348
Los Angeles, Ca. 90012

Re: PERMIT # 92-251 PHMRF CUP MODIFICATION 8.

Dear Director of planning:

As a resident of unincorporated North Whittier for 40 years and being negatively impacted by a Material Recovery Facility in our area, I am against the modification of condition 8.

A supplemental environmental analysis is necessary for the following reasons.

1-In the DEIR #91129070 page 4.8-19 Air Quality, Mitigation measures-Mobile Sources"incorporated into the proposed project to reduce emissions from mobile sources and are recommended by the SCAQMD", item one is scheduling during off peak hours and reduce peak hours of travel.

*You are now making a change by removing a mitigation. By removing a mitigation an environmental addendum is necessary.

2-In the DEIR # 9312114 Volume II Technical Appendices page 44 under 4.1 Truck generation, it states" if public roads are used for the transfer of the residual waste from the PHMRF to the intermodal facility---, the outloading of the residual waste would not occur during the peak morning or afternoon traffic hours of 6:00am to 9:00 am and 4:00pm and 7:00pm respectively. The PHIMF is presently not operating thus the outloading will be 100% by trucks using public roads.

*The PHIMF not presenting operating opens up a review of truck generation on public roads during peak hours.

Sincerely,



Richard H. Kamimura

Clean Air Coalition of North Whittier and Avocado Heights

Victoria Anderson
1039 Bunbury Dr.
Whittier CA 90601

January 30, 2013

Department of Regional Planning
County of Los Angeles
320 W. Temple Street
Room 1348
Los Angeles, CA 90012
c/o Director of planning

RE: PERMIT #92-251 PHMRF CUP MODIFICATION 8

Dear Director of Planning:

I am a resident of the community of North Whittier. I understand you are requesting a **change** to Condition 8 that would allow traffic 24 hours a day, 6 days a week. Your requested modification does absolutely nothing to mitigate any impact to the community with regard to traffic and pollution, and essentially just eliminates the original restrictions.

Claiming that the original traffic analysis patterns (obtained in 1999) are applicable 13 years later is absurd. To name a few changes, traffic has increased due to:

- FedEx
- UPS
- Gateway Pointe Industrial Park
- Rio Hondo College
- New businesses on Crossroads Parkway

Since 1957, this area has endured Los Angeles County trash with the accompanying increase in traffic and pollution. Does the PHMRF uphold the commitment of the landfill to protect the value of nearby properties?

At the very least:

- A new traffic study must be done and it must be required to include a larger area than the original.
- A study must be repeated for air quality. It is my understanding the AQMD originally recommended scheduling mobile sources during off peak hours and reduce peak hours of travel. See DEIR #91129070 page 4.8 - 19

In addition, kindly increase notifications to individuals living more than 500 ft of the facility. This sort of thing affects people miles away.

Yours truly,


Vickie Anderson

**Clean Air Coalition of
North Whittier and Avocado Heights**

January 30, 2013

Department of Regional Planning, County of L.A.
c/o Director of Planning
320 West Temple Street Room 1348
Los Angeles, CA. 90012

Re: Permit # 92-251 PHMRF CUP Modification 8.

Dear Director of Planning:

As a resident of Avocado Heights to include North Whittier,
I am against the modification of condition 8.

In reference to CUP 92251 Burden of Proof Attachment D,
under additional response and A 1,2,3.

* Comment "accepts 150 tons per day"
Comment "Boehmke (Department Head Solid Waste Mgt. Dept.)
The facility accepts 50 to 60 trucks on average per day.
Its not anticipated that the amount of trucks will in-
crease significantly---he added." Article dated Jan.7,2013,
San Gabriel Tribune, attached.

*Compare the DEIR information that maximum capacity of 4400
tons per day: Trip generation

Employees	1190
Refuse Vehicles	1050
Container outloading PHMRF to PHIMF	370
Recovered material outload	290

2900 Trips per day

The Burden of proof clause that the PHMRF "will not" affect
health---materially detrimental to the use---jeopardize---
public health---general welfare, can only be tested when the
PHMRF is at maximum capacity with a building that will never
be empty.

ARE WE TO BE THE GUINEA PIGS?

Sincerely,


Nellie Rivas
1216 Grossmont
Whittier, CA. 90601

CLOSURE OF PUENTE HILLS LANDFILL

24-hour sorting facility considered

Tribune 1-7-13
By Juliette Funes, Staff Writer
twitter.com/juliette_funes

County sanitation officials are intending to turn one of the largest garbage sorting facilities in the area into a 24-hour operation once the Puente Hills Landfill closes.

But its closest neighbors argue that the move will only exacerbate pollution and increase the truck traffic to the area.

To prepare for the closure of the Puente Hills Landfill in October, officials with the Los Angeles County Sanitation District are proposing to extend the hours of operation at the Puente Hills Material Recovery Facility — from 18 hours to 24 hours.

They say the proposal — which will be presented to the Board of Supervisors for approval sometime before the landfill's closure — will allow trash haulers to dump materials at more convenient hours.

"We're not asking for (truck traffic) to be increased at all," said Chuck Boehmke, departmental engineer for the solid waste department. "We could receive the same number of vehicles per day. We're just asking for those vehicles to be able to come in during a 24-hour period in those hours that are the most important to our customers."

Still, residents say the proposal, if approved, would lead to an increase in truck traffic, air pollution and noise.

"It seems unfair that a community like ours has had to bear it for so many years," Avocado Heights resident Marilyn Kamimura said. "We get the impact from someone who is serving the greater number of people, but we have to suffer through it."

Currently, the facility can operate 18 hours a day. It cannot accept materials from 6 to 9 a.m. and 4 to 7 p.m. — a regulation that has been in place for about 20 years.

The restriction was expected to alleviate the morning traffic problem caused by the the combined use of the MRF and landfill. Once the landfill shuts down, officials said they anticipate that a significant amount of material that usually goes to the trash site would need to go to the MRF.

"Various haulers have told us the restricted hours on the MRF are going to be a real problem for them," Boehmke said. "If they can't use the



Watchara Phomicinda Staff Photographer

A worker sweeps leftover debris at Puente Hills Material Recycling Facility in Whittier in December. Los Angeles County sanitation officials are trying to extend the hours of the Puente Hills Material Recovery Facility, but neighbors are fighting it, saying that it would increase pollution and traffic.

"We're just asking for those vehicles to be able to come in during a 24-hour period in those hours that are the most important to our customers."

CHUCK BOEHMKE, departmental engineer for the solid waste department

MRF, they'll have to go a facility that is further away. That's more traffic and it's more expensive for them to do that."

Kamimura — who helped create the Clean Air Coalition of North Whittier and Avocado Heights — said trash odor and vehicle traffic are bound to increase.

"It's projected that a total of 2,900 vehicles will go in and out of that building per day, but of which only 1,700 of them will be trucks, carrying garbage and recyclables," she said. "I question the pollution and how the odor should be handled."

According to Boehmke, the facility accepts about 50 to 60 trucks on average a day. It's not anticipated that the amount of trucks will increase significantly, but the MRF will be able to accept more loads, he added.

The Sanitation District began holding public outreach meetings in February to explain to the most affected residents what the plan would entail.

"You take away the landfill and that's three times the traffic that goes down significantly when it's just the MRF operating," Boehmke said. "We're trying to explain to the community that the traffic is going to get better when the landfill closes."

Officials still have to go through

administrative processes, including requesting amendments to environmental impact reports approved in the early 1990s. Notices would also be delivered to residents and public hearings would be scheduled to hear comments on the proposal.

It's a process that can take several months, officials said.

"That's why we're acting on it now," he said. "We want these permits modified in time for when the landfill closes and our customers need to use the MRF."

But for Kamimura and her neighbors, it's just "more of the same thing."

"We're never going to get less," she said. "Eventually, more hours will probably mean more tonnage, and we will live it all over again and it will get larger. It's better to say something now."

juliette.funes@sngvn.com
626-544-0813

Henry J. Oga
Grace W. Oga
750 Vinemead Drive
Whittier, Ca 90601

Director of Planning
Department of Regional Planning
County of Los Angeles

Dear Director,

This letter is in response to the notice sent out by the Department of Regional Planning regarding the request to modify CUP No. 92251. The purpose of this letter is to voice our opposition to the granting of this request for the following reasons:

1. Environmental Impact Report (EIR) 1992

The EIR referred to by the Sanitation District's original report, and upon which the original CUP is based is completely outdated and is totally irrelevant to this request to change the hours of operation. This report was taken 21 years ago and conditions have dramatically changed. We have lived in this area over 40 years and have seen these changes take place. Is it reasonable and logical for this request to change any condition of the original CUP without requiring a new EIR study to be undertaken which would be accurate and reflect current conditions in this area? The Sanitation Districts in their zeal to proceed with the project claims that there is no need for another EIR. This is absolutely false and even deceptive. The fact is that this region has changed dramatically.

Regional Changes.

There have been numerous changes that have taken place since 1992 and anyone living in this area has seen these changes take place:

1. Residential and commercial development east of the 605 Fwy has grown greatly, including Hacienda Hts, Roland Hts, Chino Hills, and City of Industry.
2. East bound traffic from Riverside and San Bernadino has at least doubled, especially during rush hour. Even on weekends traffic is at a "snail's pace" particularly near the Puente Hills Mall and near major stores, such as Fry's Electronics (Crossroads Pkwy).
3. The area near the intersection of the Pomona Fwy and 605 Fwy has been especially developed commercially within the past five years, and is currently home to Fedex and other major corporations operating large fleets of 18 wheeler trucks, all of which contribute to increased traffic and pollution. Also, there is increased traffic on Workman

Mill Rd. and Peck Rd. due to students arriving at Rio Hondo College in the mornings. These are the two primary roads that lead to the PHMRF and would surely affect the flow of traffic in and out of that facility.

PHMRF traffic volume @ maximum capacity.

The Sanitation District estimated that there would be 2,900 trips per day @ max. cap. 4,400 tons per day. Even reducing that number by 1000 per day to account for employee and other auxiliary vehicles, we can still assume almost 2,000 trips per day or over 110 trucks per hour. How can you seriously say that that many trucks would not affect our environment?

The Sanitation District also stated that when the Puente Hills landfill closes on October 31, 2013, there should be a decrease in the traffic volume related to refuse. Where do you think these trucks are going to deliver their refuse? The traffic will simply shift to the PHMRF Center, and not actually decrease. Besides, if they really believed that the current traffic volume will decrease in the near future, why is the District asking to change the operating hours as stated in the original CUP in the first place?

We believe the Sanitation Districts should reconsider this proposed amendment. There is no question in our opinion that this could potentially have an enormous impact on traffic, air quality and noise pollution in this region, and to rely on an environmental study that is over 20 years old is not being honest. We would simply ask that before you proceed, a new study of the environmental impact of this proposal be reconsidered.

Sincerely,

Henry Oga
Grace Oga

Handwritten signatures of Henry Oga and Grace W. Oga. The signature for Henry Oga is written in cursive and is positioned above the printed name. The signature for Grace W. Oga is also in cursive and is positioned to the right of the printed name.

1456 Gemwood Drive
Whittier, CA 90601
[phone] 626-626-660-7645

Porras Family

Fax

To:	Director of Planning	From:	Albert Porras and Margaret Porras
Fax:	213-626-0434	Pages:	2 including fax cover
Phone:	213-974-6435	Date:	February 11, 2013

Letter of Protest

To Conditional Use Permit

Reg: **Number 92251**

Modification No. 8

Urgent **For Review** **Please Comment** **Please Reply** **Please Recycle**

Please copy the attached "Letter of Protest" to all members in the Los Angeles County Sanitation District Board of Directors.

Thank You

Via Fax No.
213-626-0434

February 8, 2013

Director of Planning
320 West Temple Street, Room 1348
Los Angeles, California 90012

REF: Conditional Use Permit No. 92251 – Modification 8

This is our “Letter of Protest”

It is bad enough that we have the largest garbage sorting facilities in the Los Angeles County and now you want to extend the hours of operation to 24 hours. How dare the regional commission adopt a proposal to extend operation hours.

There are five other garbage sorting facilities surrounding our area that the garbage trucks can go to. There is no need to put our neighborhood through an increase of traffic, more air pollution, and noise.

Our home is located on the corner of Workman Mill Road near the MRF and landfill. Doesn't the County Sanitation District Board of Directors consider the impact it will have on our neighborhood? Our neighborhood should not have to put up with an increase of hours of operation. The 18 hours it already has should be decreased not increased. Find other locations for their garbage sorting facilities. Enough is Enough!

The lies being told by the regional planning commissioners that traffic will go down and there is sufficient odor control measures in place are just that LIES!

The “Extended Hours of Operation Proposal” is a bad proposal. It needs to be stopped and other avenues taken. There is no reason to extend the hours when all they have to do is send - 6 additional hours - of garbage trucks to other areas.

Sincerely yours,



Albert and Margaret Porras
1456 Gemwood Drive
Whittier, CA 90601
(626) 660-7643

P. 1 of 2

Concerned Residents of Unincorporated North Whittier

February 11, 2013

Dept. Of Regional Planning-County of L.A.
c/o Director of Planning
320 West Temple Street
Room 1348
Los Angeles, Ca. 90012
Re: PERMIT # 92-251 PHMRF CUP MODIFICATION 8.

Dear Director of Planning,

We are opposed to Permit # 92-251 PHMRF Cup Modification 8. due to the environmental negative impact we will sustain as a result of this so-called modification. We reside directly in front of the California Country Club Golf Course, from Workman Mill Rd. to Belgreen Dr., located in unincorporated North Whittier. Our surrounding community and neighbors have responded to the article which appeared in the Whittier Tribune a few days ago and this is our input.

We are aware that it is called a modification, however it appears to be an expansion of what exists. This proposed project will allow garbage trucks to move garbage 24 hours a day 6 days a week. In as much as off peak hours are proposed, this modification is still viewed as an expansion for waste trucks to use the surrounding public roads leading to the facility. The proposed change to the existing schedule in and of itself, triggers questionable concerns of increased truck traffic and traffic flow, traffic jams increased spillages, accidents, dust and diesel pollution, noise pollution, foul air dispersed and dilution due to disposing of garbage into the PHLF with diesel trucks at a higher elevation. It is unfounded to imagine that not operating during peak traffic times is a solution. One has only to drive on the 60 Freeway at any daylight hours and see the caravan of trucks for miles traveling east and west.

The common issues we share are by far environmental. We see what planners may not be able to see, as we are the residents who live here and some, 40 year residents. The prime concern that many of us have is the significant impact to the common roadways and intersections into our community roadways. (Specifically, Workman Mill Rd. on the north side of the 60 Freeway, Pellissier Rd. to the West and Crossroads Parkway which crosses and empties out on Workman Mill Rd, curves and also empties out to the off ramp at the 60 Freeway, both east and west where all trucks use to enter the Landfill.)

It is neither just, nor acceptable that this proposed project has not taken into consideration the changes in demographics, construction, freeway expansion, housing, industrial growth, global warming /weather patterns and the emissions monitoring since 1992. While traffic impact analysis reports were done for the PHMRF in 1999 and the CUP for the PHIMF in 2008, so much change has occurred over the

past five years, and needless to say since 1992. We feel that our health and welfare are at risk and that of our future generations. Additionally, there is the fear of a decrease in our property values.

Therefore, we request to keep the Sanitation Districts of L.A. County PHMRF at its present restriction, as we have already sacrificed enough, experiencing the daily traffic conditions and the results of those emissions over the years. We have seen the landfill grow and what with the Railway set to commence this year, it will pose additional noise and increased risk to our community. (This, not to mention the newly proposed Alameda Corridor, in the near future, which will further impact Workman Mill Rd. as the direct route from Valley Blvd. to the north.) Commuters and truck drivers have been using these thoroughfares mentioned above, for years. Signs are even posted in Montebello to DETOUR, using the back roads which lead to Peck Rd. then to Workman Mill Rd. As taxpayers and residents of this community, we deserve better. Thank you for your consideration in this matter. Please respond.

Respectfully,

Name KAZUO HAMADA Address 1408 GEMWOOD DR. WH.
90601

Name YOSHIAKI HAMADA Address 1408 GEMWOOD DR. WH.
90601

Name HISANO HAMADA Address 1408 GEMWOOD DR. WH.
90601

Name Guillermo Carreon Address 1417 Belgreen Dr WH
90601

Name Martha Carreon Address 1417 Belgreen Dr. WH.
90601

Name J. F. HIDALGO Address 1440 GEMWOOD DR
WH 90601

Name CARMEN R. HIDALGO Address 1440 GEMWOOD DR
WH 90601

Name Hector Aguilar Address 1445 Gemwood Dr, WH 90601

Name Maria Aguilar Address 1445 Gemwood Dr WH 90601

1. ARMANDO D. CERVERA 1433 Belgreen DR, Whittier, Ca 90601
2. ARMANDO R. CERVERA 1433 Belgreen DR. Whittier Ca 90601
3. RACHAEL O. CERVERA 1433 BELGREEN DR WHITTIER CA 90601

PAGE 1 OF 2

Concerned Residents of Unincorporated North Whittier

February 11, 2013

Dept. Of Regional Planning-County of L.A.

c/o Director of Planning

320 West Temple Street

Room 1348

Los Angeles, Ca. 90012

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PAGE 2 OF 2

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Respectfully,

Name Maria C Serrano Address 1405 Belgreen Dr Whittier
90601

Name JOE A SERRANO Address 1405 BELGREEN DR WHITT.
90601

Name ADRIAN D SERRANO Address 1405 BELGREEN DR

Name Chanelle A Sumner Address 1405 Belgreen Dr. Whittier
90601

Name KATSU HARADA Address ~~1409~~ 1409 GEMWOOD DR. WHITTIER
90601

Name MASAKO HARADA Address 1409 GEMWOOD DR. WHITTIER
90601

Name Gloria Ledezma Address 1463 Belgreen Dr Whittier
CA 90601

Name Otilio Ledezma Address 1463 Belgreen Dr Whittier
CA 90601

Name _____ Address _____

Concerned Residents of Unincorporated North Whittier

February 11, 2013

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c/o Director of Planning
320 West Temple Street
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Dear Director of Planning,

We are opposed to Permit # 92-251 PHMRF Cup Modification 8. due to the environmental negative impact we will sustain as a result of this so-called modification. We reside directly in front of the California Country Club Golf Course, from Workman Mill Rd. to Belgreen Dr., located in unincorporated North Whittier. Our surrounding community and neighbors have responded to the article which appeared in the Whittier Tribune a few days ago and this is our input.

We are aware that it is called a modification, however it appears to be an expansion of what exists. This proposed project will allow garbage trucks to move garbage 24 hours a day 6 days a week. In as much as off peak hours are proposed, this modification is still viewed as an expansion for waste trucks to use the surrounding public roads leading to the facility. The proposed change to the existing schedule in and of itself, triggers questionable concerns of increased truck traffic and traffic flow, traffic jams increased spillages, accidents, dust and diesel pollution, noise pollution, foul air dispersed and dilution due to disposing of garbage into the PHLF with diesel trucks at a higher elevation. It is unfounded to imagine that not operating during peak traffic times is a solution. One has only to drive on the 60 Freeway at any daylight hours and see the caravan of trucks for miles traveling east and west.

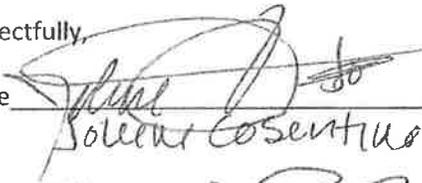
The common issues we share are by far environmental. We see what planners may not be able to see, as we are the residents who live here and some, 40 year residents. The prime concern that many of us have is the significant impact to the common roadways and intersections into our community roadways. (Specifically, Workman Mill Rd. on the north side of the 60 Freeway, Pellissier Rd. to the West and Crossroads Parkway which crosses and empties out on Workman Mill Rd, curves and also empties out to the off ramp at the 60 Freeway, both east and west where all trucks use to enter the Landfill.)

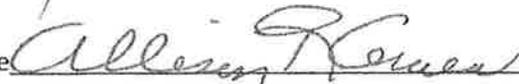
It is neither just, nor acceptable that this proposed project has not taken into consideration the changes in demographics, construction, freeway expansion, housing , industrial growth, global warming /weather patterns and the emissions monitoring since 1992. While traffic impact analysis reports were done for the PHMRF in 1999 and the CUP for the PHIMF in 2008, so much change has occurred over the

past five years, and needless to say since 1992. We feel that our health and welfare are at risk and that of our future generations. Additionally, there is the fear of a decrease in our property values.

Therefore, we request to keep the Sanitation Districts of L.A. County PHMRF at its present restriction, as we have already sacrificed enough, experiencing the daily traffic conditions and the results of those emissions over the years. We have seen the landfill grow and what with the Railway set to commence this year, it will pose additional noise and increased risk to our community. (This, not to mention the newly proposed Alameda Corridor, in the near future, which will further impact Workman Mill Rd. as the direct route from Valley Blvd. to the north.) Commuters and truck drivers have been using these thoroughfares mentioned above, for years. Signs are even posted in Montebello to DETOUR, using the back roads which lead to Peck Rd. then to Workman Mill Rd. As taxpayers and residents of this community, we deserve better. Thank you for your consideration in this matter. Please respond.

Respectfully,

Name  Address 1400 Belgreen St.
Solomon Cosentino Whittier, Ca 90601

Name  Address 1433 Belgreen St.
ALLISON R. GERVERA Whittier, Ca 90601

Name _____ Address _____

Armando D. and Rachael Cervera

1433 Belgreen Dr.

Whittier, Ca. 90601

February 7, 2013

Department of Regional Planning, County of L.A

c/o Director of Planning

320 West Temple St

Room 1348

Los Angeles, Ca. 90012

Re: PERMIT # 92-251 PHMRF CUP MODIFICATION 8.,

Dear Director of Planning,

Currently, the PHMRF CUP modification 8., as proposed, is detrimental to the health and well being of residents like us in the North Whittier area, situated directly back to back with the California Country Club. We reside in unincorporated North Whittier, Ca. The negative impact that the proposed project will have on our environment may be anything from dust and diesel pollution, noise pollution, and an increase of foul air. More importantly, the increased numbers of garbage trucks along side and parallel to the 60 Freeway and surface streets will definitely impact our community.

As residents of unincorporated La Puente and unincorporated Whittier for the past 40 years, we have experienced our community evolve, change and grow in numbers. Presently, it is at risk of being swallowed up by the many projects surrounding the perimeter. Traffic is the number one concern we have noticed and witnessed firsthand. We have observed the change in traffic patterns, traffic jams, and traffic pollution. We have witnessed an increase in traffic accidents- some fatal, caused by semi-trucks and tractor trailers causing endless back-ups on the 60 Freeway all too often. There have been power outages caused by cars and trucks racing on Workman Mill Rd. at a rate often over 45 miles per hour. We have watched commuters use this road as a thoroughfare to access both the 605 and 60 freeways, and have seen the back up of automobiles and trucks, as drivers attempt to access the 10 freeway when the 60 freeway is closed down due to spillages.

Likewise, we have even heard these accidents and can always tell if there will be delays up to one to three hours as helicopters hover over our community constantly. The traffic backups have been over the top. It is no secret, that Crossroads Parkway has been mentioned in the many traffic reports over the years as the location of numerous accidents both during peak hours and off peak hours. It is no coincidence that this is the on and off ramp which leads directly into the landfill and is direct access to

the PHMRF. When just one traffic light signal is out, the impact and traffic stall created from Valley Blvd. on the east to Pellissier Rd to the Southwest is unbearable. There is also the Rio Hondo Community College which is located next door to the PHMRF, which may impact student commuters and their access to the college with so much inbound and outbound garbage waste trucks going in and out 24 hours six days a week.

Additionally, we feel that we have given our lives and careers to public service over the past 40 years. We are told that we are the "Baby Boomers" and look forward to living our years in this community. However, as it appears today, our future appears to be very bleak, as we wonder if we will be affected by the many pollutants caused by emissions and diesel exhaust from trucks. (One of us is a Vietnam Veteran who has already served the country in battle.) We are now asking to be served by our own L.A. County Dept. of Planning by listening to us, and it is our hope that our concerns will be taken to heart.

Consequently, we bring this matter to your attention as we understand that the proposed project will allow garbage trucks to move garbage 24 hours a day 6 days a week. Obviously, residents have been told that there will be no impact however, it would be better for all concerned if there could be a current emission and dust monitoring by AQMD at full capacity. We deserve to come home each day to a clean and safe environment.

Sincerely,

Armando & Rachael Cervera

A handwritten signature in black ink, appearing to read "Armando & Rachael Cervera". The signature is written in a cursive, flowing style.

Complimentary Self-Serve Fax Cover Sheet

To: Director of Planning, LA Cos

From: Margaret Carter

Fax #: 813-686-0434

Phone #: 862-695-6627

Date: 2/7/2013

Reply Fax #: _____

Number of Pages (Including Cover): _____

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**Clean Air Coalition of
North Whittier and Avocado Heights**

February 7, 2013

Director of Planning
Department of Regional Planning, County of Los Angeles
320 W. Temple Street, Rm. 1348
Los Angeles, CA 90012

RE: Permit #92-251 PHMRF CUP Modification 8

Dear Director:

As of January 20, 2013, I have been a resident of the Gladstone neighborhood (also included in Avocado Heights) for 50 years. Extreme changes have taken place in that time period. I am writing you to register my protest against the so-called "modification" permit mentioned above.

According to Webster's New World Dictionary, the word Modify means: 1. to change partially in character, form, etc. 2. to limit slightly. 3. to limit in meaning. It appears to me that rather than any limitation this Modification 8 is actually increasing use.

Example: Present limitation between the hours of 6:00 to 9:00 a.m. and 4:00 p.m. and 7:00 p.m. These are the hours when thousands of residents are driving to and from work. If you begin allowing trash trucks to enter the PHMRF during these hours it will only increase traffic, causing more and more congestion and pollution, to say nothing of the noise this would bring.

I am requesting that you do not pass this permit in consideration of, not only myself as a resident, but for my neighbors and future generations who would be living here and in the surrounding areas. If you would like proof of visible pollution I would invite you to come any day of the week to sweep my driveway and patio and see the amount of black soot that covers my property.

Please consider the requests of the residents of this area now, since up until this time we have not been considered. Thank you.

Sincerely,

Mrs. Margaret Caster

Mrs. Margaret Caster
2308 Gala Street
Whittier, CA 90601