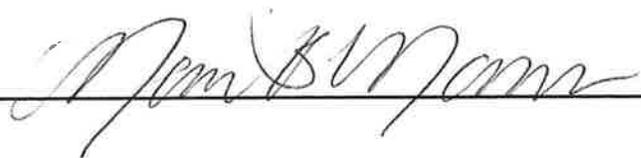


# Regional Planning Commission Transmittal Checklist

Hearing Date  
05/13/2013  
Agenda Item No.  
5

**Project Number:** 92251-(4)  
**Case(s):** Conditional Use Permit No. 92251  
Environmental Assessment No. 201200208  
**Planner:** Maral Tashjian

- Project Summary
- Property Location Map
- Staff Analysis
- Draft Findings
- Draft Conditions
- Burden of Proof Statement
- Environmental Documentation (see February 19, 2013 Hearing Package)
- Correspondence
- Photographs
- Aerial Image(s)
- Land Use/Zoning Map
- Applicant Appeal Form
- February 19, 2013 Hearing Package – Hearing Officer Denial
- August 3, 1999 CUP No. 92251 Findings and Conditions – BOS Approval
- Approved Exhibit "A"

**Reviewed By:** 



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

**PROJECT NUMBER**

92251-(4)

**HEARING DATE**

May 13, 2013

**REQUESTED ENTITLEMENTS**

Conditional Use Permit No. 92251  
 Environmental Assessment No. 201200208

**PROJECT SUMMARY**

**OWNER / APPLICANT**

County of Los Angeles Sanitation District No. 18 (owner),  
 County of Los Angeles Sanitation District No. 2 (applicant)

**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**

O (Open Space) and 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, Part 11 (Conditional Use Permits – Modification or Elimination of Conditions)
  - 22.56.1650 (Appeal Procedures)

**CASE PLANNER:**

Maral Tashjian

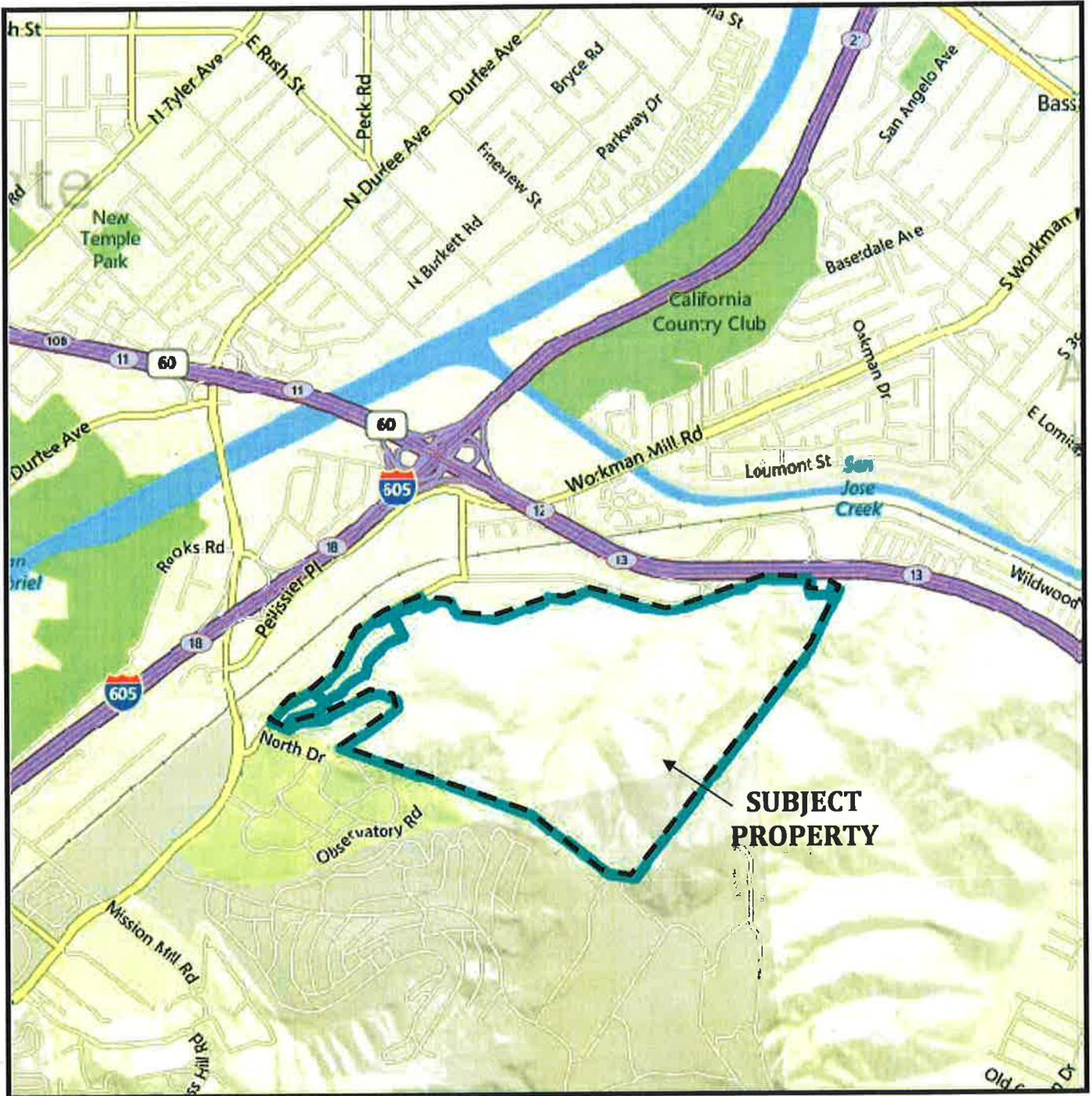
**PHONE NUMBER:**

(213) 974 - 6435

**E-MAIL ADDRESS:**

mtashjian@planning.lacounty.gov

# Vicinity Map



**ENTITLEMENTS REQUESTED**

The applicant is requesting a modification to a conditional use permit pursuant to Section 22.56.1600 *et seq.* (Conditional Use Permits—Modifications or Elimination of Conditions) of Title 22 of the Los Angeles County (“County”) Zoning Code (“Zoning Code”).

The Condition Modification request was denied by the Hearing officer on February 19, 2013, as it did not meet the required findings for approval due to the receipt of more than one protest letter. The applicant submitted a request to appeal the Hearing Officer’s decision on February 28, 2013 pursuant to Section 22.56.1650. A copy of the applicant’s appeal request is attached.

**PROJECT DESCRIPTION**

The applicant, Sanitation District No. 2 of Los Angeles County, the operator of the Puente Hills Materials Recovery Facility (“MRF”), is requesting a modification to Condition No. 8 of Conditional Use Permit No. 92251. The request would eliminate existing restrictions on inbound and outbound shipments of commodities, residuals and waste to the MRF, and employee arrival and departure during the peak traffic hours of 6 a.m. to 9:00 a.m. and 4:00 p.m. to 7:00 p.m. The removal of these restrictions would expand the current hours of operation from 18 to 24 hours per day. There would be no other changes to the facility, its capacity, its operation, or any other permit conditions.

The MRF is currently permitted to receive up to 4,400 tons of primarily commercial waste per day, up to 24,000 tons a week. A maximum weekly average of 4,000 tons per day is enforced in order to distribute the receipt of 24,000 tons of waste evenly over a six-day period (the facility is closed on Sundays.) No increase in tonnage is proposed as part of the applicant’s request.

The facility is designed to recover a minimum of 15% of the waste delivered to it (e.g. up to 600 tons can be recycled of 4,000 tons of waste). After recyclable materials are separated from the balance, the remaining residuals, up to 3,400 tons per day, are either sent to the adjacent Puente Hills Landfill or to an off-site landfill for disposal. In the future, residuals would be transferred to the adjacent waste-to-rail facility where they will be transported by train to an out-of-county landfill.

The MRF currently employs a maximum of approximately 200 employees during one shift.

**PROPERTY LOCATION**

The subject property is located at 2808 South Workman Mill Road, Whittier in the Workman Mill Zoned District (APN Nos. 8125-026-904, 8125-026-905, 8125-026-906, 8125-021-933, and a portion of 8125-021-942). The site is located on the east side of Workman Mill Road adjacent to the westerly portion of the Puente Hills Landfill.

Truck access to the property is provided via Crossroads Parkway. A secondary access for employees is provided via Workman Mill Road. The MRF is adjacent to the 60 freeway. Trucks entering and exiting the Crossroads Parkway entrance to the MRF

have direct access to the 60 Freeway East on-ramp and non-residential access to the 60 Freeway West on-ramp just over the 60 freeway overpass. See attached map depicting approximate truck routes from the 60 freeway to the MRF.

### **SITE DESCRIPTION**

The project site consists of five irregularly-shaped parcels of land with a combined area of 25 acres. The site is developed in accordance with the approved Exhibit "A" of Conditional Use Permit No. 92251 and consists of a waste processing building, administrative offices, scales, parking, and maintenance areas. The remainder of the site is landscaped and natural open space.

The waste processing building is approximately 215,000 square feet and has a state-of-the-art odor control system for containing and treating all refuse handling odors. The internal roads between the Crossroads Parkway entrance and the MRF scale house provide more than  $\frac{3}{4}$  mile of queuing capacity to prevent backup of traffic onto city streets.

Oak trees exist on the property; however none are impacted by the proposed request.

### **EXISTING ZONING**

The subject property is zoned A-2-5 (Heavy Agricultural, 5 acre minimum lot size).

Surrounding properties are zoned as follows:

North: M-1.5-BE (Restricted Heavy Manufacturing - billboard exclusion), City of Industry (Industrial, Commercial)

South: A-2-5

East: A-2-5, City of Industry (Industrial)

West: A-2-5, CPD (Commercial Planned Development)

### **EXISTING LAND USES**

The subject property is developed with a materials recovery facility, administrative offices, scales, parking, and maintenance areas.

Surrounding properties are developed as follows:

North: Office, light industrial uses, Union Pacific Railroad

South: SCE electrical transmission line right of way, Rio Hondo Community College

East: Puente Hills landfill

West: Light industrial uses, Union Pacific Railroad

### **PREVIOUS CASES/ZONING HISTORY**

Conditional Use Permit No. 92251, which established the development and operation of the MRF, was approved by the County Board of Supervisors ("BOS") on August 3, 1999. The permit's grant term expires on July 1, 2029.

### **ENVIRONMENTAL DETERMINATION**

The Sanitation District is the "lead agency" for the project for compliance with the California Environmental Quality Act ("CEQA"). At the time the original conditional use

permit application was submitted to establish the MRF, the Sanitation District completed and certified a Final EIR ("FEIR"). The FEIR, *State Clearinghouse No. 91121070*, was first certified in November 1992 (analysis of the landfill expansion and MRF operation) and again in June 1995 (additional analysis of the intermodal facility and waste-by-rail disposal system originating from the MRF). The BOS approved the Sanitation District's FEIR on August 3, 1999.

The FEIR determined that cumulative traffic impacts from the MRF and adjacent Puente Hills Landfill, operating at their maximum combined permitted capacity of 17,600 tons of refuse per day, could incrementally contribute to significant adverse traffic impacts to nearby freeways. A summary of the permitted daily and weekly (6-day week) average tonnages for both the Puente Hills MRF and Landfill is provided below:

	<i>Max. Weekly Average per Day (tons)</i>	<i>Max. per Day (tons)</i>	<i>Max. per Week (tons)</i>
MRF	4,000	4,400	24,000
Landfill	12,000	13,200	72,000
Combined Total	16,000	17,600	96,000

Mitigation measures were incorporated into the conditions of approval to mitigate these traffic impacts to the extent feasible, and the BOS found that the remaining impacts were outweighed by overriding health, safety and economic benefits of the project.

One of the traffic mitigation measures incorporated into the conditions of approval is one that the applicant wishes to modify through this condition modification request. This condition imposes restrictions on inbound and outbound shipment of waste and employee arrival and departure to the MRF during peak traffic hours.

This mitigation measure was meant to address the potential cumulative impact of the concurrent operation of the landfill and MRF during peak traffic hours. However in recent years, the combined waste received by the landfill and MRF has declined significantly below the level analyzed in the FEIR. The landfill currently receives an average of 8,500 tons of waste per day while it is permitted up to as much as 13,200 tons of waste per day. The landfill's reduced tonnage, combined with the MRF's maximum daily tonnage of 4,400, falls below the maximum 17,600 tons per day analyzed in the FEIR. In addition, the landfill is scheduled to close on October 31, 2013, and will no longer contribute to the cumulative traffic impacts analyzed in the FEIR after the closure date.

As such, the applicant is proposing to remove the peak traffic hour restriction on the MRF, since the MRF's traffic alone during peak traffic hours (after landfill closure), or combined with the landfill's current reduced truck trips, will not exceed the level of traffic impacts identified in the FEIR.

Section 15164 of the State CEQA Guidelines provides that an addendum may serve as adequate environmental 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. County Staff determined that the proposed condition modification meets these criteria, and that an addendum to the approved FEIR was the appropriate environmental documentation proposed project.

An addendum was prepared by the Sanitation District and reviewed by Regional Planning. It concluded that the proposed condition modification would not result in any increased or additional environmental impacts beyond those which were analyzed in the FEIR, and therefore concluded that supplement environmental analysis was not required. The document was considered and approved by the Los Angeles County Sanitation Districts' Board of Directors on January 9, 2013. A copy of the Addendum is attached.

## STAFF EVALUATION

### General Plan Consistency

The project site is located within the "Open Space" and "Public and Semi-Public Facilities" land use categories of the Countywide General Plan. The "Open Space" designation is intended for uses such as regional parks, beaches, golf courses, cemeteries, sanitary landfills, and military reservations. The "Public and Semi-Public Facilities" land use category is intended for the continued operation, expansion and construction of public and semi-public facilities to serve current and future County residents. Such uses include major transportation facilities, solid and liquid waste disposal sites, utilities, public buildings, educational institutions, religious institutions, hospitals, detention facilities and fairgrounds. A MRF is a "land reclamation project" or "waste disposal facility," as defined in the Zoning Ordinance, and is consistent with the permitted uses in the underlying land use categories. The proposed modification to the MRF's operations would not significantly alter the nature of the use and therefore remains consistent with the intended land uses designated in the General Plan.

The following policies from the adopted 1980 Countywide General Plan and 2012 Draft General Plan are applicable to the proposed project:

- *Facilitate the recycling of wastes such as metal, glass, paper, and textiles. (Water & Waste Management Element, Policy 23, p. VI-23, Adopted General Plan)*
- *Ensure adequate disposal capacity by providing for environmentally sound and technically feasible development of solid waste management facilities, such as landfills and transfer/processing facilities. (Public Services and Facilities Element, Policy 5.2, 2012 Draft General Plan)*

Both General Plan documents stress the importance of recycling waste to reduce the need for landfills. The operation of the MRF supports this policy as it is designed to recover a minimum of 15% of waste delivered to it for recycling purposes. If the MRF

receives its maximum permitted capacity of 24,000 tons of waste per week, the total amount of recyclables diverted from landfills would be up to 3,600 tons per week, or up to 187,200 tons per year.

According to the Burden of Proof, attached, the MRF is currently receiving approximately 150 tons of waste per day, which is far below the permitted 4,000 tons per day. The applicant claims that the facility is operating under capacity due to several economic and operational factors, including competition with nearby facilities which have the advantage of accepting waste delivery during peak traffic hours. If the condition modification is granted, relieving the MRF of its peak traffic hour restrictions, it is possible that it would be more successful at securing contracts for waste delivery, and in effect, increasing its potential to divert waste from landfills.

#### Zoning Ordinance and Development Standards Compliance

The subject property is located within the A-2-5 (Heavy Agricultural – 5 acre minimum lot size) Zone of the Workman Mill Zoned District. The MRF is designed for the salvage of recyclable materials and is defined interchangeable in the Zoning code as either a “land reclamation project” or “waste disposal facility.” Waste disposal facilities are defined in Section 22.08.230 as “any dump, transfer station, land reclamation project, incinerator except household incinerators and wood refuse to be burned in a suitable furnace, or other similar site or facility which is used or intended to be used for the transfer, salvage or disposal of rubbish, garbage or industrial waste.” Land reclamation projects as defined in Section 22.08.120 include dump or waste disposal facilities. A conditional use permit is required to establish a MRF in the A-2-5 Zone.

The applicant has requested to modify a condition of approval to Conditional Use Permit No. 92251 pursuant to Section 22.56.1600 *et seq.* (Conditional Use Permits—Modifications or Elimination of Conditions) of the County Zoning Code.

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.

According to Section 22.56.1650 (Appeal Procedures) of the Zoning Code, the Commission may impose additional conditions deemed necessary to insure that the modification or elimination of any condition will be in accord with the required findings of approval. The decision of the commission on an appeal is final and effective on the date of decision and is not subject to further administrative appeal pursuant to Section 22.56.1655 (Effective date of decision).

#### Site Visit

Staff visited the property on December 18, 2013 and observed that the MRF has been developed in accordance with the approved Exhibit "A." The site visit took place on a Tuesday between the hours of 10:30 a.m. and 11:30 a.m. Staff observed 2-3 trucks enter the MRF during this time. Staff also noted the absence of objectionable odors and that the property was neat and well maintained.

#### Burden of Proof

The applicant is required to substantiate all facts identified by Sections 22.56.040 of the County Code. The Burden of Proof with applicant's responses is attached. Staff is of the opinion that the applicant has met the burden of proof.

#### **EXISTING LAND USES**

The subject property is developed with a materials recovery facility, administrative offices, scales, parking, and maintenance areas.

Surrounding properties are developed as follows:

North: Office, light industrial uses, Union Pacific Railroad

South: SCE electrical transmission line right of way, Rio Hondo Community College

East: Puente Hills landfill

West: Light industrial uses, Union Pacific Railroad

#### Neighborhood Impact/Land Use Compatibility

The MRF is located in a primarily industrial setting, with light industrial, commercial and office uses in the immediate vicinity to the north east and west, and open space and a landfill to the south and east. The Union Pacific Railroad separates the use from the

nearest residential uses to the north. Residential uses beyond that are separated from the subject use by the 605 and 60 freeways. The nearest residential community is located approximately 1,500 feet to the north. See attached map for a depiction of the proximity of the MRF to the nearest residential uses. Staff is of the opinion, that the property is sufficiently buffered from surrounding residential uses.

As previously discussed, the proposed condition modification supports the goals and policies of the countywide General Plan to reduce the need for and conserve the limited space within county and out-of-county landfills. The condition modification would improve the MRF's ability to compete with surrounding similar facilities. This in turn would allow the facility to operate closer to the permitted capacity, recover more recyclable material, and improve the county's ability to divert waste from county and out-of-county landfills.

Taking into account that (1) the proposed condition modification would not result in any increased or additional environmental impacts beyond those which were analyzed in the FEIR, and (2) the requested change in operating hours could potentially strengthen the economic viability of the MRF, which in turn would enable it to continue to provide a much needed service to the entire County and its residents, staff is of the opinion that the proposed condition modification is consistent with the goals and policies of the General Plan.

#### **COUNTY DEPARTMENT COMMENTS AND RECOMMENDATIONS**

A memo dated June 20, 2012 from the Department of Public Works, states that the MRF's "proposed expansion to the hours of operation is not expected to have a significant impact to the County roadways and intersections in the area" and thus does not necessitate the need for a traffic impact analysis. This conclusion is based on the Traffic and Lighting Division's review of the project's original environmental documents and information submitted by the applicant on truck trips.

#### **LEGAL NOTIFICATION AND PUBLIC OUTREACH**

Pursuant to the provisions of Sections 22.60.174 and 22.60.175 of the County Code, the community was appropriately notified of the public hearing by mail, newspaper, property posting, library posting and DRP website posting.

#### **PUBLIC COMMENTS**

##### Condition Modification Protest Period

During the protest period for the Condition Modification request, staff received 13 protest letters and one protest petition with 22 signatures. Of the thirteen letters, eleven were sent by unique senders.

Some concerns outlined in the protest letters include noise, odor/foul air, dust, diesel pollution, traffic congestion on the 60 & 605 freeways and surface streets, inadequate environmental review, a need for a new traffic study, and an air quality study.

##### Public Hearing Comment Period

During the comment period for the public hearing staff received one letter of opposition citing concern over noise, odor, and traffic, and a petition with 360 signatures in opposition of the applicant's request.

Staff also received four letters in support of the project stating that the removal of restrictions on operating hours would (1) increase convenience to waste haulers and reduce traffic congestion associated with trucks driving longer distances to other material recovery facilities, (2) help relieve local traffic congestion, as trucks often stage themselves in the immediate neighborhoods and streets waiting for access to the site, and (3) spread truck traffic throughout the day which would reduce impacts on nearby business operations.

**STAFF RECOMMENDATION**

The following recommendation is made prior to the public hearing and is subject to change based upon testimony and/or documentary evidence presented at the public hearing:

Staff recommends **APPROVAL** of the proposed modification to Project Number 92251, Conditional Use Permit Number 92251, subject to the attached conditions.

**SUGGESTED APPROVAL MOTION:**

**I MOVE THAT THE REGIONAL PLANNING COMMISSION DENY THE APPEAL AND APPROVE THE REQUESTED MODIFICATION TO CONDITIONAL USE PERMIT NUMBER 92251 SUBJECT TO THE ATTACHED FINDINGS AND CONDITIONS.**

Prepared by Maral Tashjian, Regional Planning Assistant II, Zoning Permits East Section

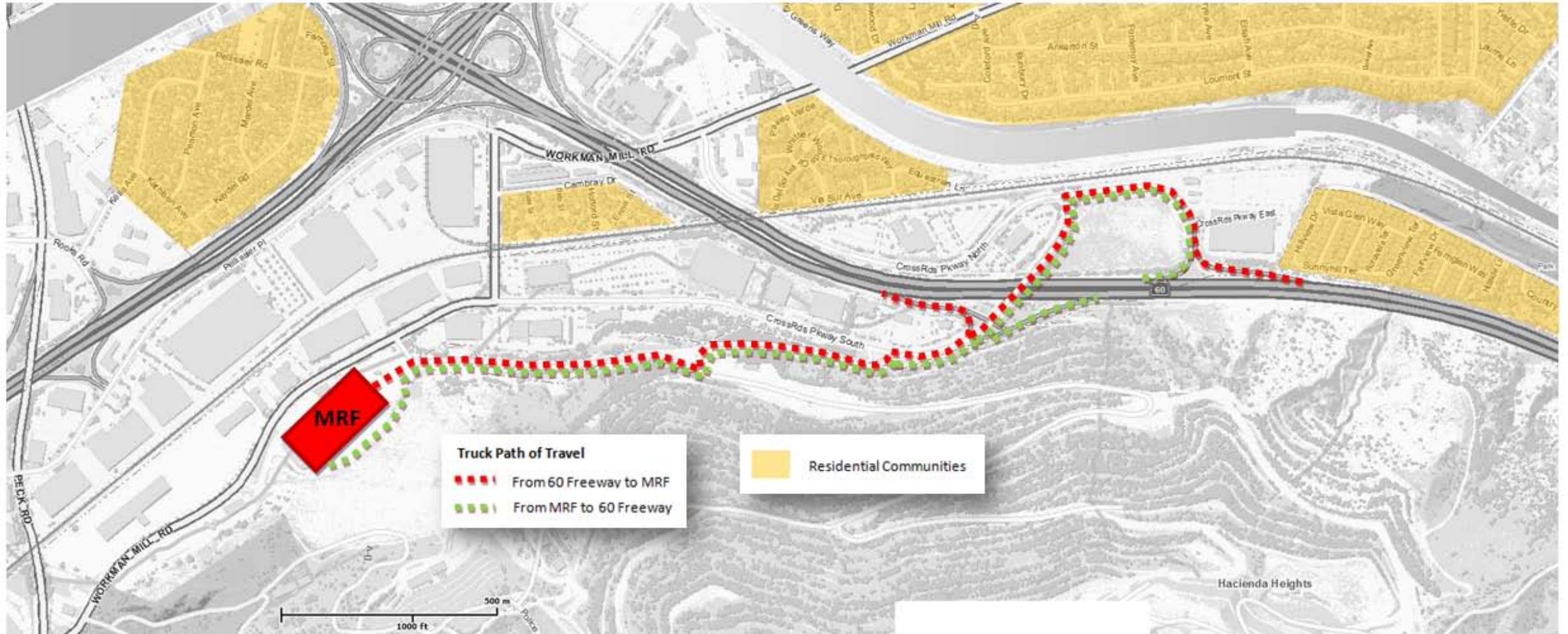
Reviewed by Maria Masis, Supervising Regional Planner, Zoning Permits East Section

Attachments:

Draft Findings, Draft Conditions of Approval  
Applicant's Burden of Proof statement  
Correspondence  
Environmental Document (Addendum to EIR)  
Site Photographs, Photo Simulations, Aerial Image  
Site Plan, Land Use Map

MM:MT  
4/22/2013

## MRF Truck Routes (originating from/ending at 60 Freeway) and Proximity to Residential Uses



**DRAFT FINDINGS AND ORDER OF THE REGIONAL PLANNING COMMISSION  
COUNTY OF LOS ANGELES  
PROJECT NO. 92251-(4)  
CONDITIONAL USE PERMIT NO. 92251**

1. **ENTITLEMENT REQUESTED.** The applicant, Sanitation District No. 2 of Los Angeles County, is requesting a modification to a conditional use permit pursuant to Section 22.56.1600 et seq. (Conditional Use Permits—Modifications or Elimination of Conditions) of Title 22 of the Los Angeles County (“County”) Zoning Code (“Zoning Code”).
2. **HEARING DATE.** May 13, 2013
3. **PROCEEDINGS BEFORE THE REGIONAL PLANNING COMMISSION.** *To be inserted after the public hearing to reflect hearing proceedings.*
4. **PROJECT DESCRIPTION.** The applicant, Sanitation District No. 2 of Los Angeles County, the operator of the Puente Hills Materials Recovery Facility (“MRF”), is requesting a modification to Condition No. 8 of Conditional Use Permit No. 92251. The request would eliminate existing restrictions on inbound and outbound shipments of commodities, residuals and waste to the MRF, and employee arrival and departure during the peak traffic hours of 6 a.m. to 9:00 a.m. and 4:00 p.m. to 7:00 p.m. The removal of these restrictions would expand the current hours of operation from 18 to 24 hours per day. There would be no other changes to the facility, its capacity, its operation, or any other permit conditions.

The MRF is currently permitted to receive up to 4,400 tons of primarily commercial waste per day, up to 24,000 tons a week. A maximum weekly average of 4,000 tons per day is enforced in order to distribute the receipt of 24,000 tons of waste evenly over a six-day period (the facility is closed on Sundays.) No increase in tonnage is proposed as part of the applicant’s request.

The facility is designed to recover a minimum of 15% of the waste delivered to it (e.g. up to 600 tons can be recycled of 4,000 tons of waste). After recyclable materials are separated from the balance, the remaining residuals, up to 3,400 tons per day, are either sent to the adjacent Puente Hills Landfill or to an off-site landfill for disposal. In the future, residuals would be transferred to the adjacent waste-to-rail facility where they will be transported by train to an out-of-county landfill.

The MRF currently employs a maximum of approximately 200 employees during one shift.

5. **SITE DESCRIPTION.** The project site consists of five irregularly-shaped parcels of land with a combined area of 25 acres. The site is developed in accordance with the approved Exhibit “A” of Conditional Use Permit No. 92251 and consists of a waste processing building, administrative offices, scales, parking, and

maintenance areas. The remainder of the site is landscaped and natural open space.

The waste processing building is approximately 215,000 square feet and has a state-of-the-art odor control system for containing and treating all refuse handling odors. The internal roads between the Crossroads Parkway entrance and the MRF scale house provide more than ¾ mile of queuing capacity to prevent backup of traffic onto city streets.

Oak trees exist on the property; however none are impacted by the proposed request.

6. **LOCATION.** The subject property is located at 2808 South Workman Mill Road, Whittier in the Workman Mill Zoned District (APN Nos. 8125-026-904, 8125-026-905, 8125-026-906, 8125-021-933, and a portion of 8125-021-942).
7. **EXISTING ZONING.** The subject property is zoned A-2-5 (Heavy Agricultural, 5 acre minimum lot size). Surrounding properties are zoned as follows:
  - North: M-1.5-BE (Restricted Heavy Manufacturing - billboard exclusion), City of Industry (Industrial, Commercial)
  - South: A-2-5
  - East: A-2-5, City of Industry (Industrial)
  - West: A-2-5, CPD (Commercial Planned Development)
8. **EXISTING LAND USES.** The subject property is developed with a materials recovery facility, administrative offices, scales, parking, and maintenance areas. Surrounding properties are developed as follows:
  - North: Office, light industrial uses, Union Pacific Railroad
  - South: SCE electrical transmission line right of way, Rio Hondo Community College
  - East: Puente Hills landfill
  - West: Light industrial uses, Union Pacific Railroad
9. **PREVIOUS CASES/ZONING HISTORY.** Conditional Use Permit No. 92251, which established the development and operation of the MRF, was approved by the County Board of Supervisors ("BOS") on August 3, 1999. The permit's grant term expires on July 1, 2029.
10. **GENERAL PLAN / COMMUNITY PLAN CONSISTENCY.** The project site is located within the "Open Space" and "Public and Semi-Public Facilities" land use categories of the Countywide General Plan. The "Open Space" designation is intended for uses such as regional parks, beaches, golf courses, cemeteries, sanitary landfills, and military reservations. The "Public and Semi-Public Facilities" land use category is intended for the continued operation, expansion and construction of public and semi-public facilities to serve current and future County

residents. Such uses include major transportation facilities, solid and liquid waste disposal sites, utilities, public buildings, educational institutions, religious institutions, hospitals, detention facilities and fairgrounds. A MRF is a "land reclamation project" or "waste disposal facility," as defined in the Zoning Ordinance, and is consistent with the permitted uses in the underlying land use categories. The proposed modification to the MRF's operations would not significantly alter the nature of the use and therefore remains consistent with the intended land uses designated in the General Plan.

The following policies from the adopted 1980 Countywide General Plan and 2012 Draft General Plan are applicable to the proposed project:

- Facilitate the recycling of wastes such as metal, glass, paper, and textiles. (Water & Waste Management Element, Policy 23, p. VI-23, Adopted General Plan)
- Ensure adequate disposal capacity by providing for environmentally sound and technically feasible development of solid waste management facilities, such as landfills and transfer/processing facilities. (Public Services and Facilities Element, Policy 5.2, 2012 Draft General Plan)

Both General Plan documents stress the importance of recycling waste to reduce the need for landfills. The operation of the MRF supports this policy as it is designed to recover a minimum of 15% of waste delivered to it for recycling purposes. If the MRF receives its maximum permitted capacity of 24,000 tons of waste per week, the total amount of recyclables diverted from landfills would be up to 3,600 tons per week, or up to 187,200 tons per year.

According to the Burden of Proof, attached, the MRF is currently receiving approximately 150 tons of waste per day, which is far below the permitted 4,000 tons per day. The applicant claims that the facility is operating under capacity due to several economic and operational factors, including competition with nearby facilities which have the advantage of accepting waste delivery during peak traffic hours. If the condition modification is granted, relieving the MRF of its peak traffic hour restrictions, it is possible that it would be more successful at securing contracts for waste delivery, and in effect, increasing its potential to divert waste from landfills.

11. **ZONING ORDINANCE AND DEVELOPMENT STANDARDS COMPLIANCE.** The subject property is located within the A-2-5 (Heavy Agricultural – 5 acre minimum lot size) Zone of the Workman Mill Zoned District. The MRF is designed for the salvage of recyclable materials and is defined interchangeable in the Zoning code as either a "land reclamation project" or "waste disposal facility." Waste disposal facilities are defined in Section 22.08.230 as "any dump, transfer station, land reclamation project, incinerator except household incinerators and wood refuse to be burned in a suitable furnace, or other similar site or facility which is used or intended to be used for the transfer, salvage or disposal of rubbish, garbage or industrial waste." Land reclamation projects as defined in Section 22.08.120

include dump or waste disposal facilities. A conditional use permit is required to establish a MRF in the A-2-5 Zone.

The applicant has requested to modify a condition of approval to Conditional Use Permit No. 92251 pursuant to Section 22.56.1600 et seq. (Conditional Use Permits—Modifications or Elimination of Conditions) of the County Zoning Code.

12. **NEIGHBORHOOD IMPACT/LAND USE COMPATIBILITY.** The MRF is located in a primarily industrial setting, with light industrial, commercial and office uses in the immediate vicinity to the north east and west, and open space and a landfill to the south and east. The Union Pacific Railroad separates the use from the nearest residential uses to the north. Residential uses beyond that are separated from the subject use by the 605 and 60 freeways. The nearest residential community is located approximately 1,500 feet to the north. See attached map for a depiction of the proximity of the MRF to the nearest residential uses. Staff is of the opinion, that the property is sufficiently buffered from surrounding residential uses.

As previously discussed, the proposed condition modification supports the goals and policies of the countywide General Plan to reduce the need for and conserve the limited space within county and out-of-county landfills. The condition modification would improve the MRF's ability to compete with surrounding similar facilities. This in turn would allow the facility to operate closer to the permitted capacity, recover more recyclable material, and improve the county's ability to divert waste from county and out-of-county landfills.

Taking into account that (1) the proposed condition modification would not result in any increased or additional environmental impacts beyond those which were analyzed in the FEIR, and (2) the requested change in operating hours could potentially strengthen the economic viability of the MRF, which in turn would enable it to continue to provide a much needed service to the entire County and its residents, staff is of the opinion that the proposed condition modification is consistent with the goals and policies of the General Plan.

13. **COUNTY DEPARTMENT COMMENTS AND RECOMMENDATIONS.** A memo dated June 20, 2012 from the Department of Public Works, states that the MRF's "proposed expansion to the hours of operation is not expected to have a significant impact to the County roadways and intersections in the area" and thus does not necessitate the need for a traffic impact analysis. This conclusion is based on the Traffic and Lighting Division's review of the project's original environmental documents and information submitted by the applicant on truck trips.
14. **LEGAL NOTIFICATION AND PUBLIC OUTREACH.** Pursuant to the provisions of Sections 22.60.174 and 22.60.175 of the County Code, the community was appropriately notified of the public hearing by mail, newspaper and property posting.

15. **PUBLIC COMMENTS.** During the protest period for the Condition Modification request, staff received 13 protest letters and one protest petition with 22 signatures. Of the thirteen letters, eleven were sent by unique senders.

Some concerns outlined in the protest letters include noise, odor/foul air, dust, diesel pollution, traffic congestion on the 60 & 605 freeways and surface streets, inadequate environmental review, a need for a new traffic study, and an air quality study.

During the comment period for the public hearing staff received one letter of opposition citing concern over noise, odor, and traffic, and a petition with 360 signatures in opposition of the applicant's request.

Staff also received four letters in support of the project stating that the removal of restrictions on operating hours would (1) increase convenience to waste haulers and reduce traffic congestion associated with trucks driving longer distances to other material recovery facilities, (2) help relieve local traffic congestion, as trucks often stage themselves in the immediate neighborhoods and streets waiting for access to the site, and (3) spread truck traffic throughout the day which would reduce impacts on nearby business operations.

#### **ENVIRONMENTAL DETERMINATION**

16. An addendum was prepared by the Sanitation District and reviewed by Regional Planning. It concluded that the proposed condition modification would not result in any increased or additional environmental impacts beyond those which were analyzed in the FEIR, and therefore concluded that supplement environmental analysis was not required. The document was considered and approved by the Los Angeles County Sanitation Districts' Board of Directors on January 9, 2013. A copy of the Addendum is attached.
17. **RECORD OF PROCEEDINGS.** The location of the documents and other materials constituting the record of proceedings upon which the Regional Planning Commission's decision is based in this matter is at the Los Angeles County Department of Regional Planning, 13<sup>th</sup> Floor, Hall of Records, 320 West Temple Street, Los Angeles, CA 90012. The custodian of such documents and materials shall be the Section Head of the Zoning Permits East Section, Los Angeles County Department of Regional Planning.

#### **BASED ON THE FOREGOING, THE REGIONAL PLANNING COMMISSION CONCLUDES:**

- A. That the burden of proof for the conditional use permit as modified has been satisfied pursuant to section 22.56.040; and
- B. That the modified conditional use permit will not materially deviate from the terms and conditions imposed in the previously approved conditional use permit; and

- C. That the approval of the application is necessary to allow the reasonable operation and use granted in the previously approved conditional use permit.

THEREFORE, the information submitted by the applicant and presented at the public hearing substantiates the required findings for a modification to the conditions of a Conditional Use Permit as set forth in Section 22.56.1650 of the Los Angeles County Code (Zoning Ordinance).

**REGIONAL PLANNING COMMISSION ACTION:**

1. In view of the findings of fact and conclusions presented above, modification to Condition No. 8 of Conditional Use Permit No. 92251 is Approved subject to the attached conditions.

**ACTION DATE:** May 13, 2013

**MM:MT**  
**5/1/13**

- c: Each Commissioner, Zoning Enforcement, Building and Safety

CONDITIONS FOR APPROVAL  
CONDITIONAL USE PERMIT NUMBER 92-251(4)

1. Unless otherwise apparent from the context, the term "permittee" shall include the applicant and any other person, corporation, or other entity making use of this grant.
2. This grant shall not be effective for any purpose until the permittee and the owner of the property involved (if other than the permittee) have filed at the office of the Department of Regional Planning their affidavit stating that they are aware of, and agree to accept, all of the conditions of this grant.
3. The permittee shall defend, indemnify and hold harmless the county, its agents, officers, and employees from any claim, action, or proceeding against the county or its agents, officers, or employees to attack, set aside, void or annul this permit approval, which action is brought within the applicable time period of Government Code section 65907 or other applicable time period. The county shall promptly notify the permittee of any claim, action, or proceeding and the county shall cooperate fully in the defense. If the county fails to promptly notify the permittee of any claim action or proceeding, or if the county fails to cooperate fully in the defense, the permittee shall not thereafter be responsible to defend indemnify, or hold harmless the county.
4. Attached to these conditions is a monitoring program which is incorporated herein by reference. The permittee shall fully perform each action required of the permittee by the monitoring program as if it were specifically set forth in these numbered conditions.
5. This grant will terminate July 1, 2029. Entitlement to use of the property thereafter shall be subject to the regulations then in effect.
6. If any provision of this grant is held or declared to be invalid, the permit shall be void and the privileges granted hereunder shall lapse.
7. The subject property shall be maintained and operated in full compliance with the conditions of this grant and any law, statute, ordinance or other regulation applicable to any development or activity on the subject property. Failure of the permittee to cease any development or activity not in full compliance shall be a violation of these conditions. If an inspection discloses that the subject property is being used in violation of anyone of the conditions of this grant, the permittee shall be financially responsible and shall reimburse the Department of Regional Planning for all enforcement efforts necessary to bring the subject property into compliance.
8. This grant allows the construction and operation of a materials recovery facility, subject to the following restrictions as to use:

- a. The facility shall receive and process only nonhazardous municipal solid waste.
  - b. Waste received and processed at the facility shall not exceed 24,000 tons per week or 4,400 tons per day. Any waste received at the facility and then transferred to the adjacent Puente Hills Landfill for deposit in the landfill shall count against the daily and weekly waste limits for the landfill as set forth in Condition 10 of Conditional Use Permit 92-250(4).
  - c. All waste shall be received and processed within an enclosed building. A heating, ventilation and air conditioning system shall be installed which contains odors and dust within the inside of the building.
  - d. Any waste kept outside the processing building shall be within closed containers only.
  - e. All outside storage areas shall be fully screened in accordance with the provision of Title 22 of the County Code.
  - f. The permittee shall sweep all open yard areas and access drives and shall police other areas at least once per operating day (and more often if necessary) to remove dirt and litter accumulations.
  - g. Structure exteriors and signs shall be of a color compatible with the surroundings.
  - h. Business signs shall be as permitted in Zone C-1 for a highway frontage of 100 feet except that no freestanding sign shall exceed 15 feet in height.
  - ~~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.~~~~
  - 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.
9. The subject property shall be developed and maintained in substantial compliance with the plans marked Exhibit "A" on file at the Department of Regional Planning In the event that subsequent revised plans are submitted, the written authorization of the property owner is necessary.

10. All requirements of the Zoning Ordinance and of the specific zoning of the subject property must be complied with unless otherwise set forth in these conditions or shown on the approved plans.
11. Permittee shall provide substantial ornamental screen landscaping along the frontage of the property. At least 25 percent of the trees planted shall be 24-inch box size or larger. Three copies of a landscape plan, which may be incorporated into a revised plot plan, shall be submitted to and approved by the Director of Planning before issuance of a building permit. The landscape plan shall show the size, type and location of all plants, trees, and watering facilities. All landscaping shall be maintained in a neat, clean and healthful condition, including proper pruning, weeding, removal of litter, fertilizing and replacement of plants when necessary.
12. Provisions shall be made for all natural drainage to the satisfaction of the Department of Public Works. Drainage plans and two signed grading plans shall be submitted to the Department of Public Works for approval before grading or construction.
13. The subject facility shall be developed and maintained in compliance with requirements of the Los Angeles County Department of Health Services. Adequate water, sewage and solid waste handling facilities shall be provided to the satisfaction of said Department.
14. The permittee shall contact the Fire Prevention Bureau of the Los Angeles County Forester and Fire Warden to determine what facilities may be necessary to protect the property from fire hazard. Any necessary facilities, including automatic sprinklers, shall be provided as may be required by said Department.
15. The permittee shall secure any necessary permit(s) from the South Coast Air Quality Management District and shall fully comply with the terms of said permit(s).
16. The permittee shall contact the Department of Public Works to determine whether an Industrial Waste Discharge Permit is required. No activity for which a permit is required shall be initiated on the subject property before a permit is obtained and any required facilities are installed. The permittee shall further comply with any regulations pertaining to the protection of surface water quality administered by the Department of Public Works and/or the Los Angeles Regional Water Quality Control Board. The permittee shall keep any required permits in full force and effect and shall fully comply with any requirements thereof.
17. The permittee shall install sidewalks, street trees and street lights and close any unused driveways and repair any damaged improvements along the frontage of the subject property on Workman Mill Road to the satisfaction of the Los Angeles County Department of Public Works.

18. All structures shall conform with the requirements of the Division of Building and Safety of the Department of Public Works.
19. The permittee shall submit to the Department of Public Works (Environmental Programs Division) an annual report regarding the level of operation of the facility beginning at the end of the first year of the materials recovery facility operation. When the operation level is at full capacity or deemed necessary by the Department, a traffic signal warrant study for Crossroads Parkway South at the materials recovery facility/landfill entrance shall be submitted. The permittee shall install traffic improvements at the materials recovery facility/landfill entrance as deemed warranted by the Department. As used in this condition, "warranted" means justified on the basis of standards of the county and/or accepted traffic engineering practice. The improvements may include, as determined by the Department of Public Works:
  - a. The installation of a traffic signal at the materials recovery facility/landfill entrance on Crossroads Parkway South;
  - b. Provision of adequate left-turn storage capacity;
  - c. Installation of all required signing and striping; and
  - d. Repair of any damaged road improvements.
20. Signing, striping and signal plans shall be submitted to the Department of Public Works for review and approval.

# **Burden of Proof Statement**



Los Angeles County  
Department of Regional Planning

Planning for the Challenges Ahead



## 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.

# Correspondence



**Universal Waste Systems, Inc.**  
P.O. BOX 3038 • WHITTIER, CA 90605 • (800) 631-7016

Telephone: (562) 941-4900 • Fax: (562) 941-4915



Chair David W. Louie and Commissioners  
Regional Planning Commission  
320 West Temple Street  
Los Angeles, CA 90012

Dear Chair David Louie and Commissioners:

**Support for the Proposed Modification of the  
Puente Hills Materials Recovery Facility Conditional Use Permit 92251-(4)**

Universal Waste Systems, Inc. (UWS) supports the proposed change in operating hours for the Puente Hills Materials Recovery Facility (PHMRF). UWS has provided solid waste and recyclables collection services to communities in Southern California for over 30 years.

We currently use the Puente Hills Landfill for the disposal of our residual waste. When the Puente Hills Landfill closes, unless the hours of operation of the PHMRF change, we will not be able to use the PHMRF to the same extent that we currently use the landfill: we still need a place to unload the waste and recyclables that we collect in the mornings and the afternoons. During these times, our trucks will have to drive to more distant facilities unless the permit for the PHMRF is changed. Changing the hours that the PHMRF can accept material will greatly increase the efficiency of our business, will make it more convenient for us to have our material recycled and will reduce traffic congestion and associated air quality impacts from trucks driving longer distances.

UWS supports the proposed change in the hours that the PHMRF can accept waste and recyclables, and respectfully requests that the Regional Planning Commission approve the proposed modification to the Conditional Use Permit.

Very truly yours,

Matt Blackburn  
Universal Waste Systems Inc.

cc: Richard J. Bruckner, Director, Department of Regional Planning  
Maral Tashjian, Regional Planner



April 26, 2013

Chair David W. Louie and Commissioners  
Regional Planning Commission  
320 West Temple Street  
Los Angeles, CA 90012



Dear Chair David Louie and Commissioners:

**Endorsement of the Proposed Modification of the  
Puente Hills Materials Recovery Facility Conditional Use Permit 92251-(4)**

Rose Hills Memorial Park, located in Whittier, California was founded in 1914, and is North America's largest memorial park encompassing approximately 1,500 acres. In 1954, we added a mortuary on site in Whittier and today operate six other facilities within the Los Angeles area. Rose Hills is proud to serve over 8,000 families annually and employ 600 hard working individuals.

I am writing to let you know that Rose Hills fully supports the Sanitation Districts' request to modify their conditional use permit (CUP) to eliminate restrictions on shipments to and from the Puente Hills Materials Recovery Facility (PHMRF) during morning and afternoon peak hours. We recognize that the PHMRF is an integral part of the county's overall solid waste management system, and will provide solid waste handling capacity long after the closure of the Puente Hills Landfill. Because of the close proximity of our respective properties, it is crucial to our business operations that PHMRF traffic be spread throughout the day. Such an action will reduce impacts on our funeral processions, typically occurring between 10 am and 3 pm.

As business owners, we recognize the importance of eliminating the peak hour restrictions so that the PHMRF can be operated efficiently, without competitive disadvantages, and in a financially sustainable manner that will ultimately benefit all consumers.

Rose Hills fully supports the proposed change in operating hours since it benefits the Sanitation District, Rose Hills and the region as a whole. We request that the Regional Planning Commission approve the proposed CUP change.

Very truly yours,

Patrick Monroe  
President, Rose Hills Company

cc: Richard J. Bruckner, Director, Department of Regional Planning  
Maral Tashjian, Regional Planner

*Cemetery • Mortuary • Mausoleums • Crematory • Flower Shop • Wedding Sites*

3888 South Workman Mill Road • P.O. Box 110 • Whittier, California 90608 • Telephone 562-699-0921 • [www.rosehills.com](http://www.rosehills.com)



April 18, 2013

Chair David W. Louie and Commissioners  
Regional Planning Commission  
320 West Temple Street  
Los Angeles, CA 90012

Dear Chair David Louie and Commissioners:

Majestic Realty Co. is an owner-operator of property in the City of Industry and the immediate area of the Puente Hills Material Recycling Facility (PHMRF). We believe that the increased hours of the PHMRF benefits traffic patterns and operations in the vicinity as well as the overall neighborhood atmosphere.

Compressing hours of operations could cause additional traffic congestion. Spreading the receiving and processing hours should relieve local congestion. History has shown trucks often stage themselves in the immediate neighborhoods, businesses and streets waiting for access to the landfill site. The reduced hours of operations to the PHMRF will only exacerbate this situation.

The PHMRF is an integral component of the county's overall solid waste management system, which will be needed long after Puente Hills Landfill closes. Majestic Realty Co. has been a good neighbor of the landfill for over 26 years and we plan to be here for many years to come. We have a vested interest in the quality of operations of the PHMRF for our tenants as well as our neighbors. We see a detriment to overall local traffic and business operations by compressing hours of operations at the PHMRF.

Majestic Realty Co. fully supports the proposed change in operating hours since it benefits the region and immediate neighborhood as well as Majestic's tenants. We request that the Regional Planning Commission approve the proposed CUP change.

Respectfully,

Dennis X. Dazé  
Vice President

C. Ed Roski, Jr.





COLLECTION • RECYCLING • TRANSFER

1701 Gage Road, Montebello, CA 90640

April 12, 2013

Chair David W. Louie and Commissioners  
Regional Planning Commission  
320 West Temple Street  
Los Angeles, CA 90012

Dear Chair David Louie and Commissioners:

**Support for the Proposed Modification of the  
Puente Hills Materials Recovery Facility Conditional Use Permit 92251-(4)**

NASA Services supports the proposed change in operating hours for the Puente Hills Materials Recovery Facility (PHMRF). NASA Services has been providing solid waste and recyclables collection services to communities in Southern California for over 60 years.

We currently use the Puente Hills Landfill for the disposal of much of our residual waste. In order to utilize the PHMRF Facility after the closure of Puente Hills Landfill, the hours of operation need to be adjusted to accommodate normal hauling collection schedules. Changing the hours that the PHMRF can accept material will greatly increase the efficiency of our business, will make it more convenient for us to have our material recycled and will reduce traffic congestion and associated air quality impacts from trucks driving longer distances.

NASA Services supports the proposed change in the hours that the PHMRF can accept waste and recyclables, and respectfully requests that the Regional Planning Commission approve the proposed modification to the Conditional Use Permit.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jack Topalian".

Jack Topalian  
General Manager



cc: Richard J. Bruckner, Director, Department of Regional Planning  
Maral Tashjian, Regional Planner



# WORKMAN MILL ASSOCIATION, INC.

POST OFFICE BOX 2146

LA PUENTE, CALIFORNIA 91746

April 16, 2013

County of Los Angeles  
Department of Regional Planning  
320 West Temple Street - Room 1348  
Los Angeles, CA 90012

Attention: Maral Tashjian

Dear Ms. Tashjian:

**SUBJECT: Permit No. 92-251,  
Puente Hills MRF, CUP Modification #8**

We are writing in objection to the Sanitation Districts' proposal to increase the operating hours of the Materials Recovery Facility to 24-hours per day after the closure of the Puente Hills Landfill. We are concerned about increased noise in the neighborhood with vehicles and machinery operating during the night, when people are trying to sleep. As you know, sounds carry in the quiet of the night. Increased odors are another concern both from the MRF and from odorous loads traveling to the landfill.

In addition to the noise and odor pollution, we are very concerned that traffic will increase on the already over burdened 60-freeway during heavy traffic periods.

We feel that this proposal should be put on hold until after the closure of the landfill occurs and it is determined that the increased operating hours are really necessary. At a later date there may be better alternatives available to help alleviate the impacts from our odor, noise and traffic concerns.

Sincerely,

Ruth Wash, President  
Workman Mill Association

RW:lc



Search Mail Search Web Hi, Carlos

INBOX CONTACTS Smart Gardening Wo... CUP No. 92251 - Pue... Permit No. 92-251 PH...

Compose Delete Move Spam Actions

Inbox (1) Permit No. 92-251 PHMRF CUP Modification 8.i Wed, Jan 30, 2013 at 4:58 PM

Conversations From vickie anderson  
Drafts (1) To Carlos Sanchez

Sent  
Spam (15)  
Trash (30)  
FOLDERS  
APPLICATIONS

please resubmit your comments in writing to:

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

The website below has the notice:

Notices regarding the application have been mailed to surrounding residents and members of the community who requested to be added to the courtesy mailing list. The notice for the condition modification request can also be found online at the following link:  
<http://planning.lacounty.gov/case/view/99-251/>

From: Carlos Sanchez  
Sent: Wednesday, December 12, 2012 11:39 AM  
To: Mtashjian@planning.lacounty.gov  
Cc: itsvic@roadrunner.com  
Subject: Permit No. 92-251 PHMRF CUP Modification 8.i

Ms Maral Tashjian:

I am a resident of the North Whittier and Avocado Heights area of Los Angeles county, located very close to the La Puente Land Fill.

I strongly object to the above reference pending permit request.

I have lived in this area, in the same house, for over forty years, I have raised my children in this neighbor and over those forty years I have seen the air, dust and diesel pollution increase significantly.

The traffic has increased considerable, not to mention the noise level, traffic on the 605 freeway between the 10 freeway and the 60 freeways and has made living in this neighborhood a challenge. We need sound-walls between the freeways mentioned on the 605.

Please take this e-mail as a protest, regarding the above subject permit, in trying to keep our neighborhood a safe and healthy place to raise our family, as any tax paying citizen would want for their neighborhood.

Respectfully,  
Carlos Sanchez

*Carlos Sanchez 4/9/13*

Search Mail Search Web Hi, Carlos

INBOX CONTACTS Smart Gardening Wo... CUP No. 82281 - Pue... Permit No. 92-251 PH...

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Inbox (1) CUP No. 92251 - Puente Hills MRF Condition Modification Wed, Jan 30, 2013 at 5:05 PM

Conversations From vickie anderson To Carlos Sanchez

Drafts (1)

Sent

Spam (15)

Trash (30)

FOLDERS

APPLICATIONS

I received the notice on line. did you get my email requesting you resubmit your input in writing? thanks.

From: Vickie Anderson Sent: Wednesday, January 30, 2013 4:27 PM To: Vickie Subject: Fw: CUP No. 92251 - Puente Hills MRF Condition Modification

----- Original Message ----- From: Maral Tashjian To: Undisclosed recipients: Sent: Monday, January 28, 2013 9:17 AM Subject: CUP No. 92251 - Puente Hills MRF Condition Modification

Dear Sir/Madam,

You recently expressed interest in being notified about the above mentioned condition modification application for the Puente Hills Materials Recovery Facility (MRF) Conditional Use Permit (CUP No. 92251). 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.

Notices regarding the application have been mailed to surrounding residents and members of the community who requested to be added to the courtesy mailing list. The notice for the condition modification request can also be found online at the following link: http://planning.lacounty.gov/case/view/99-251/

Regards,

Maral Tashjian Zoning Permits East Section Department of Regional Planning 320 W. Temple Street Los Angeles, CA 90012 http://planning.lacounty.gov 213-974-6435

- We AS CITIZENS ARE TOLD IF YOU HAVE A CONCERN OR COMPLAINT TO E-MAIL IT TO REGIONAL PLANNING / ZONING PERMITS - AND WHEN WE DO - WE ARE TOLD THE DEPARTMENT "WANTS IT IN WRITING" - PLEASE STOP MAKING IT DIFFICULT TO COMMUNICATE WITH CITY HALL

**Clean Air Coalition of  
North Whittier and Avocado Heights**  
843 Caraway Drive, Whittier, Ca 90601 (626) 330-9365  
E-Mail Contact: Vicki Anderson itsvic@roadrunner.com

April 29, 2013

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



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

Dear Maral Tashjian, Director of Planning:

Enclosed are petitions that total 360 signatures from our community of North Whittier/Avocado Heights and Bassett, opposing Permit #92-251 PHMRF CUP Modification 8. We want to keep the present permit conditions and do not want the Sanitation Districts to expand their operations to peak hours.

With negative environmental impacts resulting from Material Recovery Facilities that have been located in close vicinity to residential areas throughout Los Angeles County, we have chosen to notify all Los Angeles County Supervisors to gain their support.

Sincerely,

  
Marilyn Kamimura  
Chairperson

cc: Gloria Molina, Los Angeles County Supervisor, 1<sup>st</sup> District  
Mark Ridley-Thomas, Los Angeles County Supervisor, 2<sup>nd</sup> District  
Zev Yaroslavsky, Los Angeles County Supervisor, 3<sup>rd</sup> District  
Don Knabe, Los Angeles County Supervisor, 4<sup>th</sup> District  
Michael D. Antonovich, Los Angeles County Supervisor, 5<sup>th</sup> District

1

## Clean Air Coalition of North Whittier and Avocado Heights

- Too much foul air, dust and noise pollution
- Too much diesel pollution (trash trucks)
- Traffic jam forever

### WE HAVE HAD ENOUGH

**STOP** THE LOS ANGELES COUNTY SANITATION DISTRICTS FROM EXPANDING TO 24 HOURS A DAY, 6 DAYS A WEEK, TRANSPORTING GARBAGE IN TRUCKS, DURING PEAK HOURS

We, the citizens of North Whittier and Avocado Heights petition  
To Deny Permit No. 92-251 PHMRF CUP Modification 8

Department of Regional Planning, c/o Maral Tashjian, Director  
320 W. Temple St., Los Angeles, CA 90012

428113

SIGNATURE	ADDRESS	PHONE/EMAIL
	1048 Grimes Dr. Whittier Ca. 90601	626-833-5799
	827 Workman Mill Rd 90601	
	1335 Arkerston St 90607	
	2302 Workman Mill Road 90601	lmarchan@hotmail.com
	2312 dela st whittier ca 90601	562 328-9005
	2302 Dela ST WHITTIER CA 90601	626 478-1933
	2310 ENNA ST. Whittier, CA 90601	562-368-1002
	2306 ENNA ST whittier 90601	(562) 646-2403
	2306 ENNA ST whittier 90601	562 646 2406
	12950 camberay DR whittier CA 90601	(562) 493-7133

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320 W. Temple St., Los Angeles, CA 90012

4128113

SIGNATURE	ADDRESS	PHONE/EMAIL
	911 Cunningham Drive 90601	562 (652) 9357
	911 Cunningham Drive 90601	(562) 652-9357
	916 Cunningham Drive 90601	626 346-5275
	916 Cunningham Drive 90601	626 342-8986
	916 Cunningham Drive 90601	626 369-4250
	910 Cunningham Dr 90601	626 968-3391
	917 Cunningham Dr, Whittier, CA 90601	623 333-1454
	917 Cunningham Dr, Whittier 90601	626 333-1454
	925 CUNNINGHAM DR. WHITTIER 90601	(323) 868-7373
	650 Pencil Drive Whittier, CA 90601	

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4/28/13

SIGNATURE	ADDRESS	PHONE/EMAIL
<i>Helen Castellano</i>	803 Cunningham Drive <sup>90601</sup>	helen.castellano@aol.com
<i>Robert Alvarado</i>	809 Cunningham Dr. Whittier <sup>90601</sup>	Rob42@roadrunner.com
<i>Mark Cay</i>	823 CUNNINGHAM DR. WHITTIER CA <sup>90601</sup>	
<i>Luis Hernandez</i>	1230 S. Belgreen Dr. Whittier <sup>90601</sup>	tagterri@gmail.com
<i>Monica Rolon</i>	13014 Paseo Verde Whittier <sup>90601</sup>	HRolon@Roadrunner.com
<i>Silvia Torres</i>	13759 E. Yvette DR. Whittier <sup>90601</sup>	JOTRR824@aol.com
<i>J. Luis Ceballos</i>	917 Basetdale Ave. Whittier, CA <sup>90601</sup>	Silbarregoa@gmail.com
<i>J. Luis Ceballos</i>	1212 HEDDERSFORD AVE WHITTIER CA	ceballos@whittier.com
<i>Est. M...</i>	1473 BELGREEN DR. WHITTIER <sup>90601</sup>	EPMTR@msn.com
<i>...</i>	13000 LOMITAS AVE. <sup>90601</sup>	626-695-9830

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4/28/13

SIGNATURE	ADDRESS	PHONE/EMAIL
	13001 PASEO VERDE WHITTIER 90601	626-330-7412
	13009 PASEO VERDE WHITTIER 90601	
Darlaine Phillips	1804 Whittier Woods Whittier 90601	626-330-5982
Dionne Cruz	13146 Paseo Verde 90601	626-934-1747
Lina Karen Goyalg	13038 paseoverde whittier CA 90601	626 961-7300
LARRY HONZALES	13057 CAMINO DEL ORO WHITTIER CA 90601	626-233-7468
Frank Rodriguez		
	3069 Camino del Oro, Whittier CA 90601	323-742-1962
	11750 Euclid St. Apt #11 Garden Grove, CA 92840	714-331-9520
	150 N. Hudson Ave Industry	626-934-3306

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320 W. Temple St., Los Angeles, CA 90012

4128113

SIGNATURE	ADDRESS	PHONE/EMAIL
<i>Darlene Jones</i>	1533 Workman Mill Rd, Whittier 90601	DARLENE.DEL@YAHOO.COM
<i>Shirley Jones</i>	1513 Gemwood Dr. Whittier 90601	
<i>Shirley Jones</i>	1513 Gemwood Dr. Whittier 90601	
<i>Abigail Jones</i>	1513 Gemwood Dr. Whittier 90601	
<i>Howard Han</i>	1451 Gemwood Dr. Whittier 90601	HOWARDHAN@YAHOO.COM
<i>Natalia Zambrano</i>	1558 WORKMAN MILL RD WHITTIER 90601	
<i>Ronardo &amp; Zambrano</i>	1558 WORKMAN MILL RD WHITTIER 90601	
<i>Darlene Santos</i>	1511 Coleford Ave. Whittier 90601	
<i>[Signature]</i>	1541 Workman Mill Rd Whittier 90601	
<i>[Signature]</i>	1408 Gemwood Dr Whittier CA 90601	

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4128113

SIGNATURE	ADDRESS	PHONE/EMAIL
Gloria Goodman	13340 Lounmont St Whittier 90601	909-319-6999
Terena M. Aguilar	13343 Lounmont St, Whittier 90601	(626)330-2898
Gregorio S. Martinez	730 Cunningham Dr, Whittier 90601	(626)393-4807
Priscilla A. Magdelino	724 Cunningham Dr. Whittier 90601	626-968-3418
<sup>Ride</sup> Dorothy D. Kosowisky	712 Cunningham Dr. Whittier 90601	337-1102 626-333-4125
Lorraine Anderson	709 Cunningham Dr. Whittier 90601	626-968-2727
Martha Terral	721 Cunningham Dr Whittier 90601	626-330-7946
Cody Arrish	13823 Don Julian Rd La Puente 91746	626-290-6092
Mary Jane Matsui	749 Cunningham Dr 90601	626-330-4878
Ted Matsui	749 Cunningham Dr 90601	626-330-4878

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4/28/13

NAME	ADDRESS	PHONE/EMAIL
Jimmy Anton	912 S. CARAWAY DR. 90601	(626) 592-9161
S. Khatchadourian	860 CARAWAY DR 90601	(626) 330-9514
Spreverly Ota	905 Caraway Drive 90601	626 333-9283
Jim Jaraman	919 CARAWAY DR 90601	626 333-6670
Esther Alarcon	1046 BURNBURY DR 90601	626 369-1520
Edward Ramirez	Edward Ramirez 1023 Caraway Dr 90601	626 <del>488-6677</del> 961-4507
Margie URQUIDI	932 CARWAY DR WHITTIER DR 90601	626 968-7101
David Urquide	932 CARWAY DR WHITTIER DR 90601	626 968-7101
Ollema Mathman	736 Canning Dr. Whittier 90601	626 369-4434
Janell Burns	736 Cunningham Dr. Whittier, 90601	(626) 488-6677

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SIGNATURE	ADDRESS	PHONE/EMAIL
Lucina Valdez	1416 Bonbury Dr. Whittier 90601	626-961-4962
Amel Ned	1247 Hartford Ave Whittier 90601	(626) 369-4117
Mania E. Mironowski	1473 Belgreen Dr Whittier 90601	
Stelia Bolgoin	1463 BELGREEN DR WHITTIER, CA 90601	626-828-9760
Daniel J. Mahony	1512 DELAMARE DR. WHITTIER 90601	626 820 9423
Geoff Balchowsky	1508 Channelwood Whittier 90601	323-383-3218
	1477 Belgreen Drive, Whittier, CA 90601	(626) 860-5952
Maria J.	1477 Belgreen Dr. Whittier, Ca 90601	" "
Geoffery	814 Cunningham 90607	626 723 4174
Daniel Bolgoin	Holguin 250 Cunningham Pl W 90601	626 968 8642

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NAME	ADDRESS	PHONE/EMAIL
Touman Sinnerki	1037 Caraway Dr. Whittier 90601	626 333-1804
Judith Garcia	827 Caraway Dr Whittier 90601	(626) 333-3351
PRISCILLA CANO	819 CARAWAY DR WHITTIER 90601	626 422-8461
ROBERT PARGA	731 CARAWAY DR WHITTIER 90601	(323) 365-7005
<sup>gharan</sup> JACKIE KARAM	702 Caraway Dr. Whittier 90601	626 961-1947
<del>Vasquez</del> Castillo	738 Caraway dr. Whittier 90601	1562 883-1583
<del>Andy Ly</del>	820 Caraway DR Whittier 90601	626 968-4809
<del>George Ibarra</del>	848 CARAWAY DR. WHITTIER, CA 90601	626 330-7028
<del>Jane Seana</del> Jane Ibarra	848 CARAWAY DR. WHITTIER, CA 90601	626 330-7028
Elizabeth Torres	828 Caraway Dr Whittier CA 90601	(626) 968-6290

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NAME	ADDRESS	PHONE/EMAIL
David Perez	810 Caraway Dr Whittier CA 90601	626 292-3044
CONRADO CHAVEZ	814 CARAWAY DR WHITTIER CA 90601	626 937-6929
Renato Zamora	854 Caraway Dr Whittier, CA 90601	661 209-0098
Alma Zamora	854 Caraway Dr Whittier, CA 90601	626 723-4257
Rudly Magdaleno	911 Caraway Dr. Whittier, CA 90601	626 - 369-2442
JOSE SIMENET	904 CARAWAY DR WHITTIER CA 90601	562 309-4639
Miriam	904 CARAWAY DR WHITTIER CA 90601	562
Marlin Jimenez	904 Caraway Dr Whittier CA 90601	626 500-9471
Spethy Wickman	951 Caraway Dr Whittier, CA 90601	
Christina	951 Caraway Dr. Whittier CA 90601	626 485-9396

Christina Acinwat es

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NAME	ADDRESS	PHONE/EMAIL
A. GARCIA	827 CARAWAY DR WHITTIER CA 90601	626 333 3351
MR Botillo	738 Caraway Dr whittier CA 90601	626 335 0188
D. Portugal	717 CARAWAY Dr Whittier CA 90601	626 336 9812
Fanny & Hector Alarcon	703 Caraway Dr. Whittier CA 90601	626-336-9812
Jose De Kaon	702 Caraway DR. WHITTIER, CA 90601	626 961-1947
Rafael Granados	708 Caraway Dr. Whittier CA 90601	(626) 608-8229
ADELA BRISENO	718 CARAWAY DR. WHITTIER, CA 90601	626 968-8701
GUADALUPE FERNANDEZ	718 CARAWAY DR. WHITTIER, CA 90601	626 336-7452
Marilyn Millan	726 Caraway Dr Whittier, CA 90601	(626) 269-0255
Rosalina Vergara	802 Caraway Dr. Whittier CA 90601	626 485-3192

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SIGNATURE	ADDRESS	PHONE/EMAIL
<i>Jon Winger</i>	1202 501 GROSSMONT DR. WHITTIER	626 333-3108
<i>Michael Bruay</i>	1208 GROSSMONT DR. WH, CA 90601	626 3338700
<i>C. de la Cruz</i>	1228 S. GROSSMONT DR. WH, CA 90601	626 961-2933
<i>rain water</i>	1236 GROSSMONT DRIVE WHITTIER CA 90601	626 833-8619
<i>B. Phryhatitz</i>	1248 S. GROSSMONT DR WHITTIER, CA 90601	(626) 961-452
<i>R. Lucia Quila</i>	1314 GROSSMONT DR. Whittier, CA 90601	626 363-4524
<i>Derek B. Belgor</i>	1305 GOODHART WH	626 369-4606
<i>Nicole Belgor</i>	" " 90601	626 369-4606
<i>Carolyn</i>	1301 GOODHART AVE WHITTIER, CA 90601	626 330-034
<i>James P. Parnell</i>	1209 GROSSMONT DR. WHITTIER, CA 90601	(626) 961-2449

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NAME	ADDRESS	PHONE/EMAIL
ME & MRS. JOAN DURAN	1528 LACEWOOD DR. WHITTIER 90601	626 484-0746
MR & MRS. RAMON MARIN	1510 LACEWOOD DR WHITTIER 90601	626 482-7401
MR. & MRS. ORTEGA	1515 LACEWOOD DR. WHITTIER 90601	626 369-6655
MR & MRS THOMAS F. ZOTYK	1548 LACEWOOD DR. WHITTIER, 90601	616 330-950
MR. & MRS. JOSE CONY WENGER	1551 LACEWOOD DRIVE WHITTIER CA 90601	(626) 991-8109
MR & MRS JOSE LUIS ALVARO	1561 LACEWOOD DR. WHITTIER 90601	(626) 551-0402
MR / MRS ED WEN FAYITA	1525 LACEWOOD DR WHITTIER CA 90601	626/961-766
MR / MRS GERCIJA	1538 LACEWOOD DR. WHITTIER 90601	626 961-4462
MR / MRS ROBLES	1542 CHANNELWOOD DR 90601	908-0443
MR & MRS ART BALLESTEROS	90601 626	626 56329

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NAME	ADDRESS	PHONE/EMAIL
Chelsea Cordova	ChelseaCordova@yahoo.com 90601	626)862-1124
David Cordova	1545 Channelwood Dr 90601	626)862-7237
B Lisa Cordova	" " 90601	(626)862-7700
Ricardo Rangel	1535 Channelwood Dr. 90601	937-6140 626- <del>916</del>
Vicky Martinez	1535 Channelwood Dr. 90601	(626) 323 4127
Mannul Gutierrez	1516 Channelwood Dr 90601	(909) 272-870
Maria Luisa Gutierrez	1516 Channelwood Dr 90601	(626) 918-7594
Mannul Gutierrez	1516 Channelwood Dr 90601	(626) 918-7594
Mary Bracthowsky	1508 Channelwood Dr 90601	(626) 346-2091
Pat J. Roche	1548 Channelwood Dr. 90601	626) 320 0951

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Deny Permit No. 92-251 PHMRF CUP Modification 8

NAME	ADDRESS	PHONE/EMAIL
Rosie M. [unclear]	1019 Bunbury Dr. 90601	626-330073
Jill [unclear]	1011 Bunbury Dr. 90601	5577 9133
[unclear]	1003 Bunbury Dr. 90601	626-795-4122
Verdi Santella	1004 Bunbury Dr 90601	
Ramon Arguano	1024 Bunbury Dr. 90601	<del>626</del> 941 5514
Mayra Benavides	1032 Bunbury Dr. 90601	956-743
Kathleen [unclear]	1038 Bunbury Dr. N. Whittier 90601	
Cherminia Magaña	13597 Ankerton St., Whittier, CA 90601	626 864 2464
Jillie Benavono	1138 Bunbury Dr. 90601	
M. Sallento	1152 Bunbury Dr. 90601	

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NAME	ADDRESS	PHONE/EMAIL
Marsie Ayala	1124 Bunbury Dr. Whittier 90601	808 719-2051
Chris Serrano	1130 Bunbury Dr whittier 90601	626 483-7898
Mania Castillas	1148 Bunbury Dr. Whittier, Ca 90601	562 328 9505
Ray Ramirez	1145 Bunbury Dr. Whittier Ca 90601	626-333558
MAX SAPIEN	1224 BUNBURY DR, WHITTIER CA 90601	(522) 842-6561
WINSTON ARCADIA	1204 Bunbury Dr., Whittier CA - 90601	(213) 880-2720
Nellie Solis	1066 Bunbury Dr Whittier 90601	(626) 961-8113
Margina Amoy	1047 Bunbury Dr. Whittier 90601	(626) 330 7278
Julian	1033 Bunbury Dr. Whittier CA. 90601	626 968-6462
Sandra Martinez	1025 Bunbury Dr. Whittier CA 90601	214 1350 626 8

# Clean Air Coalition of North Whittier and Avocado Heights

- Too much foul air, dust and noise pollution
- Too much diesel pollution (trash trucks)
- Traffic jam forever

## WE HAVE HAD ENOUGH

**STOP** THE LOS ANGELES COUNTY SANITATION DISTRICTS FROM EXPANDING TO 24 HOURS A DAY, 6 DAYS A WEEK, TRANSPORTING GARBAGE IN TRUCKS, DURING PEAK HOURS

Deny Permit No. 92-251 PHMRF CUP Modification 8

NAME	ADDRESS	PHONE/EMAIL
Eloa E. Hernandez	1052 Bunbury Ln, Whittier, CA 90601	
Shua Garcia	1053 Bunbury Dr Whittier 90601	626 533-9312
Patricia Salazar	1061 Bunbury Dr Whittier CA 90601	
Carlos Hernandez	1110 Bunbury Dr. Whittier, CA 90601	
Cyt No	1102 Bunbury Dr. Whittier, CA 90601	delia.balbastro@gahw.com
Jon Swindoski	11415 Guinda. Whittier CA 90601	626 336-7995
TATSUO TANAKA	1103 BUNBURY DR WHITTIER 90601	330 8393
Maria Elena Garcia	1312 Bunbury Dr Whittier CA. 90601	330 9417
Tony J. CHAVEZ	1125 Bunbury Dr. Whittier 90601	424 330 433
Clem & Rachel	1116 Bunbury Ln. Whittier	626 961-2026

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To Deny Permit No. 92-251 PHMRF CUP Modification 8

Department of Regional Planning, c/o Maral Tashjian, Director  
320 W. Temple St., Los Angeles, CA 90012

NAME	ADDRESS	PHONE/EMAIL
Tese Contreras	808 Vinemead Dr 90601	626 855 0467
Ricardo Contreras	808 Vinemead Drive Whittier 90607	626 355 0467
Maria Contreras	808 Vinemead Dr Whittier 90601	855-0467
LEONARD GARCIA	804 VINEMEAD DR WHITTIER CA 90601	626-330-1163
ELARRY YANUSKITA	753 VINEMEAD DR WHITTIER 90601	626 336 9478
Anthony Beltran	906 Basedale Whittier 90601	626 715-1016
MARIA Ortiz	825 Vinemead Dr Whittier 90601	626 573-5746
ELVIRA SHERLAND	768 VINEMEAD DR WHITTIER 90601	626 961-6618
BRUCE ASPADA	850 VINEMEAD DR WHITTIER 90601	626 369-7489
John Chauri	838 Vinemead Dr Whittier 90601	323 482-2693

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NAME	ADDRESS	PHONE/EMAIL
Guadalupe Guzman	844 Vinemead Dr Whittier 90601	333-8277
RON ZANDI	855 VINEMEAD DR Whittier 90601	626-968-0017
Jeannine Aviles	833 Vinemead Dr. Whittier 90601	562 cell 665-4845
<del>William Yarras</del>	<del>811 Vinemead Whittier 90601</del>	<del>424 396-7188</del>
Adriana Leon	805 Vinemead Dr Whittier 90601	323) 385-2821
Milbert Delgadillo	769 Vinemead Dr Whittier 90601	626 330-9300
Hebra Chapman	744 Vinemead DR Whittier 90601	(626) 333-6973
Betty Isorotsky	738 Vinemead DR Whittier 90601	626-968-7691
Penny Maciel	90601	626 3740403
Linda Gray	826 Vinemead Whittier 90601	626 333-3873

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SIGNATURE	ADDRESS	PHONE/EMAIL
<i>Shirley Salazar</i> SHIRAZAR	13258 Loumont St. N. Whittier, CA 90601	626-233-9619
<i>[Signature]</i> ZAMORA	13214 Loumont St 90601	577-5489
<i>[Signature]</i> MODESTO	13328 Loumont St 90601	626-335-9617
<i>[Signature]</i> BRIAN SANCHEZ	13349 Loumont St Whittier CA 90601	626-607-6006
<i>[Signature]</i>	13346 Loumont St Whittier, CA 90601	626-961-0904
<i>Joan Rozzi</i>	12954 Combray Dr. Ca. 90601	665-6525
<i>Gene Martinez</i>	12960 Combray Dr. Ca. 90601	562-6920
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<i>Cynthia Moreau</i>	1854 Whittier Woods Dr Whittier CA 90601	yellowcflower@yahoo.com
<i>[Signature]</i>	1854 Whittier Woods Dr Whittier CA 90601	neotome_rebared@yahoo

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NAME	ADDRESS	PHONE/EMAIL
JOSIE ROSADO	13262 E. GYMA LN. LAPUENTE 90601	626 915-3830 JOSIE ROSADO 46 YALLO
Margaret R Gonzalez	13 Deepriver Rd N. Whittier 90601	626 330-0485
Chereca + Joseph Guemara	13504 Deepriver North Whittier 90601	626 336-0475
Estela SANDOVAL	13411 Alwood Rd. LA Puente 91746	626 948-0876
David Miranda	Grossman Drive Whittier CA	329 (919)-6755
Stacy Dominguez	827 Workman Mill Rd., Whittier, CA	626 333-1364
Yolanda Garcia	1049 Guinea Dr Whittier CA	6 333-4110
Luz Gonzalez	13571 Bonwick Dr. Whittier CA	261 317-3362
Jasmine Perez	801 Redden Ave. Whittier 90601	(626) 480-9338
Jabala Ay	2312 Gala St Whittier 90601	568 692-7444

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SIGNATURE	ADDRESS	PHONE/EMAIL
<i>Lucille Drake</i>	1533 Colford Ave Whittier (626) 90601	961-3009
<i>Lelia Brown</i>	1533 Colford Ave Whittier 90601	909 587-7847
<i>Jessica Jamp</i>	1555 Colford Ave, Whittier 90601	(626) 336-8660
<i>Yolanda Sanchez</i>	13132 Newmarket St 90601	626 336 6110
<i>Arlene Russo</i>	13117 Newmarket St 90601	
<i>Jose Alvarez</i>	13117 Newmarket St 90601	
<i>Aggie</i>	13210 ANKERTON ST. WHITTIER 90601	@ AOL ALDONMARE
<i>Anneli Hernandez</i>	13216 Ankeron St. Whittier CA 90601	
<i>Angelina Garay-Aguilar</i>	13222 Ankeron St. 90601	626 333-7030
<i>Denise Ulls</i>	1459 Bunbury Dr. Whittier 90601	

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SIGNATURE	ADDRESS	PHONE/EMAIL
<i>Jeannette Garcia</i>	1502 Coleford Ave. Whittier <sup>90601</sup>	(562) 745-8927
<i>Roger Diaz</i>	13230 Ankerston St. Whittier <sup>90601</sup>	(626) 333-1824
<i>Nora Richings</i>	13202 Ankerston Whittier <sup>90601</sup>	626-968115
<i>Online Hernandez</i>	1510 Coleford whittier <sup>90601</sup>	626 3339058
<i>Monilyn Santa</i>	1511 Coleford Ave. Whittier <sup>90601</sup>	562-416-2689
<i>Mary E Alvarez</i>	13125 Newmarket, Whittier <sup>90601</sup>	626-888-5453
<i>Danna Diaz</i>	13125 Newmarket St, Whittier, <sup>90601</sup>	(626) 888-5453
<i>Carmen Alanzo</i>	13131 New Market St. Whittier <sup>90601</sup>	(626) 333-9030
<i>San Santa</i>	1511 COLEFORD AVE WHITTIER <sup>90601</sup>	562 416 3010
<i>Mike Garcia</i>	1502 Coleford Ave. Whittier <sup>90601</sup>	(562) 745-8927

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SIGNATURE	ADDRESS	PHONE/EMAIL
Brandon Cruz	13242 Ankerston St Whittier Ca 90601	(626) 369-5890
Antoinette Pacheco	1458 Burbury Dr. Whittier 90601	
Jessie Gomez	1431 Burbury Dr. Whittier 90601	(626) 622-8573
[Signature]	1425 Burbury Dr. Whittier 90601	(626) 336-6629
Jasulfer "Aguilera"	13222 Ankerston St Whittier CA 90601	(626) 333-7130
Miguel Aguilera	"Miguel Aguilera"	
Araceli Hernandez	13216 Ankerston St Whittier CA 90601	
Salvador Robles	1546 COLEFORD AVE WHITTIER CA 90601	
John Kelemen	13212 Loumont St Whittier CA 90601	
[Signature]	13238 Loumont St. Whittier CA 90601	(626) 397-3801
(GARCIA)		

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SIGNATURE	ADDRESS	PHONE/EMAIL
Michael Nair	1253 HUNSFORD AV. 90601	626-336-0703
Paul Nair	1247 HUNSFORD AVE 90601	(626) 369-4817
Aracida Ikenandez	1209 Grossmont Dr. Whittier 90601	(626) 278-6557
JOAN CAVALIOTT	941 ALCIBIO DR. WHITTIER 90601	626 363-4940
CARLOS SANCHEZ	567 SANTA MARIANA AVE LA Puente 91746	(626) 213-7769
Nelli Rivas	1516 Grossmont Dr. 90601	626 664-2600
Art Fijan	1132 Grossmont St Whittier 90601	323 327 7072
C. Sandoval	1269 GROSSMONT WHITTIER 90601	626 961-3035
Sylvia Sanchez	14239 Ankerston Whittier 90601	(626) 532-6529
Mary Ann Cruz	13242 Ankerston Whittier Ca 90601	(626) 369-5890

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NAME	ADDRESS	PHONE/EMAIL
Kenneth Jones	826 VINEMead DR, WHITTIER, CA. 90601-1040	(626) 333-8873
Sam Adams	744 VINEMead DR WHITTIER, CA 90601	626-333-6973
Isaac Oga	750 Vinemead Dr. Whittier 90601	626 968/5789
Henry J. Oga	750 VINEMead DR., WHITTIER 90601	(626) 968-5789
Claudia Lopez	726 VINEMead Dr. Whittier, ca 90601	(213) 542-4286
Donny Gamashif	753 Vinemead Dr. Whittier, CA 90601	
DEREK MATSUO	739 VINEMead DR. WHITTIER CA 90601	(626) 484-3973
Rodine R Melendez	13303 E. ANKERTON ST WHITTIER 90601	626-196-1990
LINDA MORENO, Linda Moreno	1309 GARIN AVE. WHITTIER CA 90601	626 333-0066
Johnny Vallejo	1315 GARIN AVE WHITTIER CA 90601	626 277-9737

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SIGNATURE	ADDRESS	PHONE/EMAIL
Myrna Tomungun	668 Peckham Dr. Whittier CA 90601	626-961-1424 myrna101@yahood.com
Eric Mallory	636 Peckam Dr. Whittier CA 90601	562-896-3018 emallory@me.com
W. Lee	442 Peckam Dr " 90601	waddeh19@net.com
Rafael Bannay	656 Peckam Whittier 90601	626 442 1753
Guadalupe Bautista	702 Cunningham Dr. Whittier CA 90601	(323) 841-3259
Alma Stansbury	706 Cunningham Drive Whittier CA 90601	562 6827659
Kera Bierren	702 Vineyard Dr. Whittier CA 90601	626 333-3835
Maggi Pentad	684 Peckam Dr. Whittier 90601	323 273-3352
JANET HIRAYAMA	1421 FONTENOY AVE WHITTIER 90601	(606) 330-8768
BEA THOMPSON	1302 GARIN 90601	626 336-0851

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SIGNATURE	ADDRESS	PHONE/EMAIL
Mr + Mrs. Albert Ponce	North Whittier	626 - 660-7643
Lenora Miller	14137 Hayland St Bassett (County) 91746	(626) 917-7168
Betty Webb	18332 Resault St. La Puente 91746	626 912-7374
Patricia A. Suenoz	16434 Alwood St. La Puente 91746 (County)	626 ) 918 - 3786
Mary Huizar	451 S 4th Ave La Puente 91746	626 330-1276
Beth Maldonado		626 918-0881
Delia Sanchez	13109 Levelwood La Puente 91746	626- 330-8039
Karina Togan	1724 N. Melender Calinda	626 918-8029
Emely Payne	11952 BONWOOD Rd. El Monte	626 444-1654
Brothy J. Roman	16630 KEEWOOD ST. LA PUENTE, Ca. 91746	624 333 9973

# Coalicion de Aire Limpio North Whittier y Avocado Heights

- Mucha contaminacion , Aire Asqueroso, polvo, ruido exceso
- Mucha contaminacion de diesel (camiones de basura)
- Trafico atascoso De AQUI EN DELANTE PARA SIEMPRE!

## YA BASTA!!!

**ALTO** AL DISTRICTO DE SANIDAD PUBLICA DEL CONDADO DE LOS ANGELES QUE PAREN DE EXPANDIR EL TRAFICO 24 HORAS POR DIA, Y 6 DIAS A LA SEMANA, TRANSPORTANDO BASURA EN CAMIONES, DURANTE HORAS CUMBRE

Nosotros, los ciudadanos de las zonas North Whittier y Avocado Heights solicitamos el Permiso de rechasar numero 92-251 PHMRF CUP Modificacion 8

Department of Regional Planning c/o Maral Tashjian, Director  
320 W. Temple St., Los Angeles, CA 90012

FIRMA	DIRECCION	TELEFONO/EMAIL
Ramona Ortega		626 839 918-0964
Ruthie McCreaney		626 ✓ 330-6583
Conner Franck		626 333-9110
Jim Espinosa	No Whittier	562 639 4021
Helena Espinosa	No Whittier	No Phone
[Signature]	No. Whittier	626 - 216-7798
[Signature]	No. Whittier	562 695-2071
Sawie Ferrer	No Whittier	562 695-2071
Margie Ponce	North Whittier	626 - 968-5910

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SIGNATURE	ADDRESS	PHONE/EMAIL
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<i>[Signature]</i>	12950 Cambrey Dr. 90601	(610)537-2300
<i>[Signature]</i>	2312 GALA ST. 90601	(562)692-7444
<i>[Signature]</i>	1257 Belgreen Dr, Whittier 90601	626-330-6786
<i>[Signature]</i>		626 625 9A34
<i>[Signature]</i>	13201 Alameda Rd. Avocado Heights 91746	alxx71@hotmail.com
<i>[Signature]</i>	1405 S. Stanford Ave 90601	626 327 8929
<i>[Signature]</i>	13823 Comitas Ave Avocado Heights 91746	626 961-7881
<i>[Signature]</i>	804 Vinemead dr. 90601	626-260-1804
<i>[Signature]</i>	Violette Rached 957 Cunningham Dr Whittier CA 90601	626-991-0272

# Coalicion de Aire Limpio North Whittier y Avocado Heights

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Maral Tashjian, Director, Department of Regional Planning  
320 W. Temple St., Los Angeles, CA 90012

NOMBRE	DIRECCION	TELEFONO/EMAIL
Jima Vargas	802 Caraway Dr. Whittier Ca 90601	626-269-0194
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Wynna Laffes	661 Francine et la Puente 91746	(562) 53633
Velma Castillo	738 Caraway dr. Whittier	(562) 883-1583
Elizabeth Serrano	416 San Angelita LP 91746	no 674 5945
Jess N. Yez	1049 Guinea Dr. Whittier (CA 90601)	no 261 533-4110
Jennifer Ibarra	801 Pamela Kay Ln Whittier 90601	626 2904372
Cynthia Swanson	1137 Grossmont Dr. Whittier, 90601	626 2487-6419
AGUSTIN GARCIA	1052 EAGLEMT DR WHITTIER 90601	562-857-4142

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SIGNATURE	ADDRESS	PHONE/EMAIL
	810 Caraway Dr. (RDAALMA1@ AOL.com)	626-290-1747
Jose Lopez	808 Vinehead Dr 90601	626 855 046
	13500 Lomitas Ave. Whittier, CA 90601	626-961-918
DAVID RIVAS	1216 Grossmont Dr. Whittier CA 90601	626 333 314
Ricardo Rosas	938 Arciero Dr Whittier CA 90601	(626) 336-0080
	650 Pencil Dr Whittier CA 90601	(626) 272-532
Rosal Castro	13042 Thoroughbred Way Whittier CA 90601	8626 3301707
Dolores Flemington	13050 Thoroughbred Way GAZZERY 90601	
Jim Delaney	13052 Thoroughbred Way 90601	
Bruce & Rolstad	1601 Rolling Greens Way Whittier 90601	562- 889-4642

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320 W. Temple St., Los Angeles, CA 90012

SIGNATURE	ADDRESS	PHONE/EMAIL
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ANDREW ANDREZ	1400 BELGREEN 90601	562-842-4722
Simon Simon	1465 Belgran 90601	(562) 375-1679
Catherine Cardava	1415 Gemwood Dr, 90601	(626) 369-6000
D. Sierra	1425 Gemwood Dr 90601	(626) 330-4831
John A. P...		626-336-932
Gloria Prieto		(626) 336-932
Terry Valdez	1435 Gemwood Dr. Whittier 90601	333-1764
JESUS FRANCISCO HIDALGO	1440 GEMWOOD DR WHITTIER 90601	626 330-9050
Carmen Hidalgo	1440 Gemwood Dr 90601	330-930-9632

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**STOP** THE LOS ANGELES COUNTY SANITATION DISTRICTS FROM EXPANDING TO 24 HOURS A DAY, 6 DAYS A WEEK, TRANSPORTING GARBAGE IN TRUCKS, DURING PEAK HOURS

We, the citizens of North Whittier and Avocado Heights petition  
To Deny Permit No. 92-251 PHMRF CUP Modification 8

Department of Regional Planning, c/o Maral Tashjian, Director  
320 W. Temple St., Los Angeles, CA 90012

SIGNATURE	ADDRESS	PHONE/EMAIL
Ms. Margaret A. Carter	2308 Gala St., Whittier, CA 90601	(562) 695-6627
JAIIME SANCHEZ	2318 GALA ST. WHITTIER, CA.	(626) 315-6632
Brenda Nuñez	2318 Gala St Whittier CA	(626) 512-0717
Arturo Nuñez	2318 Gala St Whittier CA	(626) 315-8615
MARYANN ESCOBAR	2309 Gala St. Whittier CA.	562 3755587
Gisela Rojas	2302 Gala St. Whittier, CA 90601	(626) 270-6647
Cathia Cely	2303 Gala St Whittier, CA 90601	(626) 421 2615
Crystal Cabral	2313 Gala St Whittier, CA, 90601	(562) 699 5618
Francisco Cabral	2313 Gala St Whittier, CA, 90601	562 699 5618
Elvira Cabral	2313 Gala St Whittier, CA, 90601	562 699 5618

# Coalicion de Aire Limpio North Whittier y Avocado Heights

- Mucha contaminacion , Aire Asqueroso, polvo, ruido exceso
- Mucha contaminacion de diesel (camiones de basura)
- Trafico atascoso De AQUI EN DELANTE PARA SIEMPRE!

## YA BASTA!!!

**ALTO** AL DISTRICTO DE SANIDAD PUBLICA DEL CONDADO DE LOS ANGELES QUE PAREN DE EXPANDIR EL TRAFICO 24 HORAS POR DIA, Y 6 DIAS A LA SEMANA, TRANSPORTANDO BASURA EN CAMIONES, DURANTE HORAS CUMBRE

Nosotros, los ciudadanos de las zonas North Whittier y Avocado Heights solicitamos el Permiso de rechazar numero 92-251 PHMRF CUP Modificacion 8

Maral Tashjian, Director, Department of Regional Planning  
320 W. Temple St., Los Angeles, CA 90012

NOMBRE	DIRECCION	TELEFONO/EMAIL
James Baey	2303 Alford St Whittier	562-765-2293
Alexander Baey	2303 HOLFORD ST Whittier	924-3431



# Clean Air Coalition of North Whittier and Avocado Heights

- Too much foul air, dust and noise pollution
- Too much diesel pollution (trash trucks)
- Traffic jam forever

## WE HAVE HAD ENOUGH

**STOP** THE LOS ANGELES COUNTY SANITATION DISTRICTS FROM EXPANDING TO 24 HOURS A DAY, 6 DAYS A WEEK, TRANSPORTING GARBAGE IN TRUCKS, DURING PEAK HOURS

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320 W. Temple St., Los Angeles, CA 90012

SIGNATURE	ADDRESS	PHONE/EMAIL
RAMONA SIMANEZ	2317 Gala St. Whittier CA	562 623-7049
FRANCISCO SIMANEZ	2317 Gala St. Whittier	
Beatrice SIMANEZ	2317 Gala St Whittier	
Mancelino SIMANEZ	2317 Gala St Whittier	

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320 W. Temple St., Los Angeles, CA 90012

SIGNATURE	ADDRESS	PHONE/EMAIL
ANNA LEIDEMEIJER	2308 HOLFORD WHITTIER	699-7807
Blanca Soto	2309 HOLFORD ST, WHITTIER	562-692-5234
juan Cruz	2318 HOLFORD ST. WHITTIER	904-5094
KONCALVOZO	2323 HOLFORD ST. "	685-1843
Roy Mendivil	2313 HOLFORD ST WHITTIER	679-4207
Rodrigo Soto	2309 HOLFORD ST WHITTIER	

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- Too much foul air, dust and noise pollution
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Department of Regional Planning, c/o Maral Tashjian, Director  
320 W. Temple St., Los Angeles, CA 90012

SIGNATURE	ADDRESS	PHONE/EMAIL
Jan Cabaldon	1601 Rolling Greensway Whittier 90601	902-537-2588
Ken <sup>Kuritan</sup> [Signature]	909 Arciero Dr Whittier 90601	562-419-5784
PAULINE PETRIS	861 ARCIERO DR, N. WHITTIER 90601	
GIL PETRIS	861 ARCIERO DR, N. WHITTIER 90601	
James Fortisovic	847 Arciero Dr, N. Whittier 90601	626-926-4086
Donald C. Dapper	809, ARCIERO DR N WHITTIER 90601	626-333-5962

# **Applicant Appeal Form**



**Los Angeles County  
Department of Regional Planning**



*Planning for the Challenges Ahead*

Richard J. Bruckner  
Director

**REGIONAL PLANNING COMMISSION  
APPEAL FORM**

DATE: February 27, 2013

TO: Ms. Rosie Ruiz  
Regional Planning Commission Secretary  
Department of Regional Planning  
County of Los Angeles  
320 W. Temple Avenue, Room 1350  
Los Angeles, California 90012



BY: ALEXANIAN  
CHILD  
MASIS  
TASHJIAN  
KEANE

FROM: Sanitation Districts of Los Angeles County  
Name

SUBJECT: Project Number(s): 92251-(4)

Case Number(s): Conditional Use Permit No. 92251

Case Planner: Maral Tashjian

Address: 2808 South Workman Mill Road, Whittier

Assessors Parcel Number: \_\_\_\_\_

Zoned District: \_\_\_\_\_

Entitlement Requested: A condition modification is requested to Conditional Use Permit No. 92251, which established the development and operation of the Puente Hills Materials Recovery Facility (PHMRF). The purpose of the requested modification is to 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.

Related Zoning Matters:

Tentative Tract/Parcel Map No.	
CUP, VAR or Oak Tree No.	
Change of Zone Case No.	
Other	

(Reverse)



**ATTACHMENT**  
**REGIONAL PLANNING COMMISSION APPEAL FORM**  
**February 27, 2013**

Applicant: Sanitation Districts of Los Angeles County  
Project Number: 92251-(4)  
Case Number: Conditional Use Permit 92251  
Facility: Puente Hills Materials Recovery Facility  
2808 South Workman Mill Road, Whittier  
Case Planner: Ms. Maral Tashjian

**REASON FOR THIS APPEAL:**

The Sanitation Districts of Los Angeles County request the Regional Planning Commission to eliminate the peak hour traffic restrictions contained in Condition No. 8 of Conditional Use Permit (CUP) 92251-(4) so that inbound and outbound shipments and employee commutes to that the Puente Hills Materials Recovery Facility (PHMRF) can occur 24 hours per day. Condition No. 8 currently restricts the inbound and outbound traffic from the PHMRF to off-peak hours, which is between 9 a.m. and 4 p.m. and between 7 p.m. and 6 a.m. This CUP condition was put in place because it was assumed that the Puente Hills Landfill (PHLF) and PHMRF would operate concurrently. PHLF will be closing in a few months (October 31, 2013), and it is currently operating far below its permitted capacity. Consequently, the traffic from the approved entitlement (project) is and will continue to be lower than that contained in the certified EIR for the concurrent operation.

The requested modification to Condition No. 8 would satisfy the burden of proof required by Sections 22.56.1650(A)(1) and 22.56.040 of the Zoning Code. The removal of the peak hour restrictions would not change the permitted capacity of or the associated total truck traffic from the PHMRF. Consequently, modifying Condition No. 8 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.

The PHMRF is located on 25 acres and consists of a processing building, administrative offices, scales, parking, and maintenance areas. The processing building is approximately 215,000 square feet and has a state-of-the-art odor control system for containing and treating all refuse handling odors. The internal roads between the PHMRF scale house and the Crossroads Parkway entrance provides more than 3/4 mile of queuing capacity, so there is no potential for backup of traffic onto city streets. Consequently, PHMRF meets the size adequacy requirements of Section 22.56.040(B) of the Zoning Code.

The PHMRF is located adjacent to the 60 FWY. The trucks entering and exiting the Crossroads Parkway entrance to PHMRF have direct access to the 60 FWY East onramp and non-residential access to the 60 FWY West onramp just over the 60 FWY overpass. Consequently, PHMRF meets the requirements of Section 22.56.040(C) of the Zoning Code.

Furthermore, the requested modification does not materially deviate from the terms and conditions previously imposed since neither the tonnage received or the quantity of traffic will increase as a result of the modification, thereby meeting the requirements of Section 22.56.1650(A)(2) of the Zoning Code.

Additionally, the approval of the requested modification allows for the reasonable use of this facility, as specified in Section 22.56.1650(A)(3) of the Zoning Code.

The PHMRF is an integral component of the waste-by-rail system that has been developed to ensure that there is sufficient disposal capacity and the necessary infrastructure to serve the solid waste management needs of Los Angeles County into the foreseeable future. The waste-by-rail system, which was paid for using public funds, is the result of a long-range planning and financing strategy developed by cities and elected officials in the county, and was mandated under CUP No. 02-027-(4), Condition 58.

The county's waste management system, which has taken 60 years to develop, depends on a balance of privately and publicly owned and operated facilities serving the needs of county residents. The PHMRF receives waste from both private haulers and the general public. This balance enables the county to have an environmentally protective and cost effective solid waste disposal system.

Therefore, the Sanitation Districts of Los Angeles County requests that the CUP modification be approved.

**ADDITIONAL SUBMITTALS:**

The Sanitation Districts of Los Angeles County will be submitting additional supporting documentation prior to the Regional Planning Commission appeal hearing date.

**February 19, 2013 Hearing Package –  
Hearing Officer Denial**



Los Angeles County  
Department of Regional Planning

*Planning for the Challenges Ahead*



Richard J. Bruckner  
Director

February 19, 2013

Christopher R. Salomon  
Sanitation Districts of Los Angeles County  
1955 Workman Mill Rd  
Whittier, CA 90601

**REGARDING: PROJECT NO. 92251-(4)  
CONDITIONAL USE PERMIT NO. 92251  
2808 SOUTH WORKMAN MILL ROAD, WHITTIER**

Hearing Officer Mitch Glaser, by his action of **February 19, 2013**, has **DENIED** the above-referenced project. Enclosed are the Hearing Officer's Findings.

The applicant or any other interested persons may appeal the Hearing Officer's decision. The appeal period for this project will end at 5:00 p.m. on **March 5, 2013. Appeals must be delivered in person.**

**Appeals:** **To file an appeal, please contact:**  
Regional Planning Commission, Attn: Commission Secretary  
Room 1350, Hall of Records  
320 West Temple Street, Los Angeles, CA 90012  
(213) 974-6409

For questions or for additional information, please contact Maral Tashjian of the Zoning Permits East Section at (213) 974-6435, or by email at [mtashjian@planning.lacounty.gov](mailto:mtashjian@planning.lacounty.gov). Our office hours are Monday through Thursday, 7:30 a.m. to 5:30 p.m. We are closed on Fridays.

Sincerely,  
DEPARTMENT OF REGIONAL PLANNING  
Richard J. Bruckner

  
Maria Masis, Supervising Regional Planner  
Zoning Permits East Section

Enclosures: Findings

MM:MT

**FINDINGS AND ORDER OF THE HEARING OFFICER  
COUNTY OF LOS ANGELES  
PROJECT NO. 92251-(4)  
CONDITIONAL USE PERMIT NO. 92251**

1. **ENTITLEMENT REQUESTED.** The applicant, Sanitation District No. 2 of Los Angeles County, is requesting a modification to Condition No. 8 of Conditional Use Permit No. 92251 to allow inbound and outbound shipments to the Puente Hills Materials Recovery Facility (MRF) to occur 24 hours per day and allow employee arrival and departure during peak traffic hours to accommodate 24 hour per day operation.
2. **LOCATION.** 2808 South Workman Mill Road, Whittier (APN Nos. 8125-026-904, 8125-026-905, 8125-026-906, 8125-021-933, 8125-021-942)
3. **EXISTING ZONING.** A-2-5 (Heavy Agricultural, 5 Acre Minimum Lot Size)
4. **EXISTING LAND USE.** I (Major Industrial), P (Public and Semi-Public Facilities)
5. **ZONING HISTORY.** Conditional Use Permit No. 92251, which established the development and operation of the Puente Hills Materials Recovery Facility (MRF), was approved by the Board of Supervisors on August 3, 1999.
6. **LEGAL NOTIFICATION AND PUBLIC OUTREACH.** Pursuant to the provisions of Section 22.56.1620 of the County Code, the community was appropriately notified of the application for condition modification by mail, newspaper and property posting.
7. **PUBLIC COMMENTS.** Fifteen (15) protest letters were received from the public.
8. **RECORD OF PROCEEDINGS.** The location of the documents and other materials constituting the record of proceedings upon which the Hearing Officer's decision is based in this matter is at the Los Angeles County Department of Regional Planning, 13<sup>th</sup> Floor, Hall of Records, 320 West Temple Street, Los Angeles, CA 90012. The custodian of such documents and materials shall be the Section Head of the Zoning Permits East Section, Los Angeles County Department of Regional Planning.

BASED ON THE FOREGOING, THE HEARING OFFICER CONCLUDES:

- A. That if more than one protest to the granting of the application is received within the specified protest period, the Hearing Officer shall deny the application.

THEREFORE, the information submitted by the applicant and presented at the public meeting **does not** substantiate the required findings for a minor modification of Conditional Use Permit as set forth in Section 22.56.1630 of the Los Angeles County Code (Zoning Ordinance).

**HEARING OFFICER ACTION:**

1. In view of the findings of fact and conclusions presented above, request to modify condition No. 8 of Conditional Use Permit No. 92251 is **Denied**.

**ACTION DATE:** February 19, 2013

MM:MT  
February 19, 2013



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](mailto: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

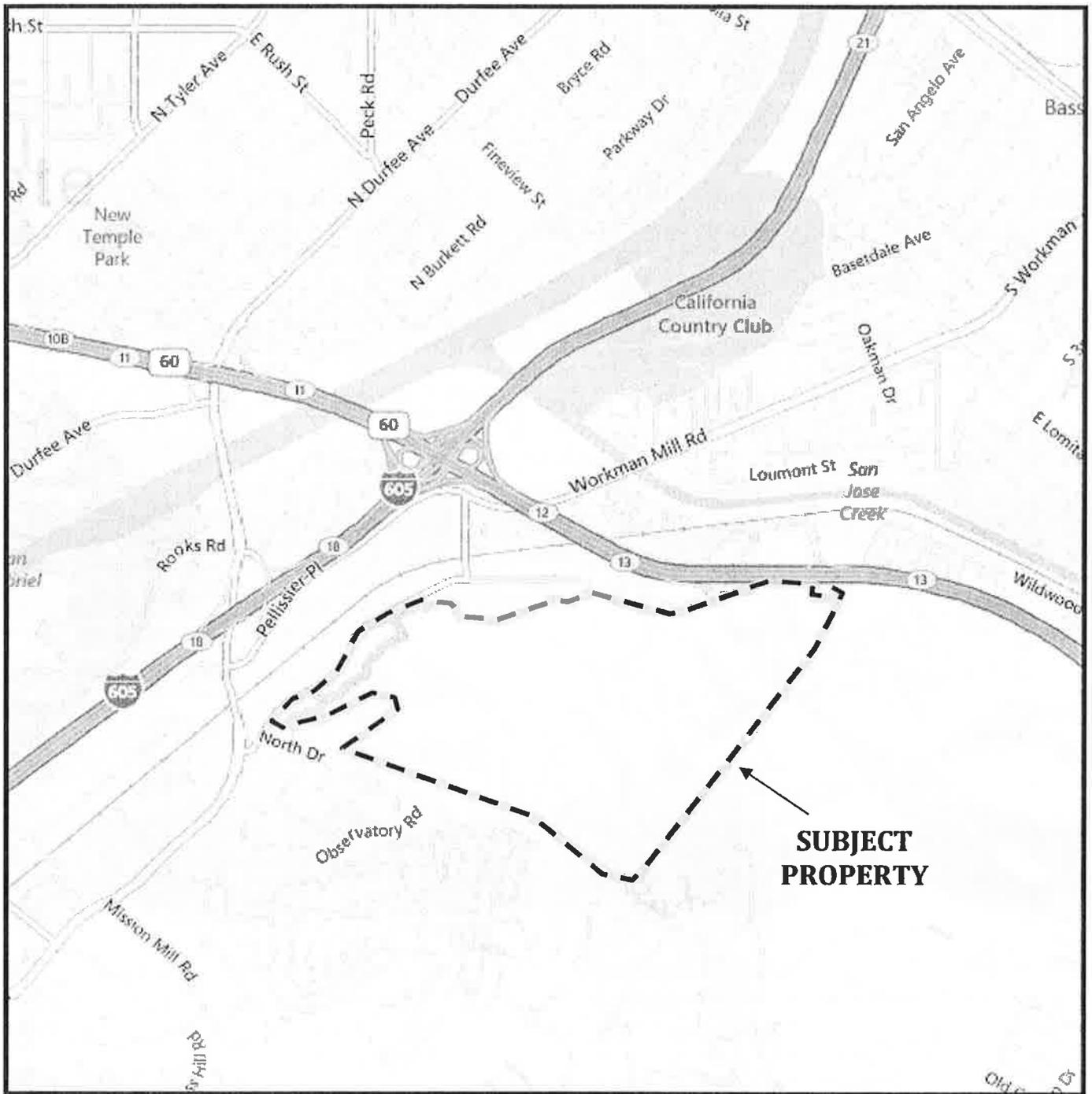
**PHONE NUMBER:**

(213) 974 - 6435

**E-MAIL ADDRESS:**

mtashjian@planning.lacounty.gov

# Vicinity Map





## CONDITIONAL USE PERMIT BURDEN OF PROOF

### 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.



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                      Office of Planning and Research  
12400 East Imperial Highway                      P.O. Box 3044  
Room 2001                      1400 Tenth Street, Room 212  
Norwalk, CA 92650                      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.

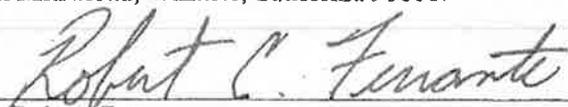
**Contact Person:** Christopher Salomon  
Telephone (562) 908-4288, extension 2716, or [csalomon@lacsod.org](mailto:csalomon@lacsod.org)

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

## 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](mailto: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

**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
<b>I. AESTHETICS. Would the project:</b>				
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
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

	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"/>

	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
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
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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:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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"/> |

	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"/> |

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POTENTIALLY  
SIGNIFICANT  
IMPACT

LESS THAN  
SIGNIFICANT  
WITH  
MITIGATION  
INCORPORATED

LESS THAN  
SIGNIFICANT  
IMPACT

NO  
IMPACT

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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
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



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                      Office of Planning and Research  
12400 East Imperial Highway                      P.O. Box 3044  
Room 2001                      1400 Tenth Street, Room 212  
Norwalk, CA 92650                      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.

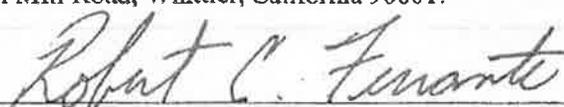
**Contact Person:** Christopher Salomon  
Telephone (562) 908-4288, extension 2716, or [csalomon@lacsod.org](mailto:csalomon@lacsod.org)

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@lacsds.org](mailto:csalomon@lacsds.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

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**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.

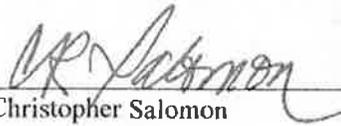
- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Aesthetics                         | <input type="checkbox"/> Greenhouse Gas Emissions      | <input type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Hazards & 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          |   |
- 

**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
<p>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:</p>				
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.

<p>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:</p>				
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

POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
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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:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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"/>

	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
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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:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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"/>

POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
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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:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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"/> |

	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
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:

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.

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MITIGATION  
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LESS THAN  
SIGNIFICANT  
IMPACT

NO  
IMPACT

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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
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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.

**PETTY PURCHASE/PURCHASING  
REMINDER**

STATE OF CALIFORNIA-THE RESOURCES AGENCY  
DEPARTMENT OF FISH AND GAME  
**ENVIRONMENTAL DOCUMENT APPLICATION/FILING FEE  
CASH RECEIPT**

Lead Agency: **County Sanitation District No. «District\_No» of Los Angeles County** Date: \_\_\_\_\_  
 County/State Agency: **County Sanitation District No. «District\_No» of Los Angeles County** Document No.: \_\_\_\_\_  
 Project Title: **«Project\_Title»**  
 Project Applicant: **County Sanitation District No. «District\_No» of Los Angeles County**

CHECK ONE:

<input type="checkbox"/> Environmental Impact Report	\$2,768.25	_____
<input type="checkbox"/> Negative Declaration	\$1,993.00	_____
<input checked="" type="checkbox"/> County Administrative Fee ( <i>Posting of Draft Neg Dec</i> )	\$75.00	\$75.00
<input checked="" type="checkbox"/> County Administrative Fee ( <i>Posting of Final Neg Dec</i> )	\$75.00	\$75.00
<b>TOTAL RECEIVED</b>		<b>\$150.00</b>

*Signature of person receiving payment* \_\_\_\_\_

*Attach check here*

┌ «BU\_Number»

## **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

X 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:

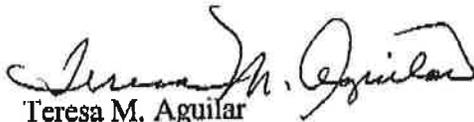
- The streets in the area are lined with buildings influencing traffic noise.
- The buildings will trap noise and increase its effects.

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



**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, 1<sup>st</sup> 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, 6<sup>th</sup> 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,

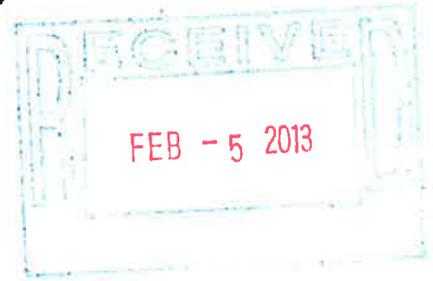


Don C. Moss  
Avocado Heights Community Advocate

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 increase 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 A. Rivas*

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

Via Fax No.  
213-626-0434

February 8, 2013

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

FEB 13 2013

**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 PHMF 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 KAZUE HAMADA Address 1408 GEMWOOD DR. WH. 90601  
*Kazue Hamada*

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  
*J.F. Hidalgo*

Name CARMEN R. HIDALGO Address 1440 GEMWOOD DR WH 90601  
*Carmen Hidalgo*

Name Hector Aguilar Address 1445 Gemwood Dr WH 90601

Name Maria Aguilar Address 1445 Gemwood Dr WH 90601  
*Maria Aguilar*

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

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

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 PHMRP 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 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

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.

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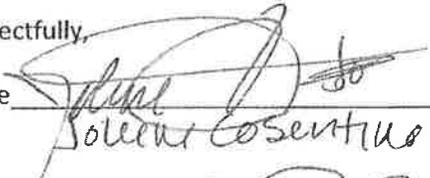
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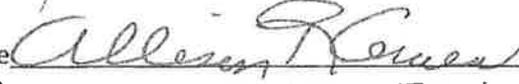
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Therefore, we request to keep the Sanitation Districts of L.A. County PHMRF at its present restriction, as we have already sacrificed enough, experiencing the daily traffic conditions and the results of those emissions over the years. We have seen 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.  
Soliman Cosentino Whittier, CA 90601

Name  Address 1433 Belgreen St.  
ALLISON R. CERVERA 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 cursive script, reading "Armando & Rachael Cervera". The signature is written in black ink and is positioned below the typed name.

# Complimentary Self-Serve Fax Cover Sheet

To: Director of Planning, LA Co

From: Margaret Carter

Fax #: 813-626-0434

Phone #: 562-695-6627

Date: 2/7/2013

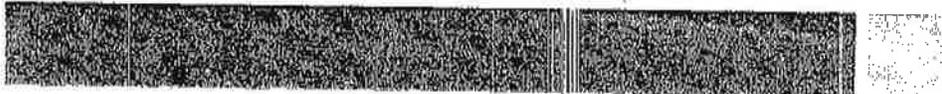
Reply Fax #: \_\_\_\_\_

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

**August 3, 1999 CUP No. 92251**  
**Findings and Conditions – BOS Approval**



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

Joanne Sturges, Executive Officer  
Clerk of the Board of Supervisors  
383 Kenneth Hahn Hall of Administration  
Los Angeles, California 90012

**County Counsel**

At its meeting held August 3, 1999, the Board took the following action:

**25**

The following item was called up for consideration:

County Counsel's recommendation to certify Final Environmental Impact Reports; adopt the Monitoring Program; adopt findings, conditions and order approving Conditional Use Permit Case No. 92-251-(4), relating to the construction and operation of a Materials Recovery Facility located on the west side of the Puente Hills Landfill adjacent to Workman Mill Road, Workman Mill and Hacienda Heights Zoned District, applied for by County Sanitation District No. 2.

On motion of Supervisor Knabe, seconded by Supervisor Antonovich, unanimously carried, the Board certified the Final Environmental Impact Reports; adopted the Monitoring Program; and adopted the attached findings, conditions and order approving Conditional Use Permit Case No. 92-251-(4), Workman Mill and Hacienda Heights Zoned District, applied for by County Sanitation District No. 2.

CB080399.25

**Attachment**

**Copies distributed:**

Each Supervisor  
Director of Internal Services  
Director of Planning  
Director of Public Works  
Hacienda Heights  
Improvements Assoc.  
Assistant Chief Engineer & Assistant Chief Manager  
County Sanitation District No. 2



COUNTY OF LOS ANGELES

OFFICE OF THE COUNTY COUNSEL

648 KENNETH HAHN HALL OF ADMINISTRATION

500 WEST TEMPLE STREET

LOS ANGELES, CALIFORNIA 90012-2713

TELEPHONE  
(213) 974-1921

TELECOPIER  
(213) 617-7182

Syn. No. 39  
6/22/99

LLOYD W. PELLMAN, COUNTY COUNSEL

July 22, 1999

The Honorable Board of Supervisors  
County of Los Angeles  
383 Kenneth Hahn Hall of Administration  
500 West Temple Street  
Los Angeles, California 90012

Dear Supervisors:

**CONDITIONAL USE PERMIT NUMBER 92-251(4)  
FOURTH SUPERVISORIAL DISTRICT/3-VOTE MATTER**

Your Board recently conducted a hearing, following remand from the Superior Court, to reconsider your previous approval of a conditional use permit for the construction and operation of a Materials Recovery Facility adjacent to the Puente Hills Landfill as applied for by County Sanitation District No. 2.

At the conclusion of the hearing your Board indicated an intent to approve the permit with slightly modified conditions and instructed us to prepare the appropriate documents for approval. Attached are the necessary findings and conditions for final approval.

Very truly yours,

LLOYD W. PELLMAN  
County Counsel

By *Richard D. Weiss*  
RICHARD D. WEISS  
Principal Deputy County Counsel

APPROVED AND RELEASED:

*Lloyd W. Pellman*  
LLOYD W. PELLMAN  
County Counsel

RDW/  
Attachments

A:\CUP92251.LTR

**FINDINGS OF THE BOARD OF SUPERVISORS  
AND ORDER  
CONDITIONAL USE PERMIT NUMBER 92-251(4)**

1. The subject property is a 25-acre parcel of land located on the east side of Workman Mill Road adjacent to the westerly portion of the Puente Hills Landfill. The northerly 8 acres of the site are used as a secondary access and service area for the landfill. The balance of the property is vacant land. The facility proposed by this grant would be located along the east frontage of Workman Mill Road, northeasterly of Peck Road and Rio Hondo College.
2. County Sanitation District No. 2 of Los Angeles County, the operator of the Puente Hills Landfill, proposes to establish a Materials Recovery Facility ("MRF") on the subject property.
3. The MRF would receive a maximum weekly average of 4,000 tons of primarily commercial waste per day. Recyclable materials would be separated and the balance, possibly as much as 3,400 tons per day, would be either sent to the adjacent Puente Hills Landfill or would be sent to an off-site landfill for disposal. If an off-site landfill is to be used for disposal, waste would be packaged for transport by truck off-site. If an out-of-county landfill is to be accessed by use of rail, the packaged waste would be trucked to another location for actual loading on a train.
4. The Board of Supervisors has previously considered and approved the Sanitation District's applications to extend the term and expand the operations at the adjacent Puente Hills Landfill with a conditional use permit and an oak tree permit that expire on November 1, 2003. The above-referenced related entitlements are Conditional Use Permit 92-250(4) and Oak Tree Permit 92-250(4). The findings of the Board with respect to those permits are incorporated herein by this reference as if set forth in full herein.
5. The MRF will be designed to recover a minimum of 15 percent of the waste delivered to it and will further be designed and operated to meet the minimum standards specified by Title 27 of the California Code of Regulations and enforced by the Los Angeles County Department of Health Services, as local enforcement agency, and the California Integrated Waste Management Board.

6. Any waste delivered to the Puente Hills Landfill from the MRF would be counted towards the 12,000-ton daily average maximum capacity at the landfill in accordance with the conditions of operation for the landfill. Waste processed at the facility and transported to an off-site landfill would not count toward the 12,000-ton per day limit at the adjacent landfill. It is planned that the MRF be constructed whether or not off-site landfills are immediately available as the waste recovery component of the MRF is an important part of the Sanitation District's efforts to reduce dependence on traditional landfilling.
7. Because of the large difference between local landfill tipping fees and out-of-county transport costs, the Sanitation District proposed a fee levelization program so that it would cost the same amount to deposit waste at the Puente Hills landfill as it does at the MRF. According to the Sanitation District, the subsidy that would be made possible by "leveling" fees at the Puente Hills Landfill is a critical factor in making waste-by-rail an affordable waste disposal option in Los Angeles county.
8. Pursuit of waste-by-rail accessibility for Los Angeles county by the Sanitation District is consistent with the conditions imposed by the county on the Sanitation District under Conditional Use Permit 2235, the now superseded zoning entitlement for the Puente Hills Landfill. Exploration and pursuit of programs and facilities to enhance materials recovery and recycling efforts are also consistent with obligations imposed by the California Integrated Waste Management Act of 1989 (AB 939).
9. The subject property is within the A-2-5 (Heavy Agriculture - five-acre minimum lot size) zone of the Workman Mill Zoned District. A conditional use permit is required for the proposed project in this zone.
10. Oak Tree Permit 92-251(4) has previously been issued by the Board and authorizes removal of 12 oak trees and encroachment within the protected zones of 10 others to construct the facility. The District has timely commenced implementation of this permit.
11. The northerly 8 acres, more or less, of the subject property is currently owned by Sanitation District No. 18 and is currently used for landfill offices and recycling activities. The remainder of the subject property is currently vacant and privately

owned by RR&C Development Company. Sanitation District No. 2 and RR&C have entered into a ground lease and option to purchase which provides the Sanitation District with the right to construct and operate the Puente Hills MRF on RR&C's property.

12. County Code section 22.56.030 authorizes the processing of an application for a conditional use permit by an applicant who has written permission of the owner or owners to make such application. The ground lease and option to purchase provides the Sanitation District with the owner's consent to construct and operate the Puente Hills MRF on RR&C's portion of the property.
13. Surrounding land uses include office and light industrial uses to the north, an electrical transmission line right-of-way and community college to the south, the existing Puente Hills Landfill to the east, and Workman Mill Road to the west.
14. Both the portion of the site owned by the Sanitation District and the portion of the site owned by RR&C have a General Plan designation of "Open Space."
15. Following a procedure set forth in the General Plan for evaluation of privately held land classified as open space, the Regional Planning Commission, in proceedings conducted in 1993, determined that the proposed project site was inadvertently included within the "Open Space" General Plan land use designation and was properly suited to industrial uses such as those extant on adjacent properties. Subsequently, the Board of Supervisors, having considered the decision of the Regional Planning Commission, also determined that inclusion of the privately owned portion of the subject property in the "Open Space" designation of the General Plan was not intended and that the conditional use permit authorized by the grant complied with the General Plan criteria for nonopen space use of the subject property.
16. Thereafter, in two lawsuits filed against the county challenging the validity of the conditional use permit and oak tree permit approved by the Board of Supervisors for the materials recovery facility, the courts found that the procedures described in the General Plan and followed by the Regional Planning Commission and the Board of Supervisors constituted an impermissible administrative amendment to the General Plan. However, the Court specifically identified a basis for approval of the project by the Board of Supervisors without amending the General Plan

pursuant to Section 22.12.090 of the County Code. The Court determined that the materials recovery facility is a land reclamation project as defined in the Zoning Ordinance and that land reclamation projects may be permitted uses within "Open Space" designations. The courts directed that the Board of Supervisors ". . . make appropriate findings of consistency based on the General Plan provisions which . . . court has found to be proper in its ruling and not based on the Alternative Use Determination provisions of the General Plan which . . . court has found to be invalid." The Court also upheld the Board's issuance of Oak Tree Permit 92-251(4).

17. The proposed project is consistent with the objectives, policies and land uses specified in the General Plan and this grant may be approved pursuant to Section 22.12.090 of the County Code. As indicated, the General Plan classification of the subject property is "Open Space," while the zoning is A-2-5. The MRF is not a prohibited use under the Open Space General Plan classification for such use may be sited in existing open space areas. For purposes of General Plan consistency analysis, the property should be treated as if it were zoned "Open Space" or "Watershed." Since the MRF is designed for the salvage of recyclable materials, it is properly considered a "waste disposal facility" under County Code section 22.08.230. In turn, the MRF is properly considered a "land reclamation project" under County Code section 22.08.120, since that term is defined to include a waste disposal facility. Land reclamation projects are permitted in both the Open Space and Watershed zones with a conditional use permit pursuant to County Code sections 22.40.280 and 22.40.430. Additionally, property zoned A-2 may be improved with publicly owned uses necessary to the maintenance of the public health, convenience or general welfare with the issuance of a conditional use permit. The MRF properly fits within that definition. Consequently, the MRF is properly sited at the subject property whether it is considered to be zoned Open Space or A-2. The conditional use permit is properly issued for the proposed MRF since that use is authorized by both the zone classification and the objectives, policies and land uses specified in the General Plan.
18. The proposed processing building and accessory maintenance structure for the MRF will occupy approximately 20 percent of the overall 25-acre site. The balance of the property will be devoted to open storage for trucks and containers, parking for approximately 100 cars and required landscaping.

19. The storage area will be screened from the street by an eight-foot-high wall as required by Title 22 of the County Code. Substantial landscaping is required to be installed along the front of the wall, the front and side of the processing building and within the parking lot. Additional employee parking will be provided in the adjacent landfill property and employees would be shuttled to the processing building from that parking area. The applicant estimates that there will be approximately 200 total employees on the maximum shift.
20. The standard maximum building height in the A-2 zone is 35 feet. However, pursuant to Section 22.56.200 of the County Code, a different building height may be prescribed for developments authorized by a conditional use permit. The height of the proposed processing building is 65 feet. The apparent height of the building would be substantially mitigated by the fact that it would be backed up by a steep slope which rises well above the proposed top of the building.
21. Under the California Integrated Waste Management Act of 1989, the county is required to prepare and adopt a Countywide Integrated Waste Management Plan. The Department of Public Works has the task of preparing the plan, including assessments of the need for and availability of landfill space and other waste disposal systems. A representative of the Department of Public Works provided testimony during the processing of these grant applications regarding the need for the MRF to help satisfy the county's landfill capacity requirements and to help meet waste diversion goals set forth in state law.
22. The MRF operations will also be subject to all applicable requirements imposed by the county Department of Health Services, as local enforcement agency, the South Coast Air Quality Management District, the Regional Water Quality Control Board and the California Integrated Waste Management Board.
23. The Sanitation District is the "lead agency" for the project for compliance with the California Environmental Quality Act ("CEQA"). In November 1992, the Sanitation District's Board certified the Final EIR for the Puente Hills Waste Management Facilities ("FEIR"). The FEIR consisted of Volume I - Draft Environmental Impact Report dated June, 1992; Volume II - Technical Appendices, dated June, 1992; Volume III - Comments Received, dated November, 1992; and Volume IV - Response to Comments, dated November,

1992. The FEIR addressed the potential impacts associated with the related Puente Hills Landfill expansion, as well as the construction and operation of the MRF. In July 1993, the county Board of Supervisors approved a ten-year Conditional Use Permit and Oak Tree Permit (92-250(4)) for the Puente Hills Landfill and a 30-year conditional use and oak tree permit for the Puente Hills MRF. Thereafter, two lawsuits were filed against the county relating to the issuance of the conditional use permits. Both suits resulted in essentially the same rulings. Following additional Court-directed review of landfill-related issues, the Board of Supervisors reauthorized Conditional Use Permit 92-250(4) in August of 1994. Relating to the MRF, the Courts, as noted above, determined that the county's alternative use findings for the MRF should be set aside, but that the MRF could nonetheless be authorized under the county's existing zoning ordinances and the General Plan. The Courts also ordered that the Sanitation District and the Board of Supervisors conduct further proceedings on the conditional use permit in compliance with CEQA for the purpose of considering the environmental impacts and cumulative impacts of potential intermodal facilities and a waste-by-rail system which could result from the Puente Hills MRF. Thereafter, the Sanitation District prepared, and in June 1995 certified, the Final EIR for an Intermodal Facility and a Waste-by-Rail Disposal System Originating from the Puente Hills MRF ("MRF FEIR") which provides supplemental environmental analysis with respect to potential impacts of the MRF in accordance with the courts' orders. The Sanitation District also recertified the original FEIR with respect to the MRF. The MRF FEIR consists of Volume I - Draft Environmental Impact Report dated December, 1994; Volume II - Technical Appendices, dated December, 1994; Volume III - Comments Received and Response to Comments, dated May, 1995. RR&C filed another lawsuit challenging the certification of these two EIRs. This lawsuit was decided in the Superior Court in May 1996, in favor of the Sanitation District. RR&C subsequently appealed this judgment. However, in January 1997, RR&C abandoned its appeal. (The FEIR and MRF FEIR will collectively be referred to herein as the "Final EIRs").

24. The Final EIRs certified by the Sanitation District contain a detailed description of the project and document the project's potential impacts and the proposed mitigation measures which are to be undertaken as part of the project. The Sanitation District's written findings of fact, monitoring program, and statement of overriding considerations for the project as set forth in the document entitled

"Notice of Determination and Resolution of the Board of Directors of County Sanitation District No. 2 of Los Angeles County Certifying Final Environmental Impact Report for Puente Hills Waste Management Facilities and Final Impact Report For An Intermodal Facility And a Waste-by-Rail Disposal System Originating From the Puente Hills Materials Recovery Facility, Making Written Findings Adopting Mitigation Monitoring Plan and Making Its Statement of Overriding Considerations" are incorporated herein by this reference as if set forth in full.

25. County staff reviewed and/or commented on the Draft EIRs prepared by the Sanitation District for both of the above-described environmental documents. Comments were made by the Los Angeles County Forester, the Department of Health Services - Environmental Health - Health Facilities Section, the Department of Regional Planning and the Department of Public Works.
26. The Final EIRs certified by the Sanitation District conclude that the project, as proposed for implementation by the Sanitation District, would have no significant adverse impacts on geology/seismicity, aesthetic/visual resources, hydrogeology, surface water drainage, cultural resources, noise, land use compatibility, public health and safety, and public services and facilities. The Final EIRs concluded that even with the application of all reasonable and feasible mitigation measures there would be remaining individual and/or cumulative adverse impacts on biological resources, transportation/circulation and air quality.
27. The Sanitation District determined that overriding health and safety and economic considerations occasioned by a documented lack of confirmed in-county and out-of-county landfill capacity, a long-term need to begin development of systems to transport waste by rail and the determination that reliance on alternative waste disposal resources available to the county would be substantially more expensive without demonstrably superior environmental consequences necessitated approval of the project notwithstanding the significant remaining impacts of the project.
28. A description of the important potential environmental impacts as addressed in the Final EIRs and reviewed by the county during its consideration of the proposal is set forth hereafter.

29. Potential visual/aesthetic impacts associated with the MRF must be mitigated in accordance with the conditions of approval. Because the MRF is situated within a largely developed area consisting of industrial and commercial facilities, it is not itself anticipated to create significant on-site or off-site visual or aesthetic impacts. The mass and height impacts of the processing building will be mitigated due to its location against a steep ascending slope which significantly exceeds the proposed building height. All waste processing must take place within the proposed building and all waste stored outside must be containerized. Business signage will be subject to size and other controls in accordance with the county's sign regulations. Building and sign colors must be compatible with the surroundings. Extensive ornamental and screening landscaping shall be required along the frontage of the subject property. A landscaping plan must be approved by the Planning Director for the site. Oak trees which are removed must be replaced on a 3-to-1 basis in accordance with a county-approved replacement plan.
30. Potential noise impacts associated with the MRF operations will be mitigated through the requirement that waste processing activities be confined to the interior of the proposed building. Construction noise is anticipated to be lower than that recommended for commercial use areas. Construction activities will be limited to between the hours of 9:00 a.m. to 8:00 p.m., Monday through Saturday. Construction equipment must be properly muffled.
31. Potential odor impacts will be mitigated through the requirement that all waste processing take place within the interior of a MRF building which will contain a heating/ventilation/air conditioning system which provides for air filtration. Any waste materials stored outside must be fully containerized. Landfill gas is not projected to be a problem at the MRF since no waste will permanently be stored at the facility and anticipated processing of waste shipments is not expected to exceed 96 hours.
32. Potential impacts related to fugitive dust will be mitigated by the requirement of interior waste processing and placement of any exterior-stored waste in enclosed containers. Grading and soil compaction activities are subject to South Coast Air Quality Management District Rule 403 requirements. All open yard areas and access drives must be swept at least once during each operating day to remove dirt or litter accumulation.

33. Control of adverse potential litter impacts will be mitigated by those conditions of approval described in the immediately preceding finding.
34. Any potential adverse geotechnical impacts associated with project grading (including proposed cut-and-fill activities) shall be mitigated by the requirement that all grading plans shall be submitted to the Department of Public Works and approved pursuant to Title 26 of the County Code prior to grading or construction activities.
35. Potential adverse impacts associated with potential surface water-runoff impacts shall be assured by the requirement that provision for disposition of all natural drainage be made to the satisfaction of the Department of Public Works through its review and approval of drainage plans prior to the commencement of construction or grading activities.
36. Potential adverse water-quality impacts will be mitigated through those measures identified in the immediately preceding finding. Additionally, the Sanitation District is required to comply with all applicable requirements of the Regional Water Quality Control Board pertaining to the protection of surface water quality. Evidence that the Sanitation District has complied with all regulations governing waste and surface waters administered by the Department of Public Works and Regional Water Quality Control Board including the procurement of any necessary permits must be filed with the Department of Regional Planning prior to any waste-processing operations.
37. Impacts on oak tree resources attendant to the proposed MRF facility shall be mitigated in accordance with Oak Tree Permit 92-251(4).
38. Potential transportation and circulation impacts associated with the proposed MRF, along with the proposed landfill expansion, were evaluated by the Sanitation District in the Final EIRs. Investigations were conducted by qualified traffic engineers utilizing methodology accepted by the county's Department of Public Works. Transportation and circulation impacts associated with the proposed MRF will be mitigated to the extent feasible by the conditions of project approval that require the scheduling of employee shifts so that arrival/departure times are on off-peak hours, the modification of hours of operation of the facility so that refuse vehicles may only deliver waste between the hours of 9:00 a.m.

and 4:00 p.m. or at other off-peak hours, the scheduling of 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. and the active promotion of programs to encourage employees to utilize ride-sharing and public transportation. The Sanitation District, as lead agency, determined that notwithstanding the application of all feasible mitigation measures relating to transportation and circulation impacts, some unavoidable incremental traffic-increase impacts on the 605 and 60 freeways would still occur during morning peak hours. Subject to the addition of those conditions and monitoring measures imposed by the county in connection with this grant and related Conditional Use Permit and Oak Tree Permit 92-250(4), the county concurs in the lead agency's determination that all feasible mitigation measures have been implemented and that the remaining impacts are outweighed by overriding health and safety and economic benefits of the project.

39. Potential public health and safety impacts associated with the proposal shall be mitigated through the imposition of those measures relating to control of noise, odors and surface water runoff already discussed herein. Control of rodents, flies and other vectors shall be assured by limiting waste processing to building interiors, by requiring containerization of outside-stored waste and by timely processing waste delivered to the facility. The Sanitation District must comply with all requirements of the county Forester and Fire Warden, including installation of automatic sprinklers if deemed necessary.
40. As lead agency, the Sanitation District was required to consider a reasonable range of alternatives to the proposed landfill expansion and MRF in the project EIRs. The Final EIRs contain a no-project-alternative discussion, alternative in-county landfill capacity scenarios (including potential existing landfill expansions or new sitings of other potential county landfills), alternative out-of-county landfill capacity scenarios and alternative on-site fill designs (including a "no canyon 5" alternative and alternative setback designs). Consideration of alternative project locations included both the landfill expansion and the MRF aspects of the Puente Hills Waste Management Facilities Project. The lead agency rejected the various alternatives analyzed as failing to meet all objectives of the project, and/or as being uncertain and speculative in terms of their feasibility, and as likely not significantly reducing or eliminating the potential significant impacts associated with the preferred proposal. Subject to those further limitations on the project set forth in the conditions of permit approval, the

county concurs in the lead agency's determination that a feasible range of alternatives has been evaluated and rejected.

41. To ensure compliance with the conditions of this grant and other mitigation measures as set forth in the Final EIRs, the attached monitoring program shall be adopted concurrently with the findings and conditions for this project.
42. Subject to the conditions of approval and monitoring program which the Board imposes for this grant, the Board concurs with the Sanitation District that all feasible mitigation measures have been incorporated in the project and that the remaining unavoidable environmental impacts associated with the MRF are as described in the Final EIRs and determines that such remaining impacts have been reduced to acceptable levels. The Board concurs in the Sanitation District's statement of overriding considerations with respect to the unavoidable remaining environmental impacts.
43. Based upon the evidence and testimony submitted to the Board of Supervisors during its public hearings on this matter, and based upon the review of such testimony and evidence by the Department of Regional Planning and Department of Public Works, the county determines that no subsequent changes have been proposed in the project which require important revisions to the Sanitation District's Final EIRs, no substantial changes have occurred with respect to the circumstances under which the project is being undertaken and no new information of substantial importance regarding the project has become available which was not known or could have been known at the time the Final EIRs were certified. The county determines that the criteria authorizing or requiring its preparation of subsequent or supplemental EIR for the project is not present.

**BASED ON THE FOREGOING, THE BOARD OF SUPERVISORS CONCLUDES:**

- A. The proposed use, with the attached conditions and restrictions, will be consistent with the adopted General Plan for the area.
- B. As modified, and with the attached restrictions and conditions, the requested use will not adversely affect the health, peace, comfort or welfare of persons residing

or working in the surrounding area and will not be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the site and will not jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.

- C. The site is adequate in size and shape to accommodate the development features prescribed in the Zoning Ordinance and otherwise required to integrate the use approved with the uses in the surrounding area.
- D. The site has adequate traffic access and is adequately served by other public or private facilities which it requires.

**THEREFORE, THE BOARD OF SUPERVISORS**, acting in its role as responsible agency for the project, certifies that it has independently reviewed and considered the information contained in the Final Environmental Impact Reports prepared by the lead agency, determines that the conditions of approval attached hereto are the only mitigation measures for the project which are feasible and that the unavoidable significant effects of the project after adoption of said mitigation measures are as described in these findings, determines that the remaining, unavoidable environmental effects of the project have been reduced to an acceptable level and are outweighed by the specific health and safety and economic benefits of the project as stated in the findings, approves the Final Environmental Impact Reports, approves this Conditional Use Permit 92-251(4) subject to the attached conditions and adopts the Monitoring Program which is appended to the Conditions.

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**CONDITIONS FOR APPROVAL  
CONDITIONAL USE PERMIT NUMBER 92-251(4)**

1. Unless otherwise apparent from the context, the term "permittee" shall include the applicant and any other person, corporation, or other entity making use of this grant.
2. This grant shall not be effective for any purpose until the permittee and the owner of the property involved (if other than the permittee) have filed at the office of the Department of Regional Planning their affidavit stating that they are aware of, and agree to accept, all of the conditions of this grant.
3. The permittee shall defend, indemnify and hold harmless the county, its agents, officers, and employees from any claim, action, or proceeding against the county or its agents, officers, or employees to attack, set aside, void or annul this permit approval, which action is brought within the applicable time period of Government Code section 65907 or other applicable time period. The county shall promptly notify the permittee of any claim, action, or proceeding and the county shall cooperate fully in the defense. If the county fails to promptly notify the permittee of any claim action or proceeding, or if the county fails to cooperate fully in the defense, the permittee shall not thereafter be responsible to defend, indemnify, or hold harmless the county.
4. Attached to these conditions is a monitoring program which is incorporated herein by reference. The permittee shall fully perform each action required of the permittee by the monitoring program as if it were specifically set forth in these numbered conditions.
5. This grant will terminate July 1, 2029. Entitlement to use of the property thereafter shall be subject to the regulations then in effect.
6. If any provision of this grant is held or declared to be invalid, the permit shall be void and the privileges granted hereunder shall lapse.
7. The subject property shall be maintained and operated in full compliance with the conditions of this grant and any law, statute, ordinance or other regulation applicable to any development or activity on the subject property. Failure of the permittee to cease any development or activity not in full compliance shall be a

violation of these conditions. If an inspection discloses that the subject property is being used in violation of any one of the conditions of this grant, the permittee shall be financially responsible and shall reimburse the Department of Regional Planning for all enforcement efforts necessary to bring the subject property into compliance.

8. This grant allows the construction and operation of a materials recovery facility subject to the following restrictions as to use:
  - a. The facility shall receive and process only nonhazardous municipal solid waste.
  - b. Waste received and processed at the facility shall not exceed 24,000 tons per week or 4,400 tons per day. Any waste received at the facility and then transferred to the adjacent Puente Hills Landfill for deposit in the landfill shall count against the daily and weekly waste limits for the landfill as set forth in Condition 10 of Conditional Use Permit 92-250(4).
  - c. All waste shall be received and processed within an enclosed building. A heating, ventilation and air conditioning system shall be installed which contains odors and dust within the inside of the building.
  - d. Any waste kept outside the processing building shall be within closed containers only.
  - e. All outside storage areas shall be fully screened in accordance with the provision of Title 22 of the County Code.
  - f. The permittee shall sweep all open yard areas and access drives and shall police other areas at least once per operating day (and more often if necessary) to remove dirt and litter accumulations.
  - g. Structure exteriors and signs shall be of a color compatible with the surroundings.
  - h. Business signs shall be as permitted in Zone C-1 for a highway frontage of 100 feet except that no freestanding sign shall exceed 15 feet in height.

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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.
9. The subject property shall be developed and maintained in substantial compliance with the plans marked Exhibit "A" on file at the Department of Regional Planning. In the event that subsequent revised plans are submitted, the written authorization of the property owner is necessary.
10. All requirements of the Zoning Ordinance and of the specific zoning of the subject property must be complied with unless otherwise set forth in these conditions or shown on the approved plans.
11. Permittee shall provide substantial ornamental screen landscaping along the frontage of the property. At least 25 percent of the trees planted shall be 24-inch box size or larger. Three copies of a landscape plan, which may be incorporated into a revised plot plan, shall be submitted to and approved by the Director of Planning before issuance of a building permit. The landscape plan shall show the size, type and location of all plants, trees, and watering facilities. All landscaping shall be maintained in a neat, clean and healthful condition, including proper pruning, weeding, removal of litter, fertilizing and replacement of plants when necessary.
12. Provisions shall be made for all natural drainage to the satisfaction of the Department of Public Works. Drainage plans and two signed grading plans shall

be submitted to the Department of Public Works for approval before grading or construction.

13. The subject facility shall be developed and maintained in compliance with requirements of the Los Angeles County Department of Health Services. Adequate water, sewage and solid waste handling facilities shall be provided to the satisfaction of said Department.
14. The permittee shall contact the Fire Prevention Bureau of the Los Angeles County Forester and Fire Warden to determine what facilities may be necessary to protect the property from fire hazard. Any necessary facilities, including automatic sprinklers, shall be provided as may be required by said Department.
15. The permittee shall secure any necessary permit(s) from the South Coast Air Quality Management District and shall fully comply with the terms of said permit(s).
16. The permittee shall contact the Department of Public Works to determine whether an Industrial Waste Discharge Permit is required. No activity for which a permit is required shall be initiated on the subject property before a permit is obtained and any required facilities are installed. The permittee shall further comply with any regulations pertaining to the protection of surface water quality administered by the Department of Public Works and/or the Los Angeles Regional Water Quality Control Board. The permittee shall keep any required permits in full force and effect and shall fully comply with any requirements thereof.
17. The permittee shall install sidewalks, street trees and street lights and close any unused driveways and repair any damaged improvements along the frontage of the subject property on Workman Mill Road to the satisfaction of the Los Angeles County Department of Public Works.
18. All structures shall conform with the requirements of the Division of Building and Safety of the Department of Public Works.
19. The permittee shall submit to the Department of Public Works (Environmental Programs Division) an annual report regarding the level of operation of the

facility beginning at the end of the first year of the materials recovery facility operation. When the operation level is at full capacity or deemed necessary by the Department, a traffic signal warrant study for Crossroads Parkway South at the materials recovery facility/landfill entrance shall be submitted. The permittee shall install traffic improvements at the materials recovery facility/landfill entrance as deemed warranted by the Department. As used in this condition, "warranted" means justified on the basis of standards of the county and/or accepted traffic engineering practice. The improvements may include, as determined by the Department of Public Works:

- a. The installation of a traffic signal at the materials recovery facility/landfill entrance on Crossroads Parkway South;
- b. Provision of adequate left-turn storage capacity;
- c. Installation of all required signing and striping; and
- d. Repair of any damaged road improvements.

Signing, striping and signal plans shall be submitted to the Department of Public Works for review and approval.

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## MONITORING PROGRAM

**PROJECT NO. 92251 - (4)  
PUENTE HILLS MATERIALS RECOVERY FACILITY  
(State Clearinghouse Nos. 91121070 and 93121114)  
An Attachment to the Conditions of Grant for  
Conditional Use 92-251 (4)**

**DEFINITIONS.** Unless otherwise apparent from the context, the term "Condition(s)" shall refer to a condition or conditions of Conditional Use and Oak Tree Permit No. 92251 - (4), also referred to herein as the "grant," and "project" shall refer to the overall materials recovery facility and ancillary facilities approved by said permit. The term "permittee" shall be as defined in Condition 1 of the permit. The term "Local Enforcement Agency" shall refer to the entity or entities (currently the Los Angeles County Department of Health Services) designated pursuant to the provisions of Division 30 of the Public Resources Code to permit and inspect solid waste management facilities and to enforce state and local regulations and permits; provided, however, that should at any time the function of the Local Enforcement Agency be assigned to an entity which is not designated by the Board of Supervisors, any functions assigned to the Local Enforcement Agency through the monitoring program and the conditions of grant which are not by law the prerogative of the Local Enforcement Agency shall be delegated by the Board of Supervisors to an entity of its selection.

**PURPOSE.** This monitoring program is intended to ensure compliance with the conditions of grant and other mitigations as set forth in the environmental impact reports for the project, in accord with the provisions of section 21081.6 of the Public Resources Code, and to compliment the monitoring program adopted by the permittee and the enforcement and monitoring programs routinely administered by County agencies, including the Local Enforcement Agency and the Los Angeles County Department of Public Works, and by public agencies other than the County of Los Angeles. Such other agencies include the California Integrated Waste Management Board, the Regional Water Quality Control Board, and the South Coast Air Quality Management District.

## MONITORING PROGRAM

**PROJECT NO. 92251 - (4)  
PUENTE HILLS MATERIALS RECOVERY FACILITY  
(State Clearinghouse Nos. 91121070 and 93121114)  
An Attachment to the Conditions of Grant for  
Conditional Use 92-251 (4)**

The overall responsibilities of the various agencies are more specifically described in the document entitled "Mitigation Monitoring Plan," dated May 24, 1995, adopted by the permittee on June 14, 1995.

**PART I - FACILITY PLANS.** The following measures shall be carried out to monitor compliance with conditions 9 and 11, which pertain to the physical development of the facility, and to promote interagency coordination of site plan review.

- A. The landscape plan, required by Condition 11, shall be submitted and approved before commencing substantial development or alterations of the site to accommodate the waste processing facility.
- B. Before submitting the landscape plan required by Condition 11, to the Director of Planning for review, the permittee shall consult with the LEA, the Department of Public Works, and the County Forester and Fire Warden to determine all spatial and development requirements of those agencies which may affect the final site design. If necessary, the permittee shall submit a revised plan to conform to any such requirements.

Evidence of such consultation, satisfactory to the Director of Planning, shall be submitted with the revised plan.

The Director of Planning shall forward one copy of the approved site plan to the LEA.

- C. Before commencing waste processing, the permittee shall request that the Department of Regional Planning inspect the facility to determine that all

## MONITORING PROGRAM

**PROJECT NO. 92251 - (4)  
PUENTE HILLS MATERIALS RECOVERY FACILITY  
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An Attachment to the Conditions of Grant for  
Conditional Use 92-251 (4)**

development features required by this grant, including but not limited to pavement, walls and landscaping, have been installed as shown on the approved plan.

If the facility complies, the Department shall so certify in writing to the permittee, with a copy to the LEA. The permittee shall not commence operations until such certification is received.

Application for inspection shall be sent to:

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

**PART II - WATER QUALITY.** The following provisions are intended to document compliance with the requirements of the Environmental Impact Report and Condition 16 pertaining to water quality.

Before commencing waste processing operations, the permittee shall place on file in the Department of Regional Planning evidence satisfactory to the Director of Planning that the permittee has complied with all regulations governing waste and surface waters administered by the Department of Public Works and, if applicable, by the Regional Water Quality Control Board, including obtaining permits, installing facilities and obtaining final inspection of such facilities.

## MONITORING PROGRAM

**PROJECT NO. 92251 - (4)  
PUENTE HILLS MATERIALS RECOVERY FACILITY  
(State Clearinghouse Nos. 91121070 and 93121114)  
An Attachment to the Conditions of Grant for  
Conditional Use 92-251 (4)**

The permittee shall also place on file with the Department of Regional Planning, either directly or by arrangement with the LEA, one copy of the initial confirmed Solid Waste Facility Permit.

**PART III - COMPENSATION.** The permittee shall compensate the Department of Public Works for expenses incurred in the administration of this monitoring program and grant not otherwise covered by permit fees. Such compensation shall be computed using actual hours expended multiplied by the most current applicable hourly rates approved by the County Auditor Controller, that are available at the time that the expenses are incurred.

The permittee shall compensate the Local Enforcement Agency for any extraordinary expense incurred in the administration of this monitoring program and grant not covered by fees paid for administration of the solid waste facility permit for the materials recovery facility.

At the time of submission of the affidavit referred to in Condition 2 of this grant, the permittee shall deposit with the County of Los Angeles the sum of \$5,000 dollars. The deposit shall be placed in a performance fund which shall be used exclusively to compensate the Department of Regional Planning for the actual cost of expenses incurred while administering this grant and inspecting the premises to determine the permittee's compliance with the conditions of approval.

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**OAK TREE PERMIT  
No. 92-251(4)**

The following combined Conditional Use and Oak Tree Permit was approved by the Los Angeles County Board of Supervisors on July 20, 1993. The Superior Courts specifically found that the Oak Tree Permit portion was valid but set aside the Conditional Use Permit portion. Therefore, the Oak Tree Permit is comprised of only the conditions of the combined permit relating to oak trees. A new Conditional Use Permit was approved by the Los Angeles County Board of Supervisors on August 3, 1999 and is included as Appendix 2.1.

FINDINGS OF THE BOARD OF SUPERVISORS  
AND ORDER  
CONDITIONAL USE PERMIT NUMBER 92-251(4)  
OAK TREE PERMIT NUMBER 92-251(4)

1. The subject property is a 25 acre parcel of land located on the east side of Workman Mill Road adjacent to the westerly portion of the Puente Hills landfill. The northerly 8 acres of the site are used as a secondary access and service area for the landfill. The balance of the property is vacant land. The facility proposed by this grant would be located along the east frontage of Workman Mill Road, northeasterly of Peck Road and Rio Hondo College.
2. The County Sanitation Districts, operator of the Puente Hills landfill, propose to establish a Materials Recovery and Rail Loading Facility (MRRLF) on the subject property.
3. The MRRLF would receive a maximum average of 4,000 tons of primarily commercial waste per day. Recyclable materials would be separated and the balance, possibly as much as 3,400 tons per day, would be either sent to the adjacent landfill or, if an out-of-County disposal site is available, packaged for shipment by rail. The packaged waste would be trucked to another location for actual loading on a train.
4. The Board of Supervisors concurrently considered and approved the Sanitation Districts' applications to extend the term and expand the operations at the adjacent Puente Hills Landfill. The current landfill conditional use permit would otherwise have expired on November 1, 1993. The above-referenced related applications are identified as Conditional Use Permit 92-250(4) and Oak Tree Permit 92-250(4). The findings of the Board with respect to those permits are incorporated herein by this reference as if set forth in full herein.
5. The MRRLF will be designed to recover a minimum of 15 per cent of the waste delivered to it and will further be designed and operated to meet the minimum standards specified by Title 14 of the California Code of Regulations and enforced by the Los Angeles County Department of Health Services, as local enforcement agency, and the California Integrated Waste Management Board.

6. Residual waste not recovered through recycling and other efforts would be placed in closed containers for transport to a rail loading facility for transport to a remote rail-served landfill, or if no such landfill is available, to the adjacent Puente Hills landfill. Any waste delivered to the Puente Hills landfill from the MRRLF would be counted towards the 12,000 ton daily average maximum capacity at the landfill in accordance with the conditions of operation for the landfill. Waste processed at the facility and transported out of county by rail would not count toward the 12,000 ton per day limit at the adjacent landfill. It is planned that the MRRLF be constructed whether or not remote rail-served landfills are immediately available as the waste recovery component of the MRRLF is an important part of the Sanitation Districts' efforts to reduce dependence on traditional landfilling.
7. Because of the large difference between local landfill tipping fees and out-of-County transport costs, the Sanitation Districts propose a fee levelization program so that it would cost the same amount to deposit waste at the landfill as it does at the MRRLF. According to the Sanitation Districts, the subsidy that would be made possible by "leveling" fees at Puente Hills Landfill is a critical factor in making waste-by-rail an affordable waste disposal option in Los Angeles County.
8. Pursuit of waste-by-rail accessibility for Los Angeles County by the Sanitation Districts is consistent with the conditions imposed by the County on the Districts under conditional use permit 2235 for operations at the Puente Hills landfill. Exploration and pursuit of programs and facilities to enhance materials recovery and recycling efforts are also consistent with obligations imposed by the California Integrated Waste Management Act of 1989.
9. The subject property is within the A-2-5 (Heavy Agriculture - Five acre minimum lot size) zone of the Workman Mill Zoned District. A conditional use permit is required for the proposed project in this zone.
10. An oak tree permit is required to authorize removal of 12 oak trees and encroachment within the protected zones of 10

others to construct the facility.

11. The northerly 8 acres, more or less, of the subject property is currently owned by the Sanitation Districts and is currently used for landfill offices and recycling activities. The remainder of the subject property is currently vacant and privately owned by RR&C Development Corporation. RR&C did not consent to the filing of the Sanitation Districts' application for this grant and is currently a litigant against the Sanitation Districts regarding the Puente Hills Waste Management Facilities proposal of which this is a part. During the hearings before the Board of Supervisors a Sanitation Districts representative testified that the Districts had made prior inquiries of RR&C regarding the potential purchase of the involved property and had otherwise attempted to negotiate an acquisition. The Sanitation Districts also indicated that their Board of Directors had authorized commencement of the appraisal process necessary for the commencement of eminent domain proceedings to acquire the property, if necessary. A representative of RR&C denied that "negotiations" for a Sanitation Districts purchase had ever taken place but did concede that the Sanitation Districts had made prior inquiries as to a possible purchase.
12. County Code Section 22.56.030 authorizes processing of applications for a conditional use permit and oak tree permit by a public agency applicant that is not the owner of the subject property if the agency is negotiating to acquire a portion of the premises involved or if the agency is, or will be, the plaintiff in an action in eminent domain to acquire the involved premises. Based on the evidence, the Sanitation Districts' applications were lawfully processed. The conditions of approval of this grant provide that it will not be effective until the owner of the property has filed an affidavit with the Department of Regional Planning stating that it is aware of, and accepts all of the conditions of the grant. Consequently, the grant cannot become effective until the ownership issue is consensually or judicially resolved. This grant will expire unless the Sanitation Districts have either acquired the private portion of the subject property or commenced legal proceedings for its acquisition within one year.

13. Surrounding land uses include office and light industrial uses to the north, a transmission line right-of-way and community college to the south, the existing Puente Hills landfill to the east and Workman Mill Road to the West.
14. The subject property is depicted as open space in the Countywide General Plan. As indicated, approximately 17 acres of the subject property is currently in private ownership. The land use element of the Countywide General Plan concedes that due to the generalized nature of the Land Use Policy Map, it is conceivable that privately owned lands not intended for long term open space use have been included within the open space classification. The plan provides a mechanism for the consideration of land use proposals on such lands which would not be permitted as a matter of course under the open space designation. The General Plan authorizes the Regional Planning Commission to evaluate and determine the appropriateness of such land use proposals based on specific criteria without the necessity of a general plan amendment.
15. Based upon its review and eventual approval of this grant application the Regional Planning Commission determined that the proposed project site was inadvertently included within the open space classification. Pursuant to the applicable general plan criteria, the subject property was determined to be capable of supporting the proposed development without increasing exposure to significant natural hazards or degrading identified critical natural resources. The property is adjacent to existing landfill operations and is surrounded in all other directions with commercial, industrial, or other non-open space land uses. As further indicated herein, the conditions of approval provide for mitigation measures approved by the County Forester for the removal of, and encroachment into, the protected zones of oak trees appearing on the proposed MRRLF site. Other impacts of the proposal have been thoroughly analyzed in the Final Environmental Impact Report (FEIR) prepared by the Sanitation Districts, as lead agency for the project, and have been reduced to a level of insignificance or are the subject of a statement of overriding consideration. Adequate access to the site is provided to serve the intended use and the conditions of approval require use of

non-peak hours for most vehicle trips to and from the site. The provision of necessary services and facilities will not result in undue public costs. The vicinity is currently developed with roads and other utilities are proximate.

16. The Regional Planning Commission determined that the proposed development is compatible in terms of scale and designed character with surrounding land use patterns and, in light of the existing or authorized land uses in all directions, will not significantly diminish any existing open space and recreational potential of adjacent open space classified areas. As demonstrated herein, the proposed facility is subject to strict controls on signage, noise and visual impact mitigation measures, ornamental screen landscaping requirements and structure color compatibility requirements. Use type and intensity standards are consistent with existing and proposed nearby non-open space properties. Appropriateness of the specific proposal in relation to the above-described standards has been assured through the requirement for preparation of, and adherence to, a specific site plan (Exhibit A) and oak tree map and replacement plan as part of the conditional use permit/oak tree permit application process.
17. The Board of Supervisors, having considered the decision of the Regional Planning Commission on the issues described above, and subject to the provision of the conditions of approval for this grant, also determines that inclusion of the privately owned portion of the subject property in the open space classification of the Countywide General Plan was not intended and that the proposal authorized by this grant complies with the general plan criteria for non-open space use of the subject property.
18. The proposed processing building and accessory maintenance structure for the MRRLF will occupy approximately 21 percent of the overall 25 acre site. The balance of the property will be devoted to open storage for trucks and containers, parking for 100 cars and required landscaping.
19. The storage area will be screened from the street by an eight foot high wall as required by Title 22 of the County Code. Substantial landscaping is required to be installed

along the front of the wall, the front and side of the processing building and within the parking lot. Additional employee parking will be provided in the adjacent landfill property and employees would be shuttled to the processing building from that parking area. The applicant estimates that there will be 200 total employees on the maximum shift.

20. The standard maximum building height for Zone A-2 is 35 feet. However, pursuant to Section 22.56.200 of the County Code, a different building height may be prescribed for developments authorized by a conditional use permit. The height of the proposed processing building is 65 feet. The apparent height of the building will be substantially mitigated by the fact that it would be backed up by a steep slope which rises well above the proposed top of the building.
21. An oak tree report, prepared by a qualified arborist, was submitted in compliance with the County's oak tree permitting procedure. The report was reviewed by the County Forester and all his recommended conditions are incorporated into the conditions of this grant.
22. Under the California Integrated Waste Management Act of 1989, the County is required to prepare and adopt a Countywide Integrated Waste Management Plan. The Department of Public Works has the task of preparing the plan, including assessments of the need for and availability of landfill space and other waste disposal systems. A representative of the Department of Public Works provided testimony during the processing of those grant applications regarding the need for the MRRLF to help satisfy the County's landfill capacity requirements and to help meet waste diversion goals set forth in state law.
23. The MRRLF operations will also be subject to all applicable requirements imposed by the County Department of Health Services, as local enforcement agency, the South Coast Air Quality Management District, the Regional Water Quality Control Board and the California Integrated Waste Management Board.

24. The County Sanitation Districts are the "lead agency" for the project for compliance with the California Environmental Quality Act (CEQA). The Sanitation Districts prepared and certified a Final Environmental Impact Report (FEIR) containing the project title "Puente Hills Waste Management Facilities" on November 25, 1992. The FEIR consists of Volume I - Draft Environmental Impact Report (DEIR), dated June, 1992; Volume II- Technical Appendices, dated June, 1992; Volume III- Comments Received, dated November, 1992; and Volume IV - Response to Comments, dated November, 1992. The FEIR addresses the potential impacts associated with the related Puente Hills landfill expansion as well as the siting of the proposed MRRLF. The County of Los Angeles is a responsible agency for this project with discretionary permitting authority over certain aspects of the proposal as defined in Title 14, California Code of Regulations, Section 15381.
25. Litigation challenging the Sanitation Districts' certification of the FEIR for this project has been filed and is pending in the Los Angeles County Superior Court (Hacienda La Puente Unified School District of Los Angeles County, et al. v. County Sanitation Districts No 2. of Los Angeles County, et al. - Case No. BS021186; RR&C Development Company v. County Sanitation Districts of Los Angeles County, et al. - Case No. BC071648). Consequently, the County of Los Angeles is proceeding with its review of the project in accordance with Public Resources Code Section 21167.3 and must assume that the FEIR for the project does comply with CEQA.
26. The FEIR certified by the Sanitation Districts contains a detailed description of the project and documents the project's potential impacts and the proposed mitigation measures which are to be undertaken as part of the project. The Sanitation Districts' written findings of fact, reporting or monitoring program and statement of overriding considerations for the project as set forth in the document entitled "Notice of Determination and Resolution of the Board of Directors of County Sanitation District No. 2 of Los Angeles County Certifying Final Environmental Impact Report for Puente Hills Waste Management Facilities, Making Written Findings Adopting Reporting or Monitoring Program

and Making Its Statement of Overriding Considerations" are incorporated herein by this reference as if set forth in full.

27. County staff reviewed and/or commented on the DEIR prepared by the Sanitation Districts. Comments were made by the Los Angeles County Forester, the Department of Health Services - Environmental Health - Health Facilities Section, the Department of Regional Planning and the Department of Public Works.
28. The FEIR certified by the Sanitation Districts concludes that the project, as proposed for implementation by the Districts, would have no significant adverse impacts on geology/seismicity, hydrogeology, surface water drainage, cultural resources, noise, land use compatibility, public health and safety and public services and facilities. The FEIR concluded that even with all reasonable and feasible mitigation measures there would be remaining individual and/or cumulative adverse impacts on aesthetic/visual resources, biological resources, transportation/circulation and air quality.
29. The Sanitation Districts determined that overriding health and safety and economic considerations occasioned by a documented lack of confirmed in-county and out-of-county landfill capacity, a long term need to begin development of systems to transport waste by rail and the determination that reliance on alternative waste disposal resources available to the County would be substantially more expensive without demonstrably superior environmental consequences necessitated approval of the project notwithstanding the significant remaining impacts of the project.
30. Only two of the impacts identified in the FEIR and the Sanitation Districts' environmental findings as having remaining significant adverse impacts relate directly to the proposed MRRLF. These are cumulative impacts on transportation/circulation and on air quality.
31. A description of the important potential environmental impacts as addressed in the FEIR and reviewed by the County

during its consideration of the proposal is set forth hereafter.

32. Potential visual/aesthetic impacts associated with the MRRLF must be mitigated in accordance with the conditions of approval. Because the MRRLF is situated within a largely developed area consisting of industrial and commercial facilities it is not, itself anticipated to create significant on-site or off-site visual or aesthetic impacts. The mass and height impacts of the processing building will be mitigated due to its location against a steep ascending slope which significantly exceeds the proposed building height. All waste processing must take place within the proposed building, all waste stored outside must be containerized. Business signage will be subject to size and other controls, in accordance with the County's sign regulations. Building and sign colors must be compatible with the surroundings. Extensive ornamental and screening landscaping shall be required along the frontage of the subject property. A landscaping plan must be approved by the Planning Director for the site. Oak trees which are removed must be replaced on a 3 to 1 basis in accordance with a County-approved replacement plan.
33. Potential noise impacts associated with the MRRLF operations will be mitigated through the requirement that waste processing activities be confined to the interior of the proposed building. Construction noise is anticipated to be lower than that recommended for commercial use areas. Construction activities will be limited to between the hours of 9:00 a.m. to 8:00 p.m. Monday through Saturday. Construction equipment must be properly muffled.
34. Potential odor impacts will be mitigated through the requirement that all waste processing take place within the exterior of a MRRLF building which will contain a heating/ventilation/air conditioning system which provides for air filtration. Any waste materials stored outside must be fully containerized. Landfill gas is not projected to be a problem at the MRRLF since no waste will permanently be stored at the facility and anticipated processing of waste shipments is not expected to exceed 96 hours.

35. Potential impacts related to fugitive dust will be mitigated by the requirement of interior waste processing and placement of any exterior-stored waste in enclosed containers. Grading and soil compaction activities are subject to South Coast Air Quality Management District Rule 403 requirements. All open yard areas and access drives must be swept at least once during each operating day to remove dirt or litter accumulation.
36. Control of adverse potential litter impacts will be mitigated by those conditions of approval described in the immediately preceding finding.
37. Any potential adverse geotechnical impacts associated with project grading (including proposed cut and fill activities) shall be mitigated by the requirement that all grading plans shall be submitted to the department of Public Works and approved pursuant to Title 26 of the County Code prior to grading or construction activities.
38. Any potential adverse impacts associated with potential surface water runoff impacts shall be assured by the requirement that provision for disposition of all natural drainage be made to the satisfaction of the Department of Public Works through its review and approval of drainage plans prior to the commencement of construction or grading activities.
39. Potential adverse water quality impacts will be mitigated through those measures identified in the immediately preceding finding. Additionally, the Sanitation Districts required to comply with all applicable requirements of the Regional Water Quality Control Board pertaining to the protection of surface water quality. Evidence that the Sanitation Districts have complied with all regulations governing waste and surface waters administered by the Department of Public Works and Regional Water Quality Control Board including the procurement of any necessary permits must be filed with the Department of Regional Planning prior to any waster processing operations.
40. Impacts on oak tree resources attendant to the proposed MRRLF facility shall be mitigated in accordance with the

County's Oak Tree Ordinance and the County Forester's recommendations which include replacement of removed trees, or trees which die as a result of encroachment within their protected zones, with coast live oak specimens at a ratio of three to one in accordance with a replacement planting plan approved by the Forester in consultation with a qualified biologist. A five-year maintenance and replacement plan for all replaced trees is further required. Placement of equipment, materials, temporary structures and vehicles within oak tree protected zones is prohibited and installation of temporary fencing as recommended by the consulting arborist is required. Copies of the project oak tree report, oak tree map, replacement plan and conditions of approval must be maintain on the project site and available for review.

41. Potential transportation and circulation impacts associated with the proposed MRRLF along with the proposed landfill expansion were evaluated by the Sanitation Districts in the FEIR. Investigation was conducted by a qualified traffic engineer utilizing methodology accepted by the County's Department of Public Works. Transportation and circulation impacts associated with the proposed MRRLF facility will be mitigated to the extent feasible by the conditions of project approval that require the scheduling of employee shifts so that arrival/departure times are on off-peak hours, the modification of hours of operation of the facility so that refuse vehicles may only deliver waste between the hours of 9:00 a.m. and 4:00 p.m. or at other off-peak hours, the scheduling of outloading over public roads in off-peak hours between 9:00 am. and 4:00 p.m. and between 7:00 p.m. and 6:00 a.m. and the active promotion of programs to encourage employees to utilize ride-sharing and public transportation. The Sanitation Districts, as lead agency, determined that notwithstanding the application of all feasible mitigation measures relating to transportation and circulation impacts, some unavoidable incremental traffic increase impacts on the 605 and 60 freeways would still occur during morning peak hours. Subject to the addition of those conditions and monitoring measures imposed by the County in connection with this grant and related Conditional Use Permit and Oak Tree Permit 92-250(4), the County concurs in the lead agency's determination that all

feasible mitigation measures have been implemented and that the remaining impacts are outweighed by overriding health and safety and economic benefits of the project.

42. Potential public health and safety impacts associated with the proposal shall be mitigated through the imposition of those measures relating to control of noise, odors and surface water run-off already discussed herein. Control of rodents, flies and other vectors shall be assured by limiting waste processing to building interiors, by requiring containerization of outside-stored waste and by timely processing waste delivered to the facility. The Sanitation Districts must comply with all requirements of the County Forester and Fire Warden, including installation of automatic sprinklers if deemed necessary.
  
43. As lead agency, the Sanitation Districts were required to consider a reasonable range of alternatives to the proposed landfill expansion and MRRLF in the project EIR. The FEIR contains a no project alternative discussion, alternative in-county landfill capacity scenarios (including potential existing landfill expansions or new sitings of other potential county landfills), alternative out-of-county landfill capacity scenarios and alternative on-site fill designs (including a "no canyon 5" alternative and alternative setback designs). Consideration of alternative project locations included both the landfill expansion and the MRRLF aspects of the Puente Hills Waste Management Facilities Project. The lead agency rejected the various alternatives analyzed as failing to meet all objectives of the project, and/or as being uncertain and speculative in terms of their feasibility, and as likely not significantly reducing or eliminating the potential significant impacts associated with the preferred proposal. During the hearing before the Board of Supervisors additional alternative on-site designs were proposed by a representative of the Hacienda Heights Improvement Association (HHIA) and SEIU Local 660. These proposals were evaluated by the Sanitation Districts and/or the County Department of Public Works. The HHIA proposal was deemed infeasible as suffering from potential slope instability problems, as limiting soil availability for cover purposes and as eliminating the

Sanitation Districts' and the Board of Supervisors' discretion for consideration of future use of the maximum available capacity (20 year capacity) included in the Sanitation Districts' original proposal. The SEIU 660 proposal was determined to propose setback distances similar to those previously considered in the FEIR. Additionally, neither proposal was deemed to significantly reduce or avoid the significant adverse environmental impacts remaining for the approved proposal which are addressed in the statement of overriding considerations for the project. The Board of Supervisors' grant includes operations and refuse disposal setbacks (1,750 feet and 2,000 feet respectively) which exceed those initially approved by the Sanitation Districts and provide for a 10 year, as opposed to 20 year, entitlement duration. Subject to these further limitations on the project the County concurs in the lead agency's determination that a feasible range of alternatives has been evaluated and rejected.

44. To ensure compliance with the conditions of this grant and other mitigation measures as set forth in the FEIR, the attached monitoring program shall be adopted concurrently with the findings and conditions for this project.
45. Subject to the conditions of approval and monitoring program which the Board imposes for this grant, the Board concurs with the Sanitation Districts that all feasible mitigation measures have been incorporated in the project and that the remaining unavoidable environmental impacts associated with the MRRLF are as described in the FEIR and determines that such remaining impacts have been reduced to acceptable levels. The Board concurs in the Sanitation Districts' statement of overriding considerations with respect to the unavoidable remaining environmental impacts.
46. Based upon the evidence and testimony submitted to the Board of Supervisors during its public hearing on this matter on June 24, 1993, including its allowance of additional written testimony through June 25, 1993, and based upon the review of such testimony and evidence by the Department of Regional Planning and Department of Public Works, the County determines that no subsequent changes have been proposed in the project which require important revisions to the

Sanitation Districts' FEIR, no substantial changes have occurred with respect to the circumstances under which the project is being undertaken and no new information of substantial importance regarding the project has become available which was not known or could have been known at the time the FEIR was certified. The County determines that the criteria authorizing or requiring its preparation of a subsequent or supplemental EIR for the project is not present.

**BASED ON THE FOREGOING, THE BOARD OF SUPERVISORS CONCLUDES:**

- A. The proposed use, with the attached conditions and restrictions, will be consistent with the adopted general plan for the area.
- B. As modified, and with the attached restrictions and conditions, the requested use will not adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area and will not be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the site and will not jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.
- C. The site is adequate in size and shape to accommodate the development features prescribed in the Zoning Ordinance and otherwise required to integrate the use approved with the uses in the surrounding area.
- D. The site has adequate traffic access and is adequately served by other public or private facilities which it requires.
- E. The proposed construction and use of the subject property as authorized by this grant will be accomplished without endangering the health of the remaining trees on the subject property.
- F. The removal of the oak trees authorized by the grant will not result in soil erosion through the diversion or increased flow of surface waters which cannot be satisfactorily mitigated.

- G. That the removal and encroachment into the protected zones of the oak trees is necessary as their continued existence at present locations frustrates the proposed use of the subject property to such an extent that placement of such trees precludes the reasonable and efficient use of such property for a use otherwise authorized.
- H. The removal and encroachment into the protected zones of the oak trees contemplated by this grant will not be contrary to, or in substantial conflict with, the intent and purpose of the oak tree permit procedure.

THEREFORE, THE BOARD OF SUPERVISORS, acting in its role as responsible agency for the project, certifies that it has independently reviewed and considered the information contained in the Final Environmental Impact Report prepared by the lead agency, determines that the conditions of approval attached hereto are the only mitigation measures for the project which are feasible and that the unavoidable significant effects of the project after adoption of said mitigation measures are as described in these findings, determines that the remaining, unavoidable environmental effects of the project have been reduced to an acceptable level and are outweighed by the specific health and safety and economic benefits of the project as stated in the findings, approves the Final Environmental Impact Report, approves this conditional use permit and oak tree permit subject to the attached conditions and adopts the Monitoring Program which is appended to the Conditions.

CONDITIONS FOR APPROVAL  
CONDITIONAL USE PERMIT NUMBER 92-251(4)  
OAK TREE PERMIT NUMBER 92-251(4)

1. Unless otherwise apparent from the context, the term "permittee" shall include the applicant and any other person, corporation, or other entity making use of this grant.
2. This grant shall not be effective for any purpose until the permittee and the owner of the property involved (if other than the permittee) have filed at the office of the Department of Regional Planning their affidavit stating that they are aware of, and agree to accept, all of the conditions of this grant.
3. The permittee shall defend, indemnify and hold harmless the County, its agents, officers, and employees from any claim, action, or proceeding against the County or its agents, officers, or employees to attack, set aside, void or annul this permit approval, which action is brought within the applicable time period of Government Code Section 65907 or other applicable time period. The County shall promptly notify the permittee of any claim, action, or proceeding and the County shall cooperate fully in the defense. If the County fails to promptly notify the permittee of any claim action or proceeding, or if the County fails to cooperate fully in the defense, the permittee shall not thereafter be responsible to defend, indemnify, or hold harmless the County.
4. Attached to these conditions is a monitoring program which is incorporated herein by reference. The permittee shall fully perform each action required of the permittee by the monitoring program as if it were specifically set forth in these numbered conditions.
5. This grant will expire within one year of the date of the grant unless the permittee, as provided for in Section 22.56.140 of the County Code, either acquires the property or commences legal proceedings for its acquisition. Immediately after acquisition or commencement of legal proceedings for the acquisition of the property, the area

shall be posted as required in Section 22.56.140 of the County Code.

6. This grant will terminate July 1, 2023. Entitlement to use of the property thereafter shall be subject to the regulations then in effect.
7. If any provision of this grant is held or declared to be invalid, the permit shall be void and the privileges granted hereunder shall lapse.
8. The subject property shall be maintained and operated in full compliance with the conditions of this grant and any law, statute, ordinance or other regulation applicable to any development or activity on the subject property. Failure of the permittee to cease any development or activity not in full compliance shall be a violation of these conditions. If an inspection discloses that the subject property is being used in violation of any one of the conditions of this grant, the permittee shall be financially responsible and shall reimburse the Department of Regional Planning for all enforcement efforts necessary to bring the subject property into compliance.
9. This grant is being approved concurrently with Conditional Use Permit 92-250(4), which authorizes continuation and expansion of the Puente Hills Landfill on property adjacent to the materials recovery and rail loading facility which is the subject of this Conditional Use and Oak Tree Permit 92-251(4).
10. This grant allows the construction and operation of a materials recovery and rail loading facility subject to the following restrictions as to use:
  - a. The facility shall receive and process only non-hazardous municipal solid waste.
  - b. Waste received and processed at the facility shall not exceed 24,000 tons per week or 4,400 tons per day. Any waste received at the facility and then transferred to the adjacent Puente Hills Landfill for deposit in the landfill shall count against

the daily and weekly waste limits for the landfill as set forth in Condition 10 of Conditional Use Permit 92-250(4).

- c. All waste shall be received and processed within an enclosed building. A heating, ventilation and air conditioning system shall be installed which contains odors and dust within the inside of the building.
- d. Any waste kept outside the processing building shall be within closed containers only.
- e. All outside storage areas shall be fully screened in accordance with the provision of Title 22 of the County Code.
- f. The permittee shall sweep all open yard areas and access drives and shall police other areas at least once per operating day (and more often if necessary) to remove dirt and litter accumulations.
- g. Structure exteriors and signs shall be of a color compatible with the surroundings.
- h. Business signs shall be as permitted in Zone C-1 for a highway frontage of 100 feet except that no freestanding sign shall exceed 15 feet in height.
- 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.

11. The subject property shall be developed and maintained in substantial compliance with the plans marked Exhibit "A" on file at the Department of Regional Planning. In the event that subsequent revised plans are submitted, the written authorization of the property owner is necessary.
12. All requirements of the Zoning Ordinance and of the specific zoning of the subject property must be complied with unless otherwise set forth in these conditions or shown on the approved plans.
13. Permittee shall provide substantial ornamental screen landscaping along the frontage of the property. At least 25 percent of the trees planted shall be 24 inch box size or larger. Three copies of a landscape plan, which may be incorporated into a revised plot plan, shall be submitted to and approved by the Director of Planning before issuance of a building permit. The landscape plan shall show the size, type, and location of all plants, trees, and watering facilities. All landscaping shall be maintained in a neat, clean and healthful condition, including proper pruning, weeding, removal of litter, fertilizing and replacement of plants when necessary.
14. Provisions shall be made for all natural drainage to the satisfaction of the Department of Public Works. Drainage plans and two signed grading plans shall be submitted to the Department of Public Works for approval before grading or construction.
15. The subject facility shall be developed and maintained in compliance with requirements of the Los Angeles County Department of Health Services. Adequate water, sewage and solid waste handling facilities shall be provided to the satisfaction of said Department.
16. The permittee shall contact the Fire Prevention Bureau of the Los Angeles County Forester and Fire Warden to determine what facilities may be necessary to protect the property

from fire hazard. Any necessary facilities, including automatic sprinklers, shall be provided as may be required by said Department.

17. The permittee shall secure any necessary permit(s) from the South Coast Air Quality Management District and shall fully comply with the terms of said permit(s).
18. The permittee shall contact the Department of Public Works to determine whether an Industrial Waste Discharge Permit is required. No activity for which a permit is required shall be initiated on the subject property before a permit is obtained and any required facilities are installed. The permittee shall further comply with any regulations pertaining to the protection of surface water quality administered by the Department of Public Works and/or the Los Angeles Regional Water Quality Control Board. The permittee shall keep any required permits in full force and effect and shall fully comply with any requirements thereof.
19. The permittee shall install sidewalks, street trees and street lights and close any unused driveways and repair any damaged improvements along the frontage of the subject property on Workman Mill Road to the satisfaction of the Los Angeles County Department of Public Works.
20. All structures shall conform with the requirements of the Division of Building and Safety of the Department of Public Works.
21. The term "Oak Tree Report" refers to the document by Michael Brandman Associates, the consulting arborist, dated October 6, 1992 and on file at the Department of Regional Planning.
22. This grant allows the removal of 12 trees of the oak genus identified as Tree Number's 2201, 2203, 2206, 2181, 2186, 2187, 2188, 2192, 2193, 2195, 2196, and 2207 on the permittee's Exhibit 1 MRF on file at the Department of Regional Planning and in the Oak Tree Report. No Heritage Oak will be removed.
23. This grant also allows encroachment within the protected zone of ten trees of the Oak genus identified as Tree

Numbers 2179, 2180, 2182, 2184, 2185, 2189, 2190, 2191, 2194, and 2204 on the permittee's Exhibit 1. MRF and Oak Tree Report. No Heritage Oak Trees shall be encroached upon.

24. The permittee shall provide replacement trees of the Quercus agrifolia variety (Coast Live Oak) at a rate of three (3) five-gallon trees for each tree removed. The replacement trees shall be grown in native soil with acorns collected as approved by the County Forester. Replacement trees shall measure at least one-half inch in diameter, one-foot above the base at the time of planting.
25. Replacement trees shall be planted within five years of permit approval in the locations indicated in the replacement planting plan approved by the County Forester in consultation with a qualified biologist to be retained by the applicant. Tentative tree planting areas are indicated on Exhibit 2LF (areas 1-5) on file at the Department of Regional Planning as submitted for Oak Tree Permit Number 92-250(4).
26. The permittee shall properly maintain each replacement tree and shall replace any tree failing to survive for a period of five years after planting with a tree meeting the specifications set forth above. The five-year maintenance period will start upon delivery of a letter from the permittee or consulting arborist to the Director and the County Forester indicating that replacement trees have been planted. The maintenance period of trees failing to survive five years will start anew with the new replacement trees.
27. Should work on or within the protected zone result in the death of any oak tree within five years of the completion of work, the tree shall be replaced and maintained as set forth in the conditions of this grant regarding replacement trees.
28. Equipment, materials and vehicles shall not be stored, parked or operated within the protected zone of an oak tree.
29. No temporary structures shall be placed within the protected zone of any oak tree.

30. The permittee shall install temporary fencing, not less than four feet in height, to secure the protected zone of all remaining oak trees during construction as recommended by the consulting arborist. The fencing shall be installed prior to grading or tree removal, and shall not be removed without approval of the Forester and Fire Warden or the Director.
31. Copies of the Oak Tree Report, Oak Tree Map, Replacement Plan, and Conditions of Permit Approval shall be kept on the project site and available for review.

29/CON#2261

## MONITORING PROGRAM

PROJECT NO. 92251 - (4)  
PUENTE HILLS MATERIALS RECOVERY AND  
RAIL LOADING FACILITY  
(State Clearinghouse No. 91121070)  
An Attachment to the Conditions of Grant for  
Conditional Use And Oak Tree Permit 92251 - (4)

**DEFINITIONS.** Unless otherwise apparent from the context, the term "Condition(s)" shall refer to a condition or conditions of Conditional Use and Oak Tree Permit No. 92251 - (4), also referred to herein as the "grant", and "project" shall refer to the overall materials recovery and rail loading facility and ancillary facilities approved by said permit. The term "permittee" shall be as defined in Condition 1 of the permit. The term "Local Enforcement Agency" shall refer to the entity or entities [currently the Los Angeles County Department of Health Services] designated pursuant to the provisions of Division 30 of the Public Resources Code to permit and inspect solid waste management facilities and to enforce state and local regulations and permits; provided, however, that should at any time the function of the Local Enforcement Agency be assigned to an entity which is not designated by the Board of Supervisors, any functions assigned to the Local Enforcement Agency through the monitoring program and the conditions of grant which are not by law the prerogative of the Local Enforcement Agency shall be delegated by the Board of Supervisors to an entity of its selection.

**PURPOSE.** This monitoring program is intended to ensure compliance with the conditions of grant and other mitigations as set forth in the environmental impact report for the project, in accord with the provisions of Section 21081.6 of the Public Resources Code, and to compliment the monitoring program adopted by the permittee and the enforcement and monitoring programs routinely administered by County agencies, including the Local Enforcement Agency and the Los Angeles County Department of Public Works, and by public agencies other than the County of Los Angeles. Such other agencies include the California Integrated Waste Management Board, the Regional Water Quality Control Board, and the South Coast Air Quality Management District.

The overall responsibilities of the various agencies are more specifically described in the document entitled "Mitigation Monitoring Plan", dated November 11, 1992, adopted by the permittee on November 25, 1992.

PROJECT NO. 92251 - (4)  
PUENTE HILLS MATERIALS RECOVERY AND  
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Conditional Use And Oak Tree Permit 92251 - (4)

**PART I - FACILITY PLANS.** The following measures shall be carried out to monitor compliance with Conditions 11 and 13, which pertain to the physical development of the facility, and to promote interagency coordination of site plan review.

- A. The landscape plan, required by Condition 13, shall be submitted and approved before commencing substantial development or alterations of the site to accommodate the waste processing facility.
- B. Before submitting the landscape plan required by Condition 13, to the Director of Planning for review, the permittee shall consult with the LEA, the Department of Public Works, and the County Forester and Fire Warden to determine all spacial and development requirements of those agencies which may affect the final site design. If necessary, the permittee shall submit a revised plan to conform to any such requirements.

Evidence of such consultation, satisfactory to the Director of Planning, shall be submitted with the revised plan.

The Director of Planning shall forward one copy of the approved site plan to the LEA.

- C. Before commencing waste processing, the permittee shall request that the Department of Regional Planning inspect the facility to determine that all development features required by this grant, including but not limited to pavement, walls and landscaping, have been installed as shown on the approved plan.

If the facility complies, the department shall so certify in writing to the permittee, with a copy to the LEA. The permittee shall not commence operations until such certification is received.

Application for inspection shall be sent to:

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

PROJECT NO. 92251 - (4)  
PUENTE HILLS MATERIALS RECOVERY AND  
RAIL LOADING FACILITY  
(State Clearinghouse No. 91121070)  
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Conditional Use And Oak Tree Permit 92251 - (4)

PART II - WATER QUALITY. The following provisions are intended to document compliance with the requirements of the Environmental Impact Report and Condition 18 pertaining to water quality.

Before commencing waste processing operations the permittee shall place on file in the Department of Regional Planning evidence satisfactory to the Director of Planning that the permittee has complied with all regulations governing waste and surface waters administered by the Department of Public Works and, if applicable, by the Regional Water Quality Control Board, including obtaining permits, installing facilities and obtaining final inspection of such facilities.

The permittee shall also place on file with the Department of Regional Planning, either directly or by arrangement with the LEA, one copy of the initial confirmed Solid Waste Facility Permit.

PART III - OAK TREE MONITORING. This part is intended to promote compliance with the provisions of Conditions 21 to 31 concerning oak tree conservation and replanting.

- A. Prior to approved encroachment of the remaining trees, but within 90 days of permit approval, the permittee shall retain a qualified consulting arborist.

The consulting arborist shall submit a letter to the Director of Planning and the County Forester that he or she has been retained by the permittee to perform or supervise the work and that he or she agrees to report to the Director and the Forester and Fire Warden any failure to fully comply with the conditions of the grant. The arborist shall also submit a written report on permit compliance upon completion of work required by this grant. The report shall include a diagram showing the exact number and location of all replacement trees planted as well as planting dates.

- B. The County Forester shall serve as the monitor for all oak tree removals and replacement and mitigation programs authorized or required by the conditions of the oak tree grant.

PROJECT NO. 92251 - (4)  
PUENTE HILLS MATERIALS RECOVERY AND  
RAIL LOADING FACILITY

(State Clearinghouse No. 91121070)

An Attachment to the Conditions of Grant for  
Conditional Use And Oak Tree Permit 92251 - (4)

The permittee shall, prior to commencement of the use authorized by this grant, deposit with the County of Los Angeles the sum of \$400. Such fee shall be used to compensate the Department of Forester and Fire Warden \$100 per inspection to cover expenses incurred while inspecting the project to determine the permittee's compliance with the Conditions of Approval. The above fees provide for four annual inspections until the Conditions of Approval have been completed.

PART IV - COMPENSATION. The permittee shall compensate the Department of Public Works for expenses incurred in the administration of this monitoring program and grant not otherwise covered by permit fees. Such compensation shall be computed using actual hours expended multiplied by the most current applicable hourly rates approved by the County Auditor Controller, that are available at the time that the expenses are incurred.

The permittee shall compensate the Local Enforcement Agency for any extraordinary expense incurred in the administration of this monitoring program and grant not covered by fees paid for administration of the solid waste facility permit for the landfill.

At the time of submission of the affidavit referred to in Condition 2 of this grant, the permittee shall deposit with the County of Los Angeles the sum of \$5,000 dollars. The deposit shall be placed in a performance fund which shall be used exclusively to compensate the Department of Regional Planning for the actual cost of expenses incurred while administering this grant and inspecting the premises to determine the permittee's compliance with the conditions of approval.



Puente Hills MRF  
(view looking North)



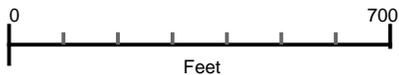
Puente Hills MRF  
(view looking North)



# Department of Regional Planning

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