

## NOTICE OF PUBLIC SCOPING MEETING

**EIR NO.:** ENV-2001-3267-EIR; SCH NO.: 2002121027

**PROJECT NAME:** Bradley Landfill and Recycling Center Transition Master Plan

**PROJECT LOCATION /ADDRESS:** 9227 Tujunga Ave., Sun Valley

**PLANNING AREA:** Sun Valley / La Tuna Canyon Community

**COUNCIL DISTRICT:** 6

### PUBLIC SCOPING MEETING DATE AND LOCATION:

**Date:** April 24, 2003 (Thursday)

**Time:** 6:00 P.M. - 9:00 P.M.

**Location:** Sun Valley Middle School - Auditorium,  
7330 Bakman Ave.,  
Sun Valley, CA 91352

Oral and /or written comments may be submitted at the public scoping meeting. Since the time may be limited for speakers, written comments summarizing oral testimonies are highly recommended. No decisions on the Project will be made at the scoping meeting. A separate public hearing notice will be given at a later date for discretionary actions required for the project.

### Project description:

#### **Project Location/Environmental Setting**

The Bradley Landfill and Recycling Center (BLRC) is a Class III municipal solid waste disposal and recycling facility. The land uses surrounding the BLRC consist primarily of industrial activities. These industrial land uses include: both active and closed landfills, auto salvage yards, inactive sand and gravel pits, and aggregate processing plants. The nearest residential unit is located approximately 150 feet from the edge of the landfill in an area that is currently zoned M1-1.

The BLRC is a 209-acre facility that consists of two major sub-areas: Bradley West and West Extension (the project site), and Bradley East. Bradley West and West Extension are the areas of the landfill that are actively receiving municipal solid waste for disposal. Under the General Plan, the area is designated as heavy industrial. Bradley West and West Extension are currently zoned as M2-1, M2-1G, and M3-1G (Industrial) and operate under Plan Approvals granted by the City: Case No. ZA 92-0002(ZV) with modifications contained in Case No. ZA 94-0792(ZV); and California Integrated Waste Management Board (CIWMB) Solid Waste Facility (SWF) Permit No. 19-AR-0008.

Bradley East is an inactive portion of the landfill that disposed of MSW from 1958 to 1980. Inert wastes were disposed of between 1987 and 1993. This area is currently used for wood waste and green waste recycling activities, landfill operations support, and electrical generation using landfill gas.

The BLRC facility does NOT accept hazardous, radioactive, or untreated medical waste(s). The landfill is permitted to accept up to 10,000 tons of solid waste for disposal per day (tpd), seven days per week and has historically received between 450 and 500 trucks per day. The landfill currently operates Monday through Friday, 6:00 a.m. to 6:00 p.m. and Saturday 7:00 a.m. to 3:00 p.m. The site is permitted to operate through the year 2007; however, expected market demand, coupled with the current rate of waste acceptance, will result in the landfill reaching capacity during 2003. A network of collection wells, header pipes, and three flares controls landfill gas emissions and migration.

### **Proposed Project Description**

The proposed plan consists of two phases. The first phase is a transitional 43-foot vertical landfill expansion that will provide additional short-term disposal capacity within the boundaries of the existing landfill. The second phase will consist of a 6,000-tpd-transfer station and 1,000 tpd Materials Recovery Facility (MRF) that will be constructed adjacent to the existing landfill. The purpose of this plan is to provide for an orderly transition of BLRC from an active landfill to a transfer station/MRF operation that will process solid waste for transport to other regional landfills and recycled materials processing facilities. If an end disposal site is located and the proposed transfer station/MRF project is approved, transport may occur via rail at some point in the future. However, this possibility is only speculative at this time and additional environmental review would need to be performed if such an end disposal site is located and permitted.

#### *Phase I*

Under Phase I of the plan, the applicant proposes to increase the maximum height of the landfill from 1010 to 1,053 feet above mean sea level (msl). The height increase will create an additional 4.7 million cubic yards of disposal capacity and allow the landfill to operate until the established closure date of April 14, 2007. The appearance of the site with the proposed height increase will be the same as the current appearance, only higher.

During Phase I, the landfill will continue to use existing facilities and environmental controls. No changes to existing landfill operations or procedures will be required. The landfill will continue to operate under the conditions set forth under City Case No. 94-0472 (ZV) and SWF Permit No. 19-AR-0008. The only change requested for Phase I would be the increase in permitted height.

Phase I of the proposed Plan would also encompass activities associated with closing the landfill. These would include: (1) installing a 4-foot soil cap over all surfaces of the landfill; (2) planting of vegetation on all slopes, as well as the landfill cap; and (3) constructing surface water control structures.

#### *Phase II*

Under Phase II of the proposed Plan, the applicant proposes to construct a 6,000 tons per day transfer station and 1,000 tons per day Materials Recovery Facility (MRF) to replace the current landfill operation. As the landfill capacity is depleted, the applicant proposes to transition the existing landfill operation into a transfer station/MRF operation where solid waste and commercial/residential recyclable materials will be received, consolidated and transported to other regional landfills and recycled materials processing facilities.

The transfer station/MRF facility will be located on the west side of the existing landfill in reclaimed sand and gravel mine. The existing entrance, scales, and internal roads will be used for the transfer station/MRF operations. All roads leading to the transfer station and aprons around the transfer station will be paved and will be capable of accommodating the projected number of trash trucks, recycling collection trucks and private vehicles that would be expected to bring materials into the facility on a daily basis, along with the projected daily number of transfer trucks and other trucks (e.g., flatbed trucks and other transport trucks) that would remove trash and recycled materials from the facility. No demolition would be required as part of this phase.

The transfer station/MRF will consist of a three-sided building with the open side facing the landfill. This building will be metal sided with two distinct tipping areas separated by the MRF. A small one story metal building will be located adjacent to the transfer station and will be used primarily for employee services. Employee parking will be provided adjacent to this building.

**AREAS OF POSSIBLE ENVIRONMENTAL IMPACT:** Aesthetics, Air Quality, Hazards & Hazardous Materials, Hydrology / Water Quality, Land Use / Planning, Noise, Transportation / Traffic, Utilities / Service Systems.