
II. PROJECT DESCRIPTION

A. PROJECT APPLICANT

The project applicant is Community Recycling and Resource Recovery, Inc. located at 9189 De Garmo Avenue, Sun Valley, CA 91352.

B. PROJECT LOCATION

Community Recycling and Resource Recovery, Inc. (“CR&RR” or “Community Recycling”) is a solid waste transfer station and recycling facility located at the southwest and southeast corners of De Garmo Avenue and Pendleton Street, in the Sun Valley Community of the City of Los Angeles. The CR&RR site comprises 19 parcels (including 11 parcels totaling 8.03 acres on the southwest corner and eight parcels totaling 4.26 acres on the southeast corner). The project site is located approximately one-quarter mile northwest of the intersection of Glenoaks Boulevard and Tuxford Street. The parent parcel is designated Assessor Parcel Number 2408-034-042. The total acreage encompassed by this operation is approximately 12.29 acres (see Figure II-1, Vicinity Map).

C. EXISTING USES

Regulatory Framework

The Community Recycling and Resource Recovery, Inc. facility currently operates under a Solid Waste Facility Permit (SWFP) 19-AR-0303 issued by the City of Los Angeles Department of Environmental Affairs Solid Waste Local Enforcement Agency (LEA). The SWFP allows CR&RR to operate as a transfer station to receive 1,700 TPD of Municipal Solid Waste (MSW) to be processed on-site to recover recyclable materials. CR&RR also operates under an Interim Operating Agreement (IOA) formed between Community Recycling and the LEA, which allows Community Recycling to (continue to) receive up to 2,900 tons per day of non-permitted recyclable material which includes: construction materials, source-separated wood waste, source-separated green waste, and source-separated supermarket trim and cull, in addition to the 1,700 TPD of permitted material.

The primary environmental regulations governing the facility include Title 27, Division 2, and Title 14, Division 7, of the California Code of Regulations which contains the State Minimum Standards for solid waste handling and disposal administered by the LEA. In addition, Rule 1150.1, which is administered by the South Coast Air Quality Management District (SCAQMD), governs air emissions from CR&RR.

Site History

The Proposed Project’s existing operations are partially located on a closed landfill previously known as the “De Garmo Pit.” This pit was created through the mining of aggregate materials for the local market.

Operated as a landfill subsequent to the mining experience, this facility reportedly received ash, broken glass, construction debris, asphalt, concrete and other inert materials. The pit was operated from the early 1940s until the late 1940s or early 1950s.

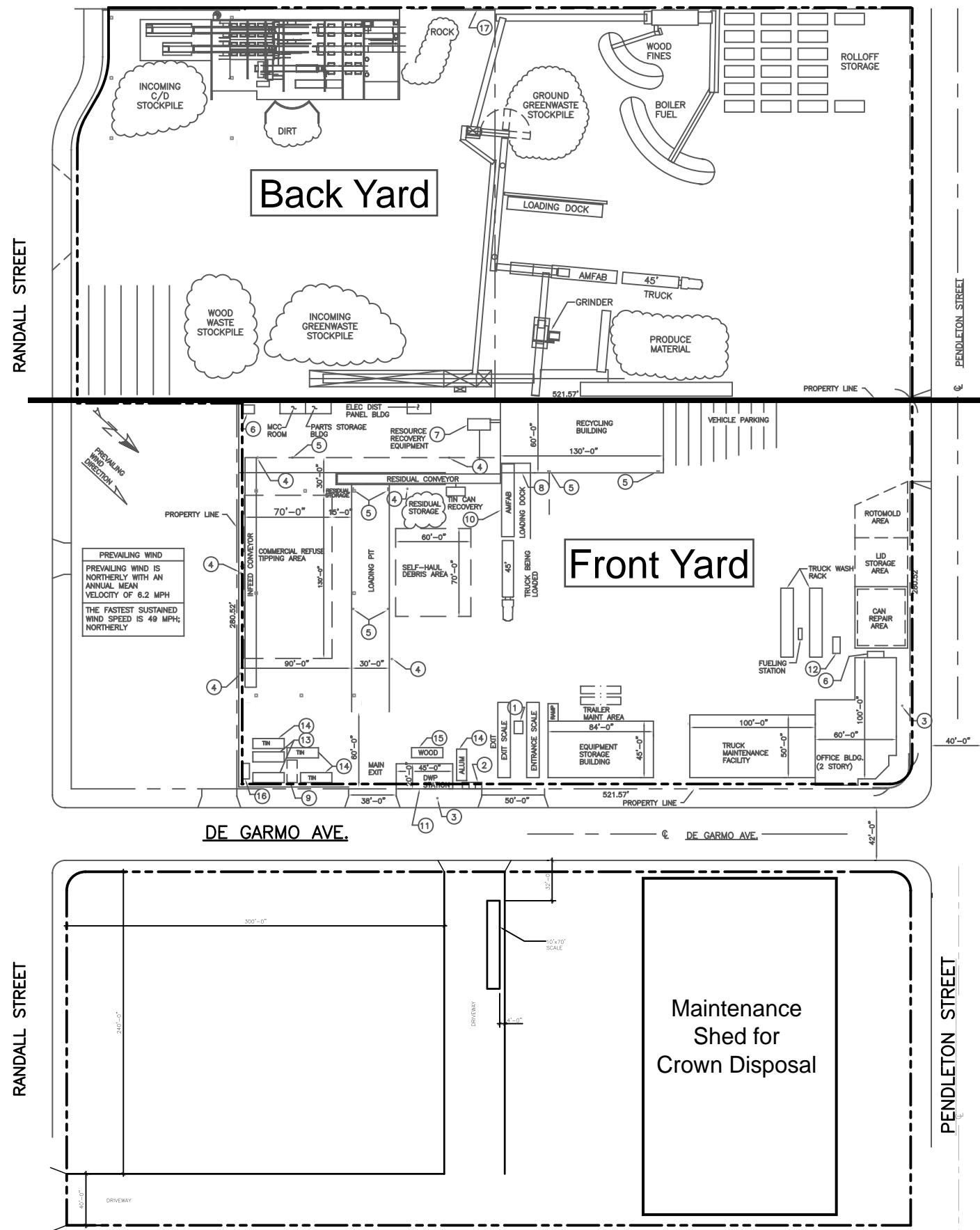
Community Recycling began operations at the project site in 1974 as a permitted transfer station under the name of De Garmo Street Dump. In 1992, the name was changed to Community Recycling & Recovery, Inc., to more closely describe the transfer and recycling operations. From the time of inception, Community Recycling operated as a transfer station, initially recycling materials by hand. In the early 1980s, the pending landfill crisis became apparent and Community Recycling began mechanizing the recycling of materials from the waste stream. By 1989, the State legislature passed AB 939 requiring 50% of all waste in the State be recycled. Many local agencies responded by placing limits on landfill operations and requirements for source and secondary recycling. CR&RR then expanded its operations at the project site to include a mixed waste processing facility, recycling facilities for source-separated products that include paper, wood, yard trimmings, and supermarket produce, and a mixed construction and demolition processing facility. Specifically, the facility added wood waste recycling operations in 1988, construction materials recycling operations in 1991, green waste receiving and processing operations in 1992, and supermarket produce trim and cull operations in 1995.

As a result of the greenwaste (non-permitted) recycling operations, CR&RR received numerous odor complaints and Notices of Violation for (SCAQMD) District Rule 402 and Health and Safety Code §41700 (public nuisance). On September 14, 2007, the SCAQMD Hearing Board entered a Stipulated Order for Abatement and Findings and Decisions (SCAQMD Case No. 5390-1) and imposed a number of conditions on the operation of the facility (detailed information can be found in Appendix C). In response, CR&RR has made several operational and procedural changes and improvements per the Stipulated Order of Abatement (detailed status update can be found in Appendix C).

Existing Conditions

The project site encompasses 8.03 acres on the southwest and 4.26 acres on the southeast side of De Garmo Avenue and Pendleton Street (refer to Figure II-2, Existing Site Plan). The 8.03-acre portion is divided into two operations: front yard and back yard. The front yard is currently functioning under a SWFP that allows CR&RR to operate as a transfer station to receive up to 1,700 TPD of municipal solid waste in which recyclable materials are recovered out of the waste. The back yard operates under an IOA that allows CR&RR to receive up to 2,900 TPD of non-permitted construction, source-separated supermarket trim and cull, source-separated wood waste, and source-separated green waste. The 4.26-acre portion of the site consists of an existing truck scale, truck parking, and bin storage.

Currently, CR&RR operations include two shifts of employees. The day shift includes 74 employees that work from 4 AM to 2 PM, Monday through Saturday. Approximately 38 employees work the back yard and 36 work the front yard. The night shift includes 39 employees which are split between the front yard and back yard areas. The night shift is 3 PM to 1 AM, Monday through Friday, and Saturday from 2 PM



Legend

- ① SCALE HOUSE
- ② PORTABLE TOILETS
- ③ DWP WATER MAIN
- ④ FIRE HOSE & FAUCET
- ⑤ 1000 WATT AREA LIGHTS
- ⑥ ELECTRICAL TRANSFORMER & MAIN
- ⑦ LOGEMAN BALER
- ⑧ LOADING DOCK
- ⑨ RAINWATER CLARIFIER (BELOW GRADE)
- ⑩ AMFAB COMPACTOR
- ⑪ DWP ELECT. STATION
- ⑫ TRUCK WASH CLARIFIER
- ⑬ PLASTIC STORAGE
- ⑭ FERROUS & NON-FERROUS STORAGE
- ⑮ WOOD STORAGE
- ⑯ HAZARDOUS MATERIALS STORAGE AREA
- ⑰ 10'-0" HIGH BLOCK WALL

Source: Wiss, Janney, Elstner Associates, Inc., March 9, 2005.



to 11 PM. CR&RR operates continuously, 24 hours per day, seven days a week. Waste delivered to the facility is primarily generated within a 20-mile radius.

Operation

The following provides more detail on the physical description and operation for the 8.03-acre and 4.26-acre portions of the project site, which are located at the southwest and southeast corners of De Garmo Avenue, respectively.

Project Site – West of De Garmo Avenue (8.03-Acre Site)

Front Yard

The front yard contains the transfer station operations, which include commercial refuse tipping, resource recovery, and recycling. There are also two scales located in the front yard that are primarily used for incoming vehicles, although one can be used for incoming vehicles and the other for outgoing vehicles. In general, the front yard is paved with a few buildings and structures, parking areas, and resource recovery equipment. The buildings in the front yard include a two-story office building, an equipment storage building, a 20,000-gallon fuel tank (for on-site use only), and a few canopies for recycling, truck maintenance, and equipment repair.

The transfer station and Material Recovery Facility (MRF) receive mixed municipal solid wastes (MSW) and source-separated recyclables. Recyclables such as office paper, newspaper, cardboard, metal cans, and plastic bottles are processed through the MRF. Residual wastes are removed to the rear-loading compactor or top-loading conveyor for loading into transfer trailers for disposal. Recyclables are baled and transported to a recycler. The facility accepts only non-hazardous waste and recyclables for processing enforced by a hazardous waste load check program.

Back Yard

The non-permitted backyard operations at CR&RR receive only the following types of waste during the Interim Operating Agreement period: “Construction & Demolition debris and Inert debris” as defined by California Code of Regulations, Title 14, Section 17381, source-separated wood waste, source-separated green waste, and source-separated supermarket trim and cull. The specifics of these operations are detailed below.

CR&RR’s mixed construction and demolition debris (“C&D”) processing operations began subsequent to the Northridge Earthquake in January 1994. The C&D recycling operations were originally set up to process mixed earthquake debris. One facility sorts materials from mixed construction and demolition debris using both manual and mechanical processing systems. It takes in loads from its own vehicles and it accepts all types of mixed C&D debris from other haulers for a per-ton tip fee. Materials separated from mixed C&D debris for recycling at this location include asphalt, cardboard, concrete, concrete and clay roofing tiles, brick, plaster, gypsum, wood, yard waste, metals, and dirt.

The supermarket trim and cull recycling operations consist of receiving these materials in special Community Recycling trailers. The trucks and trailers are first weighed to determine the gross weight, and then the trailers proceed to the trim and cull receiving area, which consists of a concrete slab that is sloped to a drain near the infeed conveyor. The trailers use the onboard unloading system to tip the material from the trailer onto the tipping floor. After tipping onto the floor, a wheel loader pushes up the material into a pile near the infeed conveyor. Any liquid that may be freed from the produce trim and cull material drains to a sump and is pumped to a solids separator. The free liquid is retained in a tank, awaiting transport to the compost site in Lamont, California. The produce trim and cull is placed onto the infeed conveyor and conveyed to the electric grinder for sizing. After sizing, the material is dropped onto a conveyor and delivered to a stockpile also awaiting transport to the compost facility in Lamont. CR&RR does not receive or process dairy products, including soy milk, nor meat products at the facility as part of the trim and cull operation (pursuant to the Stipulated Order for Abatement). Therefore, a load check is in place to check each supermarket load for meat and dairy products. The driver inspects each load when the load is first tipped in the CR&RR facility. If meat or dairy contamination is observed, the driver will notify the excavator operator who will set aside the contaminated portion of the load, which will be moved to the front yard and directly loaded into the compactor designated for the landfill. If no excavator operator is on site, the driver is to notify the supervisor on site who will communicate to the excavator operator when he/she returns to implement the above procedure.

The construction materials recycling facility currently consists of two receiving areas; one where self haul vehicles unload the materials, and the other where commercial haulers tip the loads on to the floor at the incoming stockpile. The incoming loads are inspected to determine if any hazardous materials are present and if none are present, the materials are pushed up into the stockpile. Excavators are used to move the materials and meter them onto the infeed conveyor. From the infeed conveyor, the materials are routed through a pre-sort area and into a primary screener. Various materials are removed from the stream for recycling, including wood, metal, organics, rock, and dirt. The residual is conveyed to a compactor for densification and placed in a transfer trailer for delivery to the landfill.

The wood waste area consists of a tipping floor where clean loads of wood waste are received and also the separated wood waste from the construction materials recycling is delivered. The tipped wood waste is moved into a pile utilizing a wheel loader. An excavator is utilized to pick the wood from the pile and place it into a tub grinder for sizing. The ground wood is conveyed to a trommel to separate the fines (small dirt and wood) from the wood and the oversized wood is conveyed to a stockpile. Trucks are loaded from the stockpile that will then deliver the ground wood to a biomass-fueled power plant for conversion to electricity. The fines are conveyed to a stockpile and eventually loaded into trucks for delivery to compost facilities or to landscapers.

The green waste receiving and processing facility consists of a scale where the incoming trucks are weighed. The trucks proceed to the tipping floor where they unload the source-separated green waste. A wheel loader pushes the green waste into an incoming stockpile. An excavator is utilized to meter the green waste from the stockpile onto the infeed conveyor. The conveyor delivers the green waste to the

electric grinder for sizing. After sizing the green waste is conveyed to the ground materials stockpile awaiting transport to the compost facility in Lamont, approximately 100 miles to the north.

Loading operations from the ground materials stockpiles continue throughout the day. The ground supermarket trim and cull is given first priority, followed by the green waste and organics, and finally the wood waste.

Project Site – East of De Garmo Avenue (4.26-Acre Site)

The 4.26-acre site is located on the east side of De Garmo Avenue, across the street from the transfer station site (8.03 acre site). This portion of the project site contains one existing scale, two stacking lanes, an approximately 4,000-square-foot office building, a canopy, and storage and parking areas. Crown Disposal and Community Recycling use the office building for training and in-door storage.

The canopy located on this site is the maintenance facility for Crown Disposal vehicles. A separate company, Maintenance Services Inc, operates the maintenance facility. A portion of this site is also used for storage of roll-off boxes and parking of Crown Disposal vehicles. In addition, there are 14 parking spaces used by CR&RR.

Other Facility Operations

Scales and Circulation

CR&RR implements a traffic management program using employees whose primary daily responsibility is to manage the flow of inbound and outbound traffic to keep the streets open for other traffic and to ensure safe operations of vehicles entering and exiting the property.

All customers have to go across the scales and have the transaction recorded before entering the site. Crown Disposal, as well as other disposal companies, operates vehicles that enter the site. Crown Disposal provides refuse hauling services to multi-family buildings, commercial buildings, industrial customers, and construction sites to customers in Los Angeles, San Fernando, Beverly Hills, Burbank, Glendale, and other local areas. The Crown Disposal vehicles use the scale at the 4.26-acre site across the street from the transfer station, and the non-Crown Disposal vehicles use the two scales located alongside the scalehouse on the transfer station site (the 8.03-acre site). There is also a green waste scale in the backyard of the transfer station site for the incoming City of LA green waste trucks and an outgoing scale to record all the outgoing materials from the backyard. Approximately 95% of incoming refuse vehicles have had their tare weight recorded in the computer, so after tipping their load, they do not have to return to the scale to record their tare weight. In addition, every vehicle leaving the facility with outgoing material (i.e., residual going to a landfill, recycled material going to local or overseas mills) must be weighed to record outgoing material. The outgoing materials from the front yard (recyclables or residual) are weighed on one of the scales alongside the scalehouse.

The two scales located in the front yard of the transfer station site are primarily used for incoming vehicles, although one can be used for incoming vehicles and the other for outgoing vehicles. All non-Crown Disposal vehicles enter the transfer station site from the driveway on De Garmo Avenue and are weighed on one of these two scales. From the scales, the trucks that are delivering materials to the transfer station in the front yard proceed to the tipping area. The non-Crown Disposal vehicles that have construction/demolition or green waste materials are weighed and then exit back on De Garmo Avenue and go to Randall Street and enter the back yard from Randall Street. The non-Crown Disposal vehicles that have wood or tree trimmings are weighed and then exit onto De Garmo Avenue and proceed to Pendleton Street and enter the wood area off Pendleton. The City of LA green waste trucks go directly to the back yard and enter from Pendleton Street and are weighed on the green waste scale in the back yard.

The 4.26-acre site (across the street from the transfer station) contains one existing scale, two stacking lanes, an office building, a canopy, and storage and parking areas. The scale is currently only used by Crown Disposal vehicles, which enter the site on a driveway from Randall Street. The driveway comes from the back property line and wraps around up to the scale. There are two stacking lanes that lead up to the scale, which are also currently used only by Crown Disposal vehicles, and are approximately 500 feet long by 24 feet wide or about 12,000 square feet of the site. After the Crown Disposal vehicles have been weighed, they exit the site onto De Garmo Avenue. From there, the Crown Disposal vehicles that have construction/demolition or green waste materials proceed to Randall Street and enter the back yard from Randall Street, and the Crown Disposal vehicles that have wood or tree trimmings proceed to Pendleton Street and enter the wood area off Pendleton. The Crown Disposal vehicles that have refuse proceed across De Garmo Avenue and enter the transfer station.

Odor Prevention

CR&RR employs a number of performance standards in its daily operations (many of which are pursuant to the Stipulated Order for Abatement). Chief among those standards are constant housekeeping and site maintenance, wetting of incoming and unloading operations to suppress the rise of dust and particles, directional signage and observers to ensure that no hazardous materials enter the property, aggressive rodent controls, recycling and removing organic material off-premises within 24-hours of receipt, and as previously stated, constant traffic control.

While many of these performance standards aid in operational efficiency, they also have the dual effect of managing potential adverse effects such as odor which is monitored and controlled. Odor from recycling operations as well as from the general unsorted residential and commercial waste may emanate from the supermarket produce trim and cull activities and from green waste recycling. The supermarket trim and cull material is managed by processing and removing the processed material to a composting facility in an adjacent county within 24 hours of receipt. The fluid generated from the trim and cull material is recovered from a drain and sump system and the fluid is pumped into a tank truck and sent for recycling. An odor neutralizing spray is applied to the trim and cull (and green waste) material while the materials are conveyed from the grinder to the stockpile. Green waste is managed by restricting acceptance of green waste to fresh-cut only and rejection of any material that has been previously collected and stored,

or that which enters the site already emitting a strong odor. Inspections of vehicles and their loads prior to discharge for odor prevents those items from entering the site. All rejected loads are documented by the green waste area supervisor. Acceptable green waste is collected on a concrete pad designed to minimize water run-off and to prevent ponding. All green waste, vegetation, wood waste, and tree trimming materials received by 5:00 pm on any day is processed by midnight that same day. Daily logs of green waste receiving and shipping are maintained as proof of operators' efforts at odor control. All residual waste from the processed green waste storage pad and trim and cull operations pad is thoroughly cleaned out and washed down within one hour after completion of all daily green waste loading and trim and cull activities. The operator also maintains and advertises the 24-hour hotline number to receive and respond to issues, concerns, and complaints from surrounding neighbors. Records of such complaints are maintained along with a report of action taken on each call received.

Dust Control

The operator washes each of the operator's waste trucks daily on-site to reduce the potential for transport of dust and foreign objects onto surrounding streets and neighborhoods. In the same interest, the operator sweeps the facility at least once per hour and the streets at least twice per day. Every two to four hours, the operator employs its specially modified water truck to spray a light coat of water over the facility grounds, also in order to manage odor and dust emissions. These dust control measures will be utilized more frequently as needed. Additional dust control measures include moistening all inbound loads of wood products and watering wood and wood chips during any movement, unloading, or grinding to limit dust and control fugitive dust.

As additional dust controls, the operator regularly checks and maintains all misting and spray nozzles to ensure that each is operating as intended. A misting system is also installed and operated along the perimeter fence to assist in suppressing airborne transport of dust and odor.

Vector Control

A vector control company sprays for insects, installs and monitors bait stations for rodents, and inspects the site weekly for rodents and insects. During the summer fly traps are set up around the transfer station, green waste, and food waste areas. To control birds, nylon monofilament is strung around the facility above the tipping floors for the transfer station and the food waste receiving area.

Parking

There are 40 existing parking spaces for the CR&RR facility. Fourteen of these spaces are located on the southeast corner of De Garmo Avenue and Pendleton Street (next to the scales) and the remaining 26 spaces are rented from the Pick Your Part parking lot across Pendleton Street.

D. PROJECT CHARACTERISTICS

The Proposed Project includes expansion in CR&RR operations and physical site improvements. Specifically, the Proposed Project involves the following items:

- Increase of the permitted tonnage for receipt of municipal solid waste under the existing SWFP;
- Expansion of the existing SWFP to include the non-permitted activities allowed under the IOA and increase in tonnage;
- Construction of a 107,000-square-foot structure to enclose back yard operations pursuant to the Stipulated Order for Abatement and Findings relating to odor emanating from green waste recycling operations;
- Installation of a Wet Scrubber System in the proposed 107,000-square-foot structure enclosure to further abate odors;
- Construction of two canopies: one over the existing incoming construction and demolition stockpile in the back yard operations (located along Randall Street) and the other to be located over the existing commercial refuse tipping area in the front yard operations area along the southern project site boundary;
- Perimeter Fence replacement; and
- Additional shift of employees.

These items are discussed in greater detail below under Solid Waste Facility Permit, Physical Improvements, and Staffing and Parking.

Solid Waste Facility Permit (SWFP)

As previously identified, CR&RR is a resource recovery (transfer station) operation. Approximately 65% of all material received at the site is processed and recovered for re-use and economic value in either agriculture, construction, plastics, papers, metals, etc. The remaining 35% is transferred to sanitary landfills.

CR&RR is proposing to revise the existing SWFP to include materials received under the current permit and those allowed under the IOA. The purpose of the revised solid waste facility permit is to consolidate resource recovery (transfer station) and recycling operations at Community Recycling under one comprehensive permit in order to respond to new recycling industry regulations, and also increase the permitted tonnage over what currently takes place at the facility. As discussed above, CR&RR is currently permitted under the existing permit to receive 1,700 TPD of Municipal Solid Waste.

Additionally, CR&RR currently receives a total of 2,900 TPD of non-permitted recyclable materials pursuant to the IOA.

As shown in Table II-1, the revised permit would include all of the existing materials currently received and an increase in tonnage of those materials from 4,600 TPD to 6,700 TPD.

CR&RR is also modifying the method of receiving material by utilizing an additional dedicated inbound scale that currently exists and used by CR&RR on leased property directly across the street on the east side of De Garmo Avenue. This would be utilized exclusively by Crown Disposal vehicles, which currently comprise approximately 50% of the incoming vehicles per day. The vehicles using this scale would enter from Randall Street. The driveway to the scale has off-street stacking lanes 500 feet long to remove vehicle stacking on De Garmo Avenue and Pendleton Street by vehicles waiting for load inspection and permission to enter the premises.

**Table II-1
Revised SWFP Materials and Tonnage Permitted**

Type of Waste	Current Amount Allowed Per Existing SWFP and IOA	Expanded Tonnage under Revised SWFP
SWFP		
Municipal Solid Waste	1,700 TPD	2,500 TPD
IOA		
Construction Materials	1,200 TPD	2,000 TPD
Source-Separated Green Waste	1,200 TPD	1,500 TPD
Source-Separated Supermarket Trim and Cull	350 TPD	500 TPD
Source-Separated Wood Waste	150 TPD	200 TPD
TOTAL	4,600 TPD	6,700 TPD
<i>TPD = tons per day</i>		

Physical Improvements

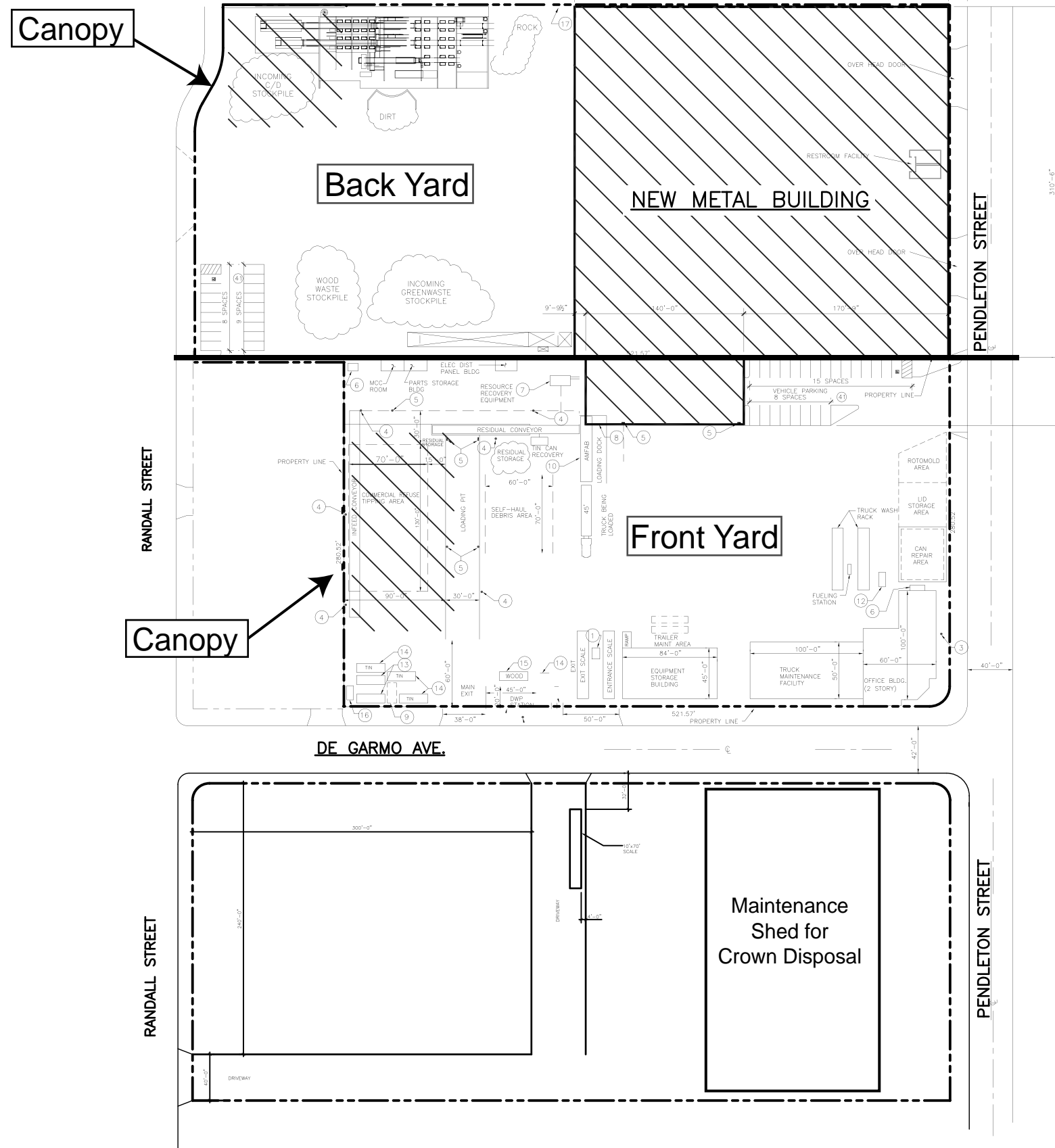
The physical improvements on-site include: a new building, roof structures/canopies, and the replacement of the existing perimeter fence. The new building was proposed by the applicant in December 2004 in response to the Stipulated Order of Abatement and Findings by the SCAQMD identified above in order to reduce odors and dust emanating from the site. The enclosure, roof structures, and perimeter fence will be constructed of the same metal panel siding material (refer to Figure II-3, Proposed Site Plan).

Proposed Building

Pursuant to the SCAQMD Stipulated Order for Abatement on odors emanating from organics and food materials, a 107,000-square-foot structure is proposed to enclose most of the back yard operations relating

Canopy

Canopy



Legend

- ① SCALE HOUSE
- ② PORTABLE TOILETS
- ③ DWP WATER MAIN
- ④ FIRE HOSE & FAUCET
- ⑤ 1000 WATT AREA LIGHTS
- ⑥ ELECTRICAL TRANSFORMER & MAIN
- ⑦ LOGEMAN BALER
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- ⑨ RAINWATER CLARIFIER (BELOW GRADE)
- ⑩ AMFAB COMPACTOR
- ⑪ DWP ELECT. STATION
- ⑫ TRUCK WASH CLARIFIER
- ⑬ PLASTIC STORAGE
- ⑭ FERROUS & NON-FERROUS STORAGE
- ⑮ WOOD STORAGE
- ⑯ HAZARDOUS MATERIALS STORAGE AREA
- ⑰ 10'-0" HIGH BLOCK WALL



Source: Wiss, Janney, Elstner Associates, Inc., December 7, 2007.

to those materials. Specifically, the structure would enclose the current produce trim and cull receiving operations, processed organics stockpile, and the wood receiving, processing and ground material stockpile.

The structure is proposed to include four truck or tractor openings – two facing Pendleton Street, one along the east building elevation, and one along the south building elevation. Like under existing conditions, the fluid collected from the supermarket trim and cull operations would be collected and pumped into a sealed tank truck for off-site disposal. Ponding of liquids would not be permitted on the premises like under existing conditions. Further, as under current operations, no dairy or meat products would be accepted at the supermarket trim and cull facility, and the load check for these materials would continue to be implemented, as described above.

Wet Air Scrubber System

The proposed 107,000-square-foot building enclosure would utilize a negative draft system that would draw air from the receiving and processed stockpile areas inside the building. The air would then be treated through an odor cleansings system (wet air scrubber) to remove the odorous compounds before the air is discharged to the atmosphere. The building wet air scrubbers remove a wide variety of odor causing compounds. The compounds are adsorbed into a liquid and then oxidized by various chemicals, including ozone. The ozone would be produced from air that has been compressed and dried. The ozone generator would convert some of the dry air into ozone (typically 1% to 2% ozone by weight) by flowing through the plasma discharge contained within the ozone generator. The gaseous ozone/air mixture would immediately be dissolved into water through a venturi injector driven by a booster pump. The ozone rich water would be then re-circulated through the scrubber system. System control would be through a feedback loop continuously monitoring ozone levels in the scrubbing solution. Ambient ozone detectors would also be provided as safety devices to alarm and shut down the system if the ozone levels rise above preset parameters. Equipment used to drive this operation includes a 15-horse power (HP) compressor, one ozone generator, and two 20-HP booster pumps. This equipment along with other control panels, pressure relief valves, de-gassing separators, and monitoring equipment would be mounted on a mass transfer skid and located outside of the proposed 107,000-square-foot building enclosure. This equipment would be unshielded to allow for easy maintenance and accessibility.

HVAC System

The proposed 107,000-square-foot building enclosure would include rooftop mechanical equipment and heating, ventilation, and air conditioning (HVAC) units and exhaust fans in order to provide cooling and ventilation within the building.

Proposed Canopies

Two roof canopies are proposed, one at the southern corner of the project site off Randall Street and a second along the southeastern property line. As previously indicated, the canopies would be constructed

of the same metal panel material as the proposed building. The first canopy, located at the southern corner of the project site, south of a driveway on Randall Street, would cover the incoming construction and demolition stockpile operation located in the back yard. The canopy would measure approximately 100 feet wide by 100 feet long with a maximum height of 50 feet. The canopy would attach to a new perimeter fence (described below) on two sides and extend out over the incoming stockpile as well as covering the in-feed conveyor to the system. The pile height under this canopy would not exceed 40 feet in height, and would be concealed by siding as to not create a visual nuisance to the community. The second canopy would be located along the southern property line north of Randall Street in the existing refuse transfer station located in the front yard. The canopy would measure approximately 90 feet wide by 175 feet long with a maximum height of 28 feet high and would cover the incoming waste tipping floor. The roof would be attached to a new perimeter fence on the south side of the tipping floor and would also have a new wall constructed along the north side of the tipping floor. The pile height under this canopy would not exceed 25 feet in height.

As an additional measure, misting nozzles would be placed over the “heavies” load-out area to prevent the migration of dust from this area as further abatement pursuant to the Stipulated Order. The “heavies” are bulky or heavy items that have been delivered to the transfer station by collection vehicles designated for the MRF system that are too large or heavy to be processed through the MRF. If these items were to be processed through the MRF, they would cause considerable damage and/or downtime. These items are therefore identified and set aside by the excavator or loader operator for separate processing. If the items cannot be recovered in another on site recycling program, they are loaded, by the excavator operator, directly into an open top trailer which will be parked in the loading pit and sent to the landfill. The misting system will be installed above this area so that when the heavy items are loaded into the trailer they do not create dust.

Proposed Fence

The existing perimeter fence is constructed of a mix of materials and varies in height, including stand alone eight- to 12-foot high concrete block walls, mesh panels atop 12-foot-high concrete block, and chain link fencing along the north and west sides. CR&RR has proposed to replace the existing fence with a new one that would include a 25-foot-high metal panel wall along the southern and northern boundaries of the project site. Along the eastern boundary, where the project is set back from the street, a 13-foot metal panel wall would be placed atop the existing 12-foot concrete block wall. The new fence would proceed from the proposed new 107,000-square-foot building enclosure south along the property line with the adjacent property on Randall Street. It would proceed east along the Randall Street frontage to the property line with the adjacent property, turn north along the property line, and turn east again along the property line to De Garmo Avenue. The fence would continue north along De Garmo Avenue to the intersection with the existing 25-foot high building, where it would terminate. There would be two openings in the fence along De Garmo Avenue (the entrance and exit gates) and one opening in the fence along Randall Street (the entrance/exit gate).

Views of the project site as they currently appear and as they would appear with the Proposed Project physical improvements are provided in Figure II-4 through Figure II-12. Figure II-4 provides a key to the location of the photographs and renderings of the proposed improvements.

Hazardous Waste Identification and Handling Procedures

Load Check Program

To identify hazardous wastes brought to the facility, the facility would conduct two random load checks per day at the transfer station. The load check is the process by which an incoming load is selected (without prior notice) for spreading on the tipping floor, or some suitable area, so that its contents may be thoroughly visually inspected for hazardous waste, e-wastes, questionable waste, and unacceptable items. The scale house will display a prominent sign stating what wastes are not acceptable, and that all vehicles are subject to random search.

In addition to visual load checking, all loaded vehicles crossing the main scale as well as the scale in the Pendleton yard would be scanned for radioactive materials through the use of radiation detectors located at each scale. The radiation detectors are calibrated once every six months, and were last calibrated in November 2008. A sample for calibrating is kept on site. When it is detected that an incoming load is carrying radioactive material, the supervisor on site is notified. The supervisor then notifies the County Health Department as well as the Local Enforcement Agency (LEA). The load is tipped on the floor in a separate area and is segregated in an attempt to identify the generator of the material. If the generator of the radioactive material can be identified, the County Health Department and LEA are provided with the information. The radioactive material is held separately until the radioactive levels drop to an acceptable level.

Load Screening Program

In addition to the transfer station's minimum of two random load checks at the site's front yard operations, a minimum of six random load checks/screening in the back yard operations are required and would be performed under the Proposed Project. Every load that is tipped in the self-haul or Construction and Demolition (C&D) pile is spot checked by a spotter to ensure that the material meets the requirements of the CR&RR facility, such as no hazardous waste, no e-waste, no excessive odors or dust, etc. Simultaneously, the spotters are also checking to ensure that the material meets the requirements of the area in which the materials are being dumped. In addition, self-haul loads that are entirely wood or green waste are redirected to their respective processing areas. These spotters also remove contamination from the wood, green waste, and self-haul piles and segregate any electronic waste or hazardous waste that has been left behind. If the spotter is able to identify hazardous or electronic waste while the customer is still on site (which is typical), the material is returned to the customer. If the customer who brought the unwanted or unpermitted waste cannot be identified, the hazardous waste is moved to the hazardous material storage area that is located in the southeast corner of the transfer station. Daily, a set number of loads are selected and separated on a random basis to ensure that they contain no hazardous waste.

All results of load checking/screening are documented, kept in a log book, and the records are stored onsite. Copies of the front yard's load checking records and the backyard's load screening records are kept onsite for one year, and made available for review by inspectors. After one year, documentation of all load checks is recycled. If an incident of great significance has occurred, CR&RR will maintain the records for an additional year at the office located at 11216 Pendleton Street. To date, no incident has been of enough importance to merit storage of the records for an additional year.

Staffing, Parking, and Circulation

To accommodate the increased tonnage under the revised SWFP, CR&RR has proposed an additional group of 28 employees to work the existing night shift. Currently, 39 employees work the front yard and back yard areas during the night shift. With the additional employees, the night shift would total 67 workers, which is less than the day shift total of 74.

According to the Los Angeles Municipal Code (LAMC), the proposed 107,000-square-foot building enclosure would require an additional 35 parking spaces. However, the proposed structure would not house new uses, or operations resulting in additional parking spaces beyond the current 40 spaces, located on the southeast corner of De Garmo Avenue and Pendleton Street and in the Pick Your Part lot across Pendleton Street. These existing spaces accommodate CR&RR current employees for both day and night shifts. The additional night shift employees would be accommodated by the current 40 parking spaces. Therefore, CR&RR has requested a zone variance pursuant to LAMC, Section 12.27, to permit 40 parking spaces in lieu of a total of 75 spaces that would otherwise be required.

It is proposed that all vehicles would enter the east-of-De Garmo project site (4.26-acre site) area from Randall Street (both Crown and non-Crown Disposal vehicles) and would use the two stacking lanes. One of the stacking lanes would be for the Crown Disposal vehicles and the other lane for the non-Crown Disposal vehicles. From the stacking lane, the non-Crown Disposal vehicles would then cross De Garmo Avenue and proceed to the scales in the front yard of the transfer station site. The Crown Disposal vehicles would continue to use to scale on the smaller site.

Landscaping and Irrigation

If the area around the perimeter of the site is landscaped, the landscaping would be irrigated to the extent feasible with reclaimed (grey) water.

E. PROJECT OBJECTIVES

The project's objectives for the Proposed Project are:

- To construct an enclosure over the existing organics area in compliance with the SCAQMD Stipulated Order of Abatement on odor;

- To consolidate permitted and non-permitted resource and recovery operations under one comprehensive permit in order to comply with new recycling industry regulations; and
- To increase resource recovery and recycling operations to respond to existing and future recovery and recycling requirements and population growth.

F. DISCRETIONARY ACTIONS

The City of Los Angeles is the lead agency for the project. In order to construct the project, the applicant is requesting approval of the following discretionary and ministerial actions from the City:

- **Pursuant to L.A.M.C. Section 12.27**, a zone variance to permit 40 parking spaces in lieu of 75 parking spaces.
- **Pursuant to L.A.M.C. Section 16.05**, site plan review for a development which results in an increase of more than 50,000 square feet of non-residential floor area.
- **Pursuant to Title 27, Section 21640 of the California Code of Regulations**, a five year permit review.
- **Pursuant to L.A.M.C. Section 12.21 A.18(f)**, a Conditional Use Permit for the operation of the facility.

Other Actions Sought:

Pursuant to various sections of the Los Angeles Municipal Code, the applicant would request approvals and permits from the Building and Safety Department (and other municipal agencies) for project construction activities including, but not limited to the following: demolition, excavation, shoring, grading, foundation, haul route, building, and tenant improvements.

Federal, state, and regional agencies that may have jurisdiction over some aspect the project include, but are not limited to:

- Regional Water Quality Board; and
- South Coast Air Quality Management District.

G. INTENDED USES OF THE EIR

This EIR will be used by the City of Los Angeles Environmental Affairs Department, Zoning Administrator, and various responsible and trustee agencies during consideration of the Proposed Project, including:

- City of Los Angeles, Environmental Affairs Department, as the LEA, for combining all operations under one five-year permit review;

- City of Los Angeles, Environmental Affairs Department, as the LEA, for a comprehensive SWFP to include both the currently permitted and non-permitted operations at the site;
- Zoning Administrator, a zone variance to permit 40 parking spaces in lieu of 75 parking spaces;
- Planning Department, site plan review for a development which results in an increase of more than 50,000 square feet of non-residential floor area;
- California Integrated Waste Management Board, for concurrence in the issuance of the revised SWFP for the entire site; and
- Department of Building and Safety (and other municipal agencies), pursuant to various sections of the Los Angeles Municipal Code, the applicant would request approvals and permits for project construction activities.



Source: The Thomas Guide Digital Edition, 2006.



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Figure II-5
View A

Existing View Looking Southwest Along Pendleton Street

Vehicle Parking Area



Source: The Thomas Guide Digital Edition, 2006.



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Figure II-6
View A

View of Proposed Building Looking Southwest Along Pendleton Street



Source: The Thomas Guide Digital Edition, 2006.

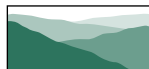


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Figure II-7
View B
Existing View Looking West Along De Garmo Avenue



Source: The Thomas Guide Digital Edition, 2006.



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Figure II-8
View B
View of Proposed Perimeter Fence Looking West Along De Garmo Avenue



Source: The Thomas Guide Digital Edition, 2006.



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Figure II-9
View C

Existing View Looking Southwest Along Randall Street



Source: The Thomas Guide Digital Edition, 2006.



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Figure II-10
View C: View of Proposed Perimeter Fence,
Wrapping Around Adjacent Property, Looking Southwest Along Randall Street



Source: The Thomas Guide Digital Edition, 2006.



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Figure II-11
View D

Existing View Looking East on Randall Street



Source: The Thomas Guide Digital Edition, 2006.



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Figure II-12
View D

Proposed Perimeter Fence Looking East on Randall Street