DRAFT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

UNIVERSAL WASTE SYSTEMS, INC.
24TH STREET TRANSFER STATION

2460 - 2440 E. 24TH STREET, AND 2465 E. 25TH STREET
LOS ANGELES, CALIFORNIA 90058

Lead Agency:

City of Los Angeles Local Enforcement Agency
3550 Wilshire Blvd., 18th Floor
Los Angeles, California 90010
(213) 252-3348

August 2016

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SECTION 1. INTRODUCTION

1.1 Proposed Project

The proposed project entails construction of a one-story/50' +/- tall, 30,000 square foot (sf) solid waste transfer station building and application for a 1,000 ton per day (TPD) Solid Waste Facility Permit (SWFP) on approximately 1.3 acres located at 2440-2460 E. 24th Street and 2465 E. 25th Street in the City of Los Angeles (see **Figure 1**, Vicinity Map).

The project site is currently occupied by Universal Waste Systems (UWS), Inc., and used for parking the company's refuse collection vehicles, compressed natural gas (CNG) refueling of those vehicles, vehicle maintenance, offices, and operation of a 150 TPD Direct Transfer Facility (DTF) solid waste facility (reference SWFP 19-AR-1251) and a 15 TPD Limited Volume Transfer Operation (LVTO) solid waste facility (reference SWFP 19-AR-1253). The existing solid waste facility permits will be combined into the new 1,000 TPD permit.

The requested SWFP will increase the permitted amount of material processed and transferred at the facility from 165 TPD to a maximum of 1,000 TPD. The collection truck yard will be relocated to another UWS property outside the City of Los Angeles, and approximately 6,500 square feet of existing office and truck maintenance floor area will be demolished to accommodate the proposed project.

The following Draft Initial Study/Mitigated Negative Declaration (Draft IS/MND) evaluates the environmental impacts associated with construction of a new 30,000 sf transfer station and new SWFP to operate a Large Volume Solid Waste Transfer/Processing Facility in the City of Los Angeles.

As shown in **Figure 2,** Site Plan**,** the proposed project will be located on two separate parcels: Parcel 1 is approximately 46,000 sf in area, and will be developed with the one-story/50' +/- tall, 30,000 sf transfer station. The transfer station building will include food waste processing equipment, an at-grade load-out area, push-walls, a tipping area which can accommodate multiple collection vehicles, a hazmat locker, and separate ingress/egress points for collection and transfer trucks. A 45-foot long automated scale and radiation detector will also be included on Parcel 1. Parcel 2 is approximately 11,600 sf in area and will be developed with offices, a break room and restrooms, and parking.

The proposed project is subject to the California Environmental Quality Act (CEQA) due to the proposed construction of a new 30,000 sf solid waste transfer facility and due to the proposed application for a large volume SWFP which will allow up to 1,000 TPD of solid waste material to be processed at the facility. A SWFP is reviewed and approved by the City of Los Angeles Local Enforcement Agency (LEA) and the California Department of Resources, Recycling and Recovery (CalRecycle). The City of Los Angeles LEA is the designated *Lead Agency* for the proposed project and will be responsible for the project's environmental review. Section 21067 of CEQA defines a Lead Agency as the public agency that has the principal responsibility for carrying out or approving a project that may have a significant effect on the environment. As part of the proposed project's environmental review, the City LEA has authorized the preparation of this Draft IS/MND. The primary purpose of CEQA is to ensure that decision-makers and the public understand the environmental implications of a specific action or project. The purpose of this Draft IS/MND is to ascertain whether the proposed project will have the potential for significant adverse impacts on the environment.

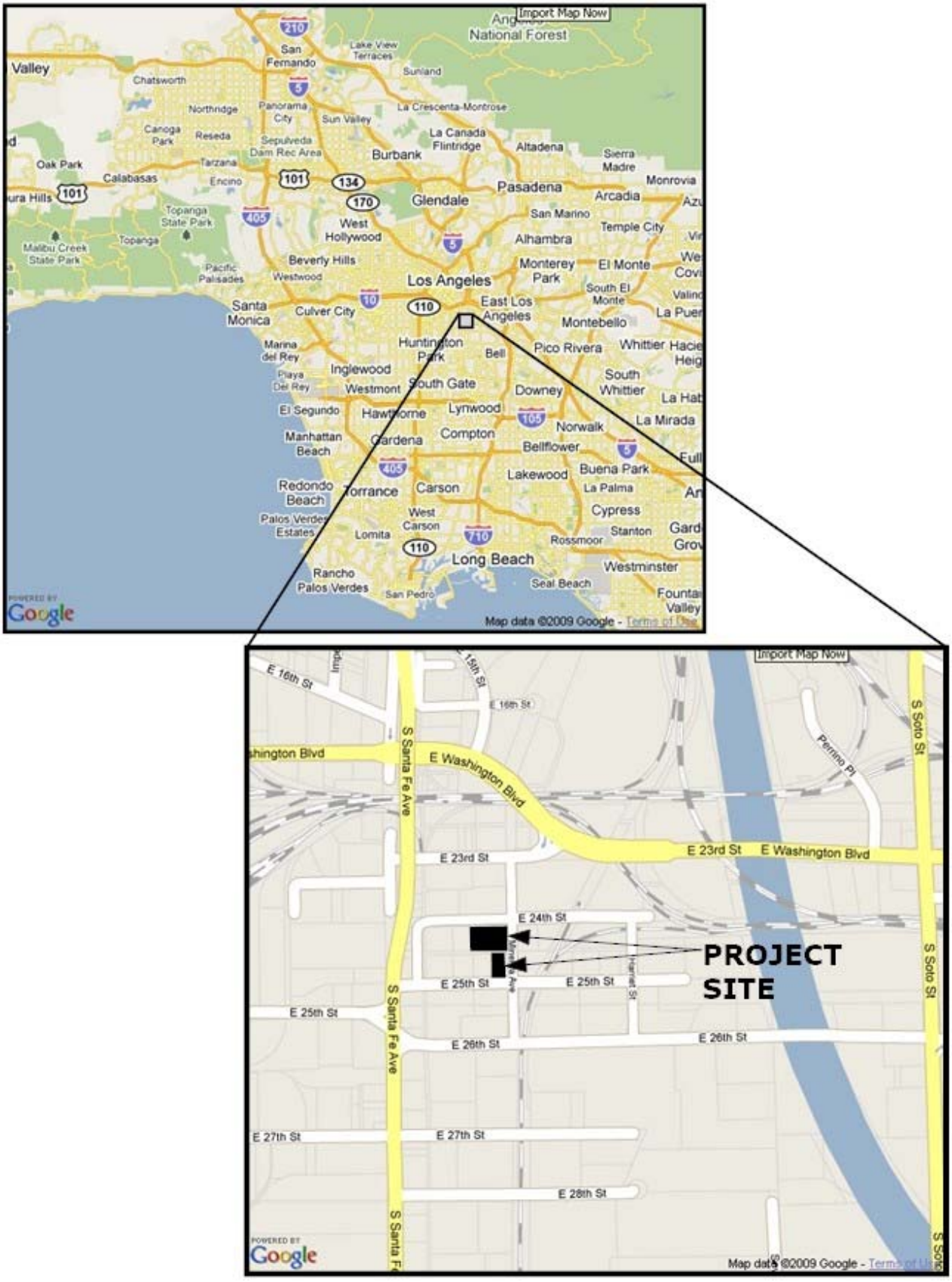


FIGURE 1 – SITE VICINITY AND LOCATION MAP

PROJECT INFORMATION

ADDRESS: 2460 AND 2440 E. 24TH STREET, AND 2465 E. 25TH STREET LOS ANGELES, CA 90058

APN: 5168-020-017, 027 AND 028

PARCEL SIZE: PARCEL 1: 46,000 S
PARCEL 2: 11,600 SF

ZONING: M3 (HEAVY INDUSTRIAL)

EXISTING USE: OPERATION OF A MIXED MUNICIPAL SOLID WASTE DIRECT TRANSFER FACILITY (<150 TONS PER DAY), A MIXED RECYCLING LIMITED VOLUME TRANSFER FACILITY (<15 TONS PER DAY) AND A COLLECTION TRUCK PARKING AND CNG FUELING FACILITY.

PROJECT: CONSTRUCT AND OPERATE A 30,000 SF LARGE VOLUME TRANSFER STATION WITH A MAXIMUM THROUGHPUT NOT TO EXCEED 1,000 TONS PER DAY. OTHER COMPONENTS OF THE PROJECT INCLUDE APPROXIMATELY 400 SF OF OFFICE/BREAK ROOM AND RESTROOM SPACE, A 45-FOOT LONG AUTOMATED TRUCK SCALE, AND PARKING FOR AT LEAST 25 VEHICLES.

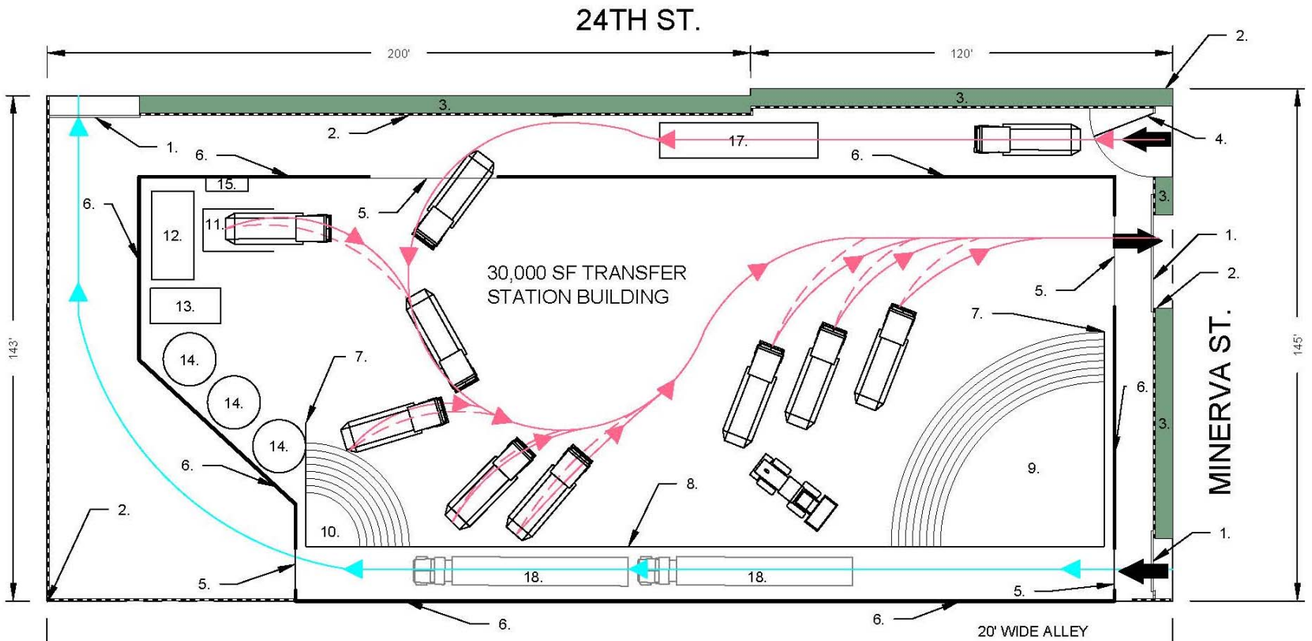
PARKING REQUIRED: 25 SPACES REQUIRED AS FOLLOWS:

1 PARKING SPACE/500 SF FOR THE FIRST 10,000 SF (10,000/500 = 20 SPACES)

PLUS 1 SPACE PER EACH 5,000 SF IN EXCESS OF THE FIRST 10,000 SF (20,000/5,000 = 4 SPACES).

1 SPACE REQUIRED FOR 400 SF OF OFFICE SPACE AT A RATIO OF 1 SPACE PER 300 SF OF OFFICE FLOOR AREA.

PARKING PROVIDED: 27 STANDARD SPACES
1 HC ACCESSIBLE PARKING SPACE



KEY NOTES:

1. ROLLING GATE
2. 8-FOOT TALL BLOCK WALL
3. 5-FOOT WIDE LANDSCAPE AREA
4. SWINGING GATE
5. ROLL-UP DOOR
6. BUILDING WALL
7. 12-FOOT TALL PUSH WALL
8. 5-FOOT TALL PUSH WALL (ADJACENT TO LOAD OUT AREA)
9. TIPPING AREA "A" PILE
10. TIPPING AREA "B" PILE
11. FOODWASTE BUNKER
12. FOODWASTE PROCESSING EQUIPMENT
13. RESIDUALS ROLL-OFF
14. FOODWASTE PRODUCT STORAGE TANKS
15. HAZMAT LOCKER
16. MODULAR OFFICE
17. 45-FOOT LONG TRUCK SCALE
18. LOAD-OUT AREA

LEGEND

- TRANSFER TRUCK CIRCULATION AND DIRECTION OF TRAVEL (45' TURNING RADIUS)
- COLLECTION TRUCK CIRCULATION AND DIRECTION OF TRAVEL (43.5' TURNING RADIUS)

(DASHED LINES INDICATES VEHICLE BACK-UP)

N

GRAPHIC SCALE

0' 20' 40' 60' 80' 100' 150'

FIGURE 2 - SITE PLAN

1.2 Purpose of the Draft Initial Study/Mitigated Negative Declaration

The attached Initial Study evaluates the environmental impacts associated with construction and operation of a 30,000 sf transfer station building with a maximum throughput of 1,000 TPD.

Pursuant to the CEQA Guidelines, additional purposes of this Draft IS/MND include the following:

- To facilitate the project's environmental assessment early in the design and development of the proposed project;
- To eliminate unnecessary Environmental Impact Reports (EIRs);
- To determine the nature and extent of any impacts associated with the proposed project; and,
- To provide the City LEA and CalRecycle with information to use as the basis for deciding if the proposed mitigation measures are adequate to reduce the project's potential environmental impacts to less than significant levels.

Although this Initial Study was prepared with consultant support, the analysis, conclusions, and findings that were made as part of its preparation, fully represent the independent judgment and position of the City of Los Angeles Local Enforcement Agency (LEA), in its capacity as the Lead Agency. The City of Los Angeles LEA has determined, as part of this Initial Study's preparation, that a Mitigated Negative Declaration is the appropriate environmental document for the proposed project's CEQA review.

This Initial Study and the Notice of Intent to Adopt a Mitigated Negative Declaration will be forwarded to responsible agencies, trustee agencies, and the public for review and comment. A 30-day public review period will be provided to allow these entities and other interested parties to comment on the proposed project and the findings of this Initial Study.

The California Environmental Quality Act (CEQA), as established by the statute (Public Resources Code§§ 21000 *et seq.)*, requires that the environmental implications of an action by a local agency be estimated and evaluated before project approval. This Draft IS/MND has been prepared in accordance with Section 15063 of CEQA Guidelines (14 Cal. Code Reg. 1500 *et seq.*) and provides the assessment for a determination of whether the project may have a significant effect on the environment.

SECTION 2. PROJECT INFORMATION

2.1 Project Title: UWS, Inc. 24TH Street Transfer Station

2.2 Lead Agency: City of Los Angeles
Department of Building and Safety
Local Enforcement Agency
3550 Wilshire Boulevard, 18th Floor
Los Angeles, CA 90010

2.3 Contact Person: David Thompson, (213) 252-3932

2.4 Project Location: 2460 E. 24th Street
Los Angeles, CA 90058
APN: 5168-020-017, 027 and 028
(see **Figure 1**)

2.5 Project Sponsor Universal Waste Systems, Inc.
9016 Norwalk Boulevard
Santa Fe Springs, CA 90670
(562) 695-8236
Attn: Mark Blackburn

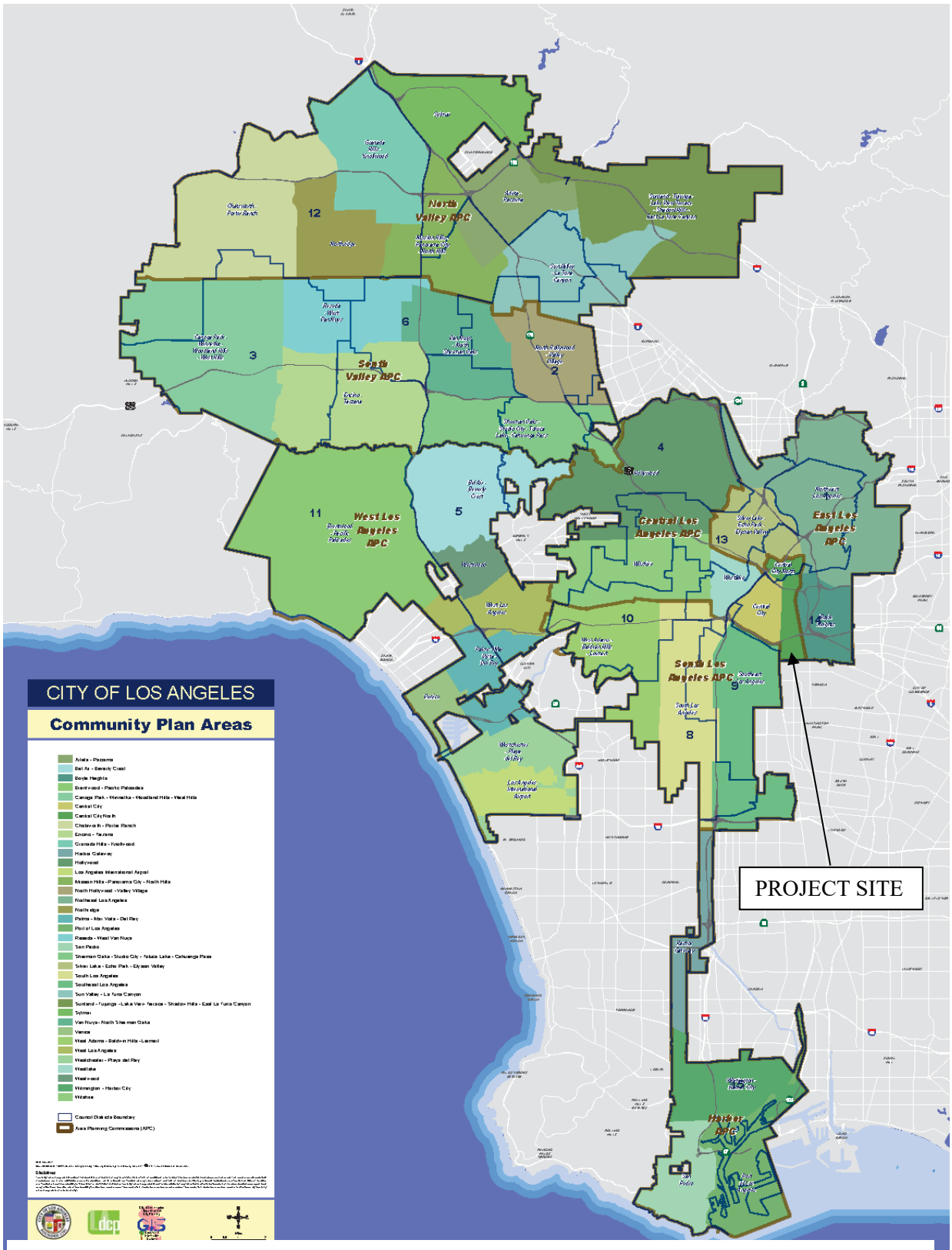
2.6 General Plan Designation The City of Los Angeles General Plan Land Use Map for the Central City North Community Plan designates the project site heavy industrial with a corresponding zone of M3 (heavy industrial) (**Figures 3 and 4**).

2.7 Zoning The UWS, Inc. Transfer Station site is zoned M3 under the City of Los Angeles municipal code as shown in **Figure 5** and the operation is permitted by right.

Los Angeles Municipal Code (LAMC) Section12.24U22(c) states in part that Recycling Materials Processing Facilities shall be permitted in the M2 and M3 Zones without obtaining a conditional use permit provided that:

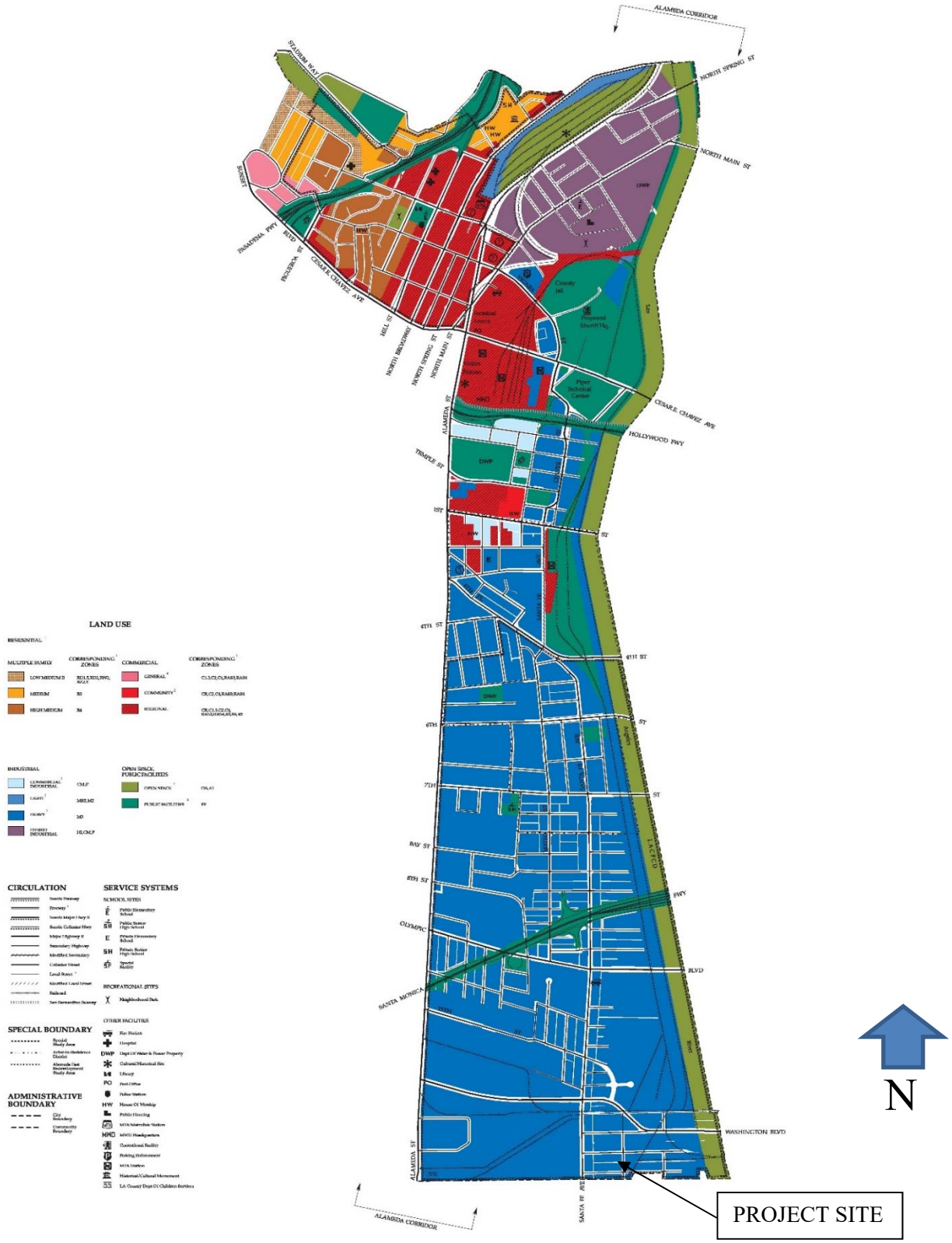
> The facility shall be located at least 1,000 feet from any A, R, C, P, PB, MR, or M1 Zone or use.

The UWS, Inc. Transfer Station site is not located within 1,000 feet of residential property located in the City of LA, or within 1,000 feet of City of LA zoned A, R, C, P, PB, MR, or M1 properties, nor is it located within 1,000 feet of residential zoned property located in the City of Vernon as shown in **Figure 5**.



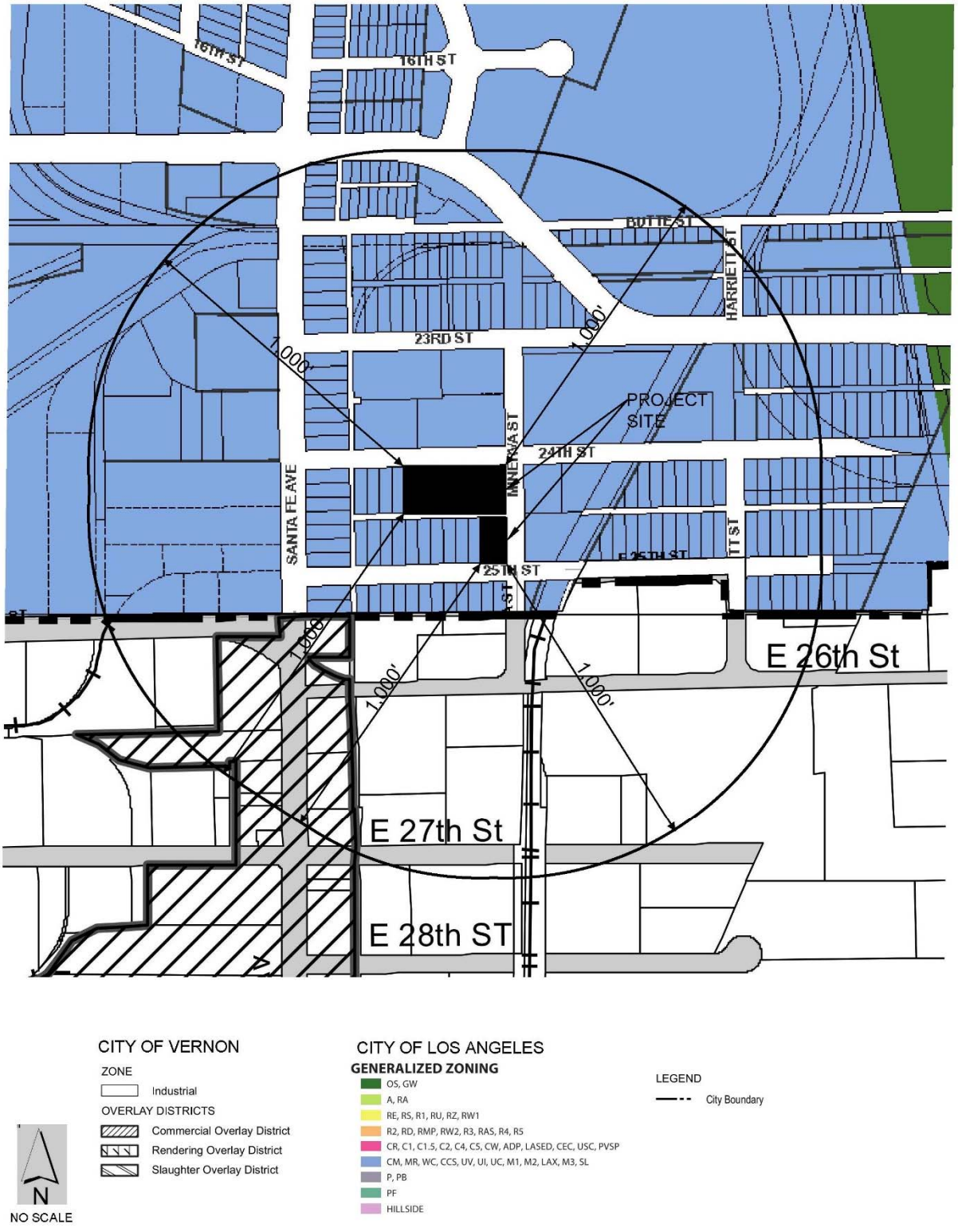
Source: City of Los Angeles GIS Map Gallery - http://planning.lacity.org/MapGallery/Image/Citywide/CPA_apc.pdf

FIGURE 3 – MAP OF LOS ANGELES COMMUNITY PLAN AREAS



Source: City of Los Angeles Northeast LA Community Plan

FIGURE 4 – MAP OF CITY OF LA NORTHEAST COMMUNITY PLAN AREA



Source: City of Los Angeles ZIMAS, City of Vernon Zoning Map/Hogle-Ireland, and Clements Environmental

FIGURE 5 - 1,000 FOOT RADIUS ZONING MAP

2.8 Purpose of the Draft IS/MND

This Draft IS/ND has been prepared to analyze and evaluate the environmental impacts and, if necessary, recommend mitigation measures related to construction of a 30,000 sf solid waste transfer facility with a maximum permitted throughput capacity of 1,000 tons per day. The requested SWFP will increase the permitted amount of material processed daily at the facility from 165 TPD to a maximum of 1,000 TPD.

2.9 Background

UWS, Inc. currently occupies approximately 57,600 sf of land south of downtown Los Angeles a portion of which is used for parking, repair and compressed natural gas (CNG) refueling of company owned refuse collection vehicles, as well as for transferring up to 165 TPD of solid waste, as permitted under SWFPs 19-AF-1251 and 19-AR-1253.

2.10 Project Description

The proposed project entails construction and operation of a one-story/50' +/- tall, 30,000 square foot (sf) solid waste transfer station and application for a 1,000 ton per day (TPD) Solid Waste Facility Permit (SWFP) on approximately 1.3 acres located at 2440-2460 E. 24th Street and 2465 E. 25th Street in the City of Los Angeles (see **Figure 1**).

As previously shown in **Figure 2**, the proposed project will be located on two separate parcels: Parcel 1 is approximately 46,000 sf in area, and will be developed with a one-story/50' tall, 30,000 sf transfer station, an at-grade load-out area, a tipping area which can accommodate multiple collection vehicles, a hazmat locker, and separate ingress/egress points for collection and transfer trucks. A 45-foot long automated scale and radiation detector will also be included on Parcel 1. The project may also include food waste processing equipment. Parcel 2 is approximately 11,600 sf in area and will be developed with a portable trailer which will include offices, a break room and restrooms, and required parking.

During operating hours, inbound collection trucks, which have an 8-ton payload capacity, will access the site from Minerva Street, weigh-in over an automated 45-foot long truck scale and proceed to a location on the tipping floor inside the transfer station building as directed by a "spotter". Material on the tipping floor, which may be segregated based on waste type or collection truck route, will be top-loaded using push walls into transfer trucks which have a separate access drive off of Minerva Street. Transfer trucks, which have a payload capacity of 23 tons, are loaded using an excavator and/or loader. Axel scales under the transfer truck, and a scoreboard showing the payload weight will insure that the maximum payloads are reached. Once full, the transfer trucks will exit the site onto 24th Street and proceed to local landfills or material processing facilities.

Organic material (pre- and post-consumer food waste) processing may also be conducted at this facility with the goal of removing packaging and/or dewatering with short-term material storage in tanks prior to being transported to composting or anaerobic digestion facilities.

The facility will be permitted to operate up to 24 hours per day, seven days a week.

Regional access to and from the project site is available from the 10 (Santa Monica) Freeway via on and off ramps located on Alameda Street or Santa Fe Avenue/Mateo Street, the 110 (Harbor) Freeway via Vernon Avenue or the 710 (Long Beach) Freeway via E. Washington Boulevard. Local access to the site is available via Santa Fe Avenue to East 25th Street and Minerva Street, via Soto Street to East 26th Street, or via Washington Boulevard to East 23rd Street to Minerva Street to East 24th Street. Washington Boulevard and Santa Fe Blvd are major truck routes and East 23rd, Minerva Street, and East 24th Street are all local streets that serve industrial businesses in the area. East 24th Street terminates east of the project site.

Included as **Appendix B** of this initial study is the **Universal Waste Systems, Inc. 24th Street Transfer Station, Transfer Processing Report (TPR)** which provides details of the operation of the MRF/TS facility and shows the location of all buildings, equipment, processing areas, tipping areas, material storage piles, capacity calculations and circulation patterns.

2.11 Surrounding Land Uses and Setting

The project site, as well as surrounding, privately owned properties within 1,000 feet of the project area are zoned City of LA M3, Heavy Industrial, and City of Vernon, Industrial and Industrial with a commercial overlay.

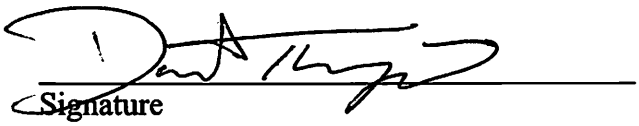
The site is not located within 1,000 sq. ft. of an M1 or more restrictive zone in the City of Los Angeles. The site is within the Los Angeles River Improvement Overlay District (reference ZI-2358). The project site is located over 3,500 feet from the nearest residential property located.

2.12 Other Agencies Whose Approval is Required

The proposed project will require issuance of a revised full Solid Waste Facility Permit from the Local Enforcement Agency in conjunction with the California Department of Resource Recycling and Recovery (CalRecycle).

FINDINGS: The environmental analysis provided in the attached Draft IS/MND indicates that the proposed project will not result in any significant impacts. For this reason, the City of Los Angeles Local Enforcement Agency determined that a Draft IS/MND is the appropriate CEQA document for the proposed project. The following findings may be made based on the analysis contained in the attached Initial Study:

- The proposed project *will not* have the potential to degrade the quality of the environment.
- The proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the City.
- The proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.



Signature

David Thompson

8/23/16

Date

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 page.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials	☐ Hydrology/Water Quality
☐ Land Use Planning	☐ Mineral Resources	☐ Noise
☐ Population/Housing	☐ Public Services	☐ Recreation
☐ Transportation/Traffic	☐ Utilities/Service Systems	☐ Mandatory Findings of Significance

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that 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.

☐ I find that the proposed project MAY have a significant effect on the environment, and an IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) 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.

☐ I find that 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 EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature _____ Date 8/23/16

David Thompson
Printed Name

SECTION 3. CEQA ENVIRONMENTAL CHECKLIST

The Environmental Checklist and discussion of potential environmental effects were completed in accordance with Section 15063(d)3 of the California Environmental Quality Act Guidelines to determine if the proposed project may have any significant impacts on the environment. A brief explanation is provided for all determinations. A "No Impact" or "Less Than Significant Impact" determination is made when the project will not have any impact or will not have a significant effect on the environment for that issue area, respectively, based on a project-specific analysis.

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off site as well as on site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063(c)(3)(D)). In this case, a brief discussion should identify the following:

    a) Earlier Analysis Used. Identify and state where they are available for review.
    b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant

to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

a) The significance criteria or threshold, if any, used to evaluate each question; and
b) The mitigation measure identified, if any, to reduce the impact to less than significance.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3.1. AESTHETICS Would the project:				
a. Have a substantial adverse effect on a scenic vista?				X

The site is located in an industrial, urbanized setting and developed with truck maintenance and office buildings. The site is also used for storage and refueling for company owned collection trucks as well as limited solid waste processing. The proposed one story/50-foot tall, 30,000 sf building will be in character and scale with surrounding development, and will screen the proposed solid waste transfer operations from view.

No scenic vistas will be adversely impacted by the proposed project.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X

The proposed project will not result in any damage or impacts to scenic resources, historic buildings or scenic highways as there are none on the project site on in the immediate project vicinity.

c. Substantially degrade the existing visual character or quality of the site and its surroundings?				X

The project site is located in an industrial, urbanized, setting and the proposed project will not result in any significant changes or adverse impacts to the visual character of the area.

d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?			X	

The project site is currently developed with buildings and structures that includes both interior and exterior lighting. The proposed project may include additional interior and exterior lighting that could increase nighttime light levels and potentially introduce new construction elements that could be a source of glare on sunny days. Since the project area is industrial in nature and there are not any residences in the immediate area that could be adversely affected by light or glare, the project related impacts would be considered to be less than significant, and no mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3.2. AGRICULTURE AND FORESTRY RESOURCES Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X

The site is zoned and used for industrial purposes and does not contain farmland of any kind. No impact to farmland will result from the proposed project.

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X

The site is zoned and used for industrial purposes and does not contain farmland of any kind. The project will not have any impacts on agricultural uses or a Williamson Act contract preserve.

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))?				X

The site is zoned and used for industrial purposes and does not contain forest or timberland of any kind. The project will not have any impacts on forest or timber resources.

d. Result in the loss of forest land or conversion of forest land to non-forest use?				X

There are no forest lands in the project vicinity and the project site is not part of a larger forest preserve. As a result, no impacts on forest land or timber resources will result from implementation of the proposed project.

e. Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X

There is no farmland or agriculturally zoned land in the area. The project will not contribute or result in the conversion of farmland to non-agricultural uses.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3.3. AIR QUALITY Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?				X

The project site is located in the South Coast Air Basin which is managed by the South Coast Air Quality Management District (SCAQMD) and covers a 6,600 square-mile area within Orange County, the non-desert portions of Los Angeles County, Riverside County, and San Bernardino County. The SCAQMD is required, pursuant to the Clean Air Act of 1988, to reduce emissions of criteria pollutants for which the basin is in non-attainment. Strategies to achieve these emissions reductions are included in the SCAQMD's Air Quality Management Plan (AQMP) for the region. The Final 2012 AQMP was jointly prepared with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG), and takes into account population projections for communities within the basin. Two consistency criteria that should be referred to in determining a project's conformity with the AQMP are identified in Chapter 12 of the AQMP and Section 12.3 of the SCAQMD's CEQA Air Quality Handbook. *Consistency Criteria 1* refers to a project's potential for resulting in an increase in the frequency or severity of an existing air quality violation or a contribution to the continuation of an existing air quality violation. *Consistency Criteria 2* refers to a project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation.

Regarding "Consistency Criteria 1", the proposed project will not result in an increase in the frequency or severity of an existing air quality violation or a contribution to the continuation of an existing air quality violation because collection trucks, which are and will be the primary vehicles using the facility, are required to comply with the California Air Resources Board solid waste collection vehicle (SWCV) rule which was adopted by the in 2004. This rule applies to all SWCV diesel vehicles more than 14,000 pounds in weight with engines more than 7 years old (before 2006) that collect waste for a fee. All vehicles subject to the SWCV rule are required to reduce smoke from 100% of tier 1 engines and 60% of tier 2 engines. Eventually all of the collection vehicles involved in commercial solid waste collection will use compressed natural gas (CNG), thus meeting these requirements. In addition, diesel fueled transfer trucks and off-road equipment used as part of the facility operation are also subject to increased emission controls and regulations as older engines are phased out and replaced with newer models.

Regarding "Consistency Criteria 2", The proposed project will not result in any significant adverse impacts related to the implementation of the AQMP as the project will not adversely affect any regional population, housing, and employment projections prepared for the City by SCAG. The project will reduce the number of UWS, Inc. employees on the site from approximately 25 to 14. The existing jobs associated with the collection route drivers and associated administrative personnel will be relocated to other UWS, Inc. facilities. According to SCAG, in 2008, the City of Los Angeles had a permanent population of 3,770,500 persons, 1,309,900 households, and employment for 1,735,200 persons. SCAG forecasts, in their 2012 Regional Transportation Plan (adopted April 2012), that by 2020, the City will have a total population of 3,991,700 persons (an increase of 5.9 percent from 2008), 1,455,700 households (an increase of 10.1 percent), and will provide employment for 1,817,700 persons (an increase of 4.3 percent). The local jobs created by the project will be considered a benefit to the local community. As a result, the proposed project would not be in conflict with, or result in an obstruction of, the applicable 2007 AQMP.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	

The project will result in short-term air emissions associated with construction of the proposed 30,000 sf transfer station building. The long-term operational emissions associated with the project include mobile emissions from vehicular traffic; on-site stationary emissions related to the operation of machinery; and off-site stationary emissions associated with the generation of energy (natural gas and electrical). The estimated equipment emissions from on-site sources are included in **Table 1** below. As indicated, the existing daily equipment emissions are below those thresholds considered to represent a significant impact. Furthermore, the analysis is a worse-case assessment that assumed that all of the equipment would be in use for the entire day. The sorting and baling equipment are electrically powered, thus representing a further reduction is emissions levels. Both short-term and long-term air quality impacts are considered to be less than significant.

TABLE 1 ON-SITE EQUIPMENT EMISSIONS

Equipment Type	**No.**	**Hrs./Day**	**Emission Factors lb./hr.**				
			CO	**VOC**	**NOx**	**SO_2**	**PM_{10}**
Equipment Emission Factors							
Forklift 4000 lb.	1	8	0.52	0.17	1.54	--	0.093
Loader	1	8	0.572	0.23	1.9	0.182	0.17
Excavator	1	8	0.675	0.15	1.7	0.143	0.14
Estimated Emissions							
Forklift 4000 lb.			4.16	1.36	12.32	--	.744
Loader			6.864	2.76	22.8	2.184	2.04
Excavator			5.4	1.2	13.6	1.144	1.12
Total Equipment Emissions			16.424	5.32	48.72	3.328	3.904
Daily Thresholds			550	55	55	150	150
Emission factors from SCAQMD CEQA Air Quality Handbook, Tables, 9-8-A and C							

Mobile emissions refer to those emissions generated by moving vehicles (cars, trucks, aircraft, trains, etc.). For this project, the mobile emissions associated with the facility's operation include trips to and from work by employees, truck trips (deliveries and shipments), and vendors. Future projected traffic includes approximately 125 collection truck trips, 13 employee/visitor trips, and 44 transfer truck/marketing truck trips. The majority of the collection trucks using the facility will be fueled by CNG, thus significantly reducing mobile emissions.

The California Emission Estimator Model (CalEEMOD) developed by Environ in collaboration with the SCAQMD and other Air Districts was used to determine the long-term operational impacts of the proposed project. The computer model requires the knowledge of a number of independent variables to ascertain project emissions, such as trip generation rates, size of the project, worker trip characteristics, and others. As indicated in **Table 2** on the next page, the facility's operational emissions are below daily thresholds of significance.

TABLE 2 SUMMARY OF OPERATIONAL EMISSIONS

Emission Source	ROG	NO_X	CO		SO_2	PM_{10}	$PM_{2.5}$
Area-wide (lbs./day)	0.5886	0.00002	0.00236		0.00	0.00001	0.00001
Energy (lbs./day)	0.0125	0.1137	0.0955		0.00068	0.00864	0.00864
Mobile (lbs./day)	0.5205	5.7010	5.7561		0.0166	0.9387	0.315
Total (lbs./day)	1.1216	5.81472	5.85396		0.01728	0.94735	0.32365
Daily Thresholds	55	55	550		150	150	55
Threshold Exceeded	NO		NO	NO	NO	NO	NO

As indicated at **Tables 1** and **2**, project-related operational emission levels will not exceed regional criteria pollutant thresholds established by the SCAQMD.

In addition, all diesel fueled vehicles using the facility must comply with the California Air Resources Board (CARB) regulations which require older engines to be retrofitted with approved pollution control devices, and new vehicles to use the latest low emission engines.

Operation of the facility related to processing and transfer operations may generate dust which could adversely affect air quality in the project vicinity. Dust will be reduced by: 1) confining all tipping and processing of incoming MSW and recyclables to the inside the proposed transfer building; 2) use of an overhead misting system; and 3) use of water hoses to control dust. Precautions, such as tarping and covering incoming and outgoing loads, will also reduce dust resulting from operation of the proposed facility.

Air quality impacts may result from dust and odors generated by the proposed project. Potential impacts will be mitigated to a level of insignificance by the following mitigation measures:

AQ 1. All inbound and outbound loads, stockpiles and material storage areas shall be secured by tarping, baling, compacting, misting, or other appropriate means to prevent spillage and dust.

AQ 2. All material transported on or off site shall be either sufficiently compacted, baled, or securely covered to prevent excessive amounts of dust.

AQ 3. Open-top trailers, in a top-loading configuration, are required to cover their loads before leaving the facility.

Particulate Emissions. The SCAQMD has prepared a table of mitigation measures for on-road engines. The list of mitigation measures for on-road engines is primarily intended to reduce particulate matter emissions. The following mitigation measures are proposed to reduce NOX, VOC and diesel particulate emissions:

AQ 4. UWS, Inc. will maintain mobile equipment used in conjunction with the Transfer Station per the manufacturer's specifications.

AQ 5. Any diesel fueled transfer or collection trucks, as well as off-road diesel equipment, utilizing the UWS, Inc. 24th Street Transfer Station facility would be required to comply with the control measures outlined for mobile sources in the 2007 Final AQMP, and are required to comply with the

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

California Air Resources Board (CARB) regulations which require older engines to be retrofitted with approved pollution control devices. Any new vehicles purchased by UWS, Inc. 24th Street Transfer Station will be required to use the latest low emissions engines.

c. Result in a cumulatively considerable net increase of any criteria pollutant for which the Air Basin is non-attainment (ozone, carbon monoxide, and PM10) under an applicable federal or state ambient air quality standard?			X	

The SCAB is a designated non-attainment area for ozone and particulates. The proposed project's implementation will not exceed the SCAQMD's thresholds for short-term and long-term emissions. As indicated in **Table 2**, the projected long-term emissions for the facility are also below thresholds considered to represent a significant adverse impact. As a result, the potential cumulative air quality impacts will be less than significant.

The project increases the amount and types of material being processed at the site resulting in increased criteria pollutant emissions from additional vehicle trips and expanded operations. As shown in Section 3.b. above, as well as in **Appendix C**, the project will not result in any of the standards for criteria pollutants being exceeded. The proposed project will facilitate increased landfill diversion and thereby reduce greenhouse gas emissions as recommended under AB 32.

The SCAQMD's 2007 Final AQMP presents the strategy to continue to improve air quality in the South Coast Air Basin. The plan includes emission reductions achieved from existing and proposed regulations and strategies for attaining the PM2.5 standard by 2015 and the 8- hour ozone standard by 2024.

Any diesel fueled transfer trucks, as well as off-road diesel equipment, utilizing the UWS, Inc. 24th Street Transfer Station MRF/TS would be required to comply with the control measures outlined for mobile sources in the 2007 Final AQMP.

d. Expose sensitive receptors to substantial pollutant concentrations?				X

Figure 8 shows the location of sensitive receptors in the project vicinity including the closest schools which are located between 3,900 feet north and 4,400 feet east of the project site. The site's location in an industrial area and the potential for project related truck traffic using local and residential streets is minimal. In addition, employees as well as regular customers of the facility will be instructed to avoid routes through any residential neighborhoods. Exposure of sensitive receptors to significant pollutant concentrations from the proposed project is not anticipated.

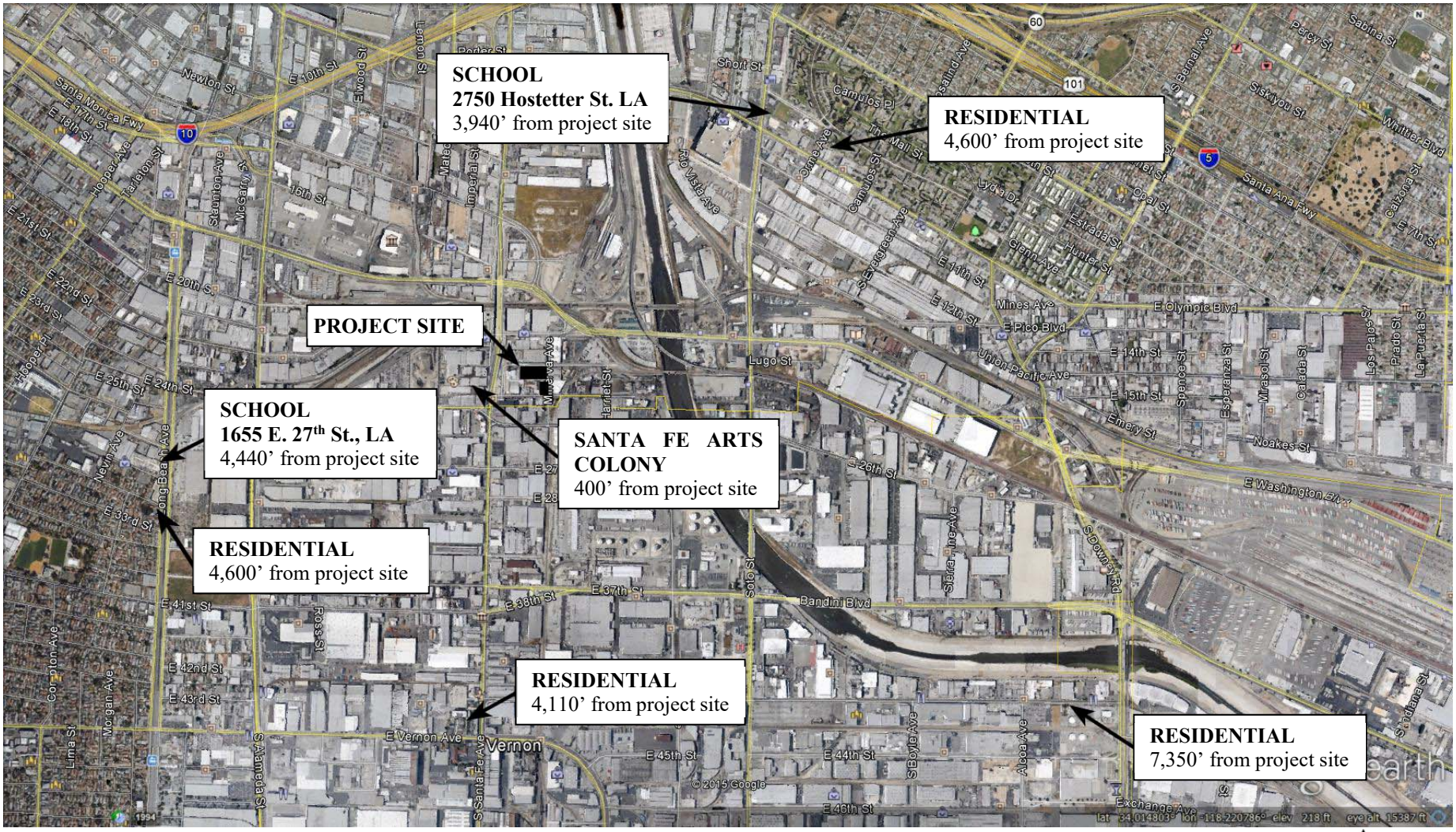


FIGURE 6 - SENSITIVE RECEPTOR LOCATIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Create objectionable odors affecting a substantial number of people.		X		

The facility currently accepts and will continue to accept municipal solid waste, source-separated and select commercial material such as: source-separated recyclable materials from curbside-collection programs, multi-family programs, commercial accounts, or other recycling programs, in addition to select loads of commercial MSW and food waste. Additional waste streams and material may be processed to service future city and regional recycling programs as they are implemented. While the incoming waste streams have the potential to create objectionable odors, the closest sensitive receptors are over 3,900 feet away.

An Odor Management Plan (OMP) has been prepared, and included in **Appendix B,** which includes the following approach to addressing odor issues:

- Information concerning the amount of material the facility handles per day must be identified;
- Housekeeping measures, such as sweeping the area where wastes is transferred;
- The covering of trucks and trailers within 15 minutes after loading; and,
- The identification of protocols for handling community complaints, including placing a contact sign at least 50 feet from the main entrance and maintaining a written log of odor complaints received; and,

3.4. 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?				X

There is not any suitable habitat for sensitive wildlife species on the project site as the site is currently developed and used for waste processing and ancillary operations. Areas of the site that are not developed with buildings are paved and used for circulation, processing, parking and CNG vehicle fueling. No biological impacts are anticipated from the proposed project as the area proposed for development is currently paved and improved.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				X

The site does not contain any riparian habitat or sensitive natural communities, and no impact to those resources would occur as a result of the proposed project.

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?				X

The site does not contain wetlands and is developed with waste processing, parking, fueling and office uses. No impact to wetlands would occur as a result of the proposed project.

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?				X

The site is developed with building, solid waste transfer operations and ancillary operations. No wildlife corridors are known to exist on the site, and no impacts to the movement of wildlife is anticipated as a result of the project.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X

There are no trees on the project site, and no impacts to any protected trees will occur as a result of the proposed project.

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?				X

The proposed project would not conflict with any conservation plans.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3.5. CULTURAL RESOURCES Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?				X

No historical resources are located on site or in proximity to the project site. The proposed project would therefore not adversely impact a historical resource as defined in the State of California's CEQA Statutes.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?				X

The project site is developed, and construction of the proposed project is not anticipated to cause a substantial adverse impact to a known archaeological resource pursuant to 15064.5

c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X

The project site is developed, and construction of the proposed project is not anticipated to adversely impact a unique paleontological resource or site or unique geologic feature in the area.

d. Disturb any human remains, including those interred outside of formal cemeteries?				X

As the project site is developed, construction of the proposed project has a low potential to disturb buried human remains.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3.6. 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.				X

The project site is not within an Alquist-Priolo Earthquake Fault Zone as mapped by the California State Department of Conservation, and as such will not be subject to surface rupture impacts due to an earthquake. **Figure 7** shows the location of the nearest Alquist-Priolo Earthquake Special Studies Zones which are approximately 2.4 miles south and 6.5 miles north of the project site. The project site is located in a seismically active region, and is approximately 0.3 miles north of a known fault (the Hollywood Fault) as shown in **Figure 7**.

ii. Strong seismic ground shaking?			X	

The project site is located in a seismically active region, approximately 2 miles from a mapped Quaternary Fault and approximately seven miles from the Newport-Inglewood-Rose Canyon Fault and associated Alquist-Priolo Fault Rupture zone as shown in **Figure 7**.

The potential for structural failure related to ground-shaking is considered to be less than significant as the project will be constructed to the most current seismic safety standards.

iii. Seismic-related ground failure, including liquefaction?				X

Per the City of Los Angeles Zoning Information and Map Access System (ZIMAS) the project site is not located liquefaction zone. The potential for seismic-related ground failure, including liquefaction is less low as the proposed building will be constructed to the most current seismic safety standards.

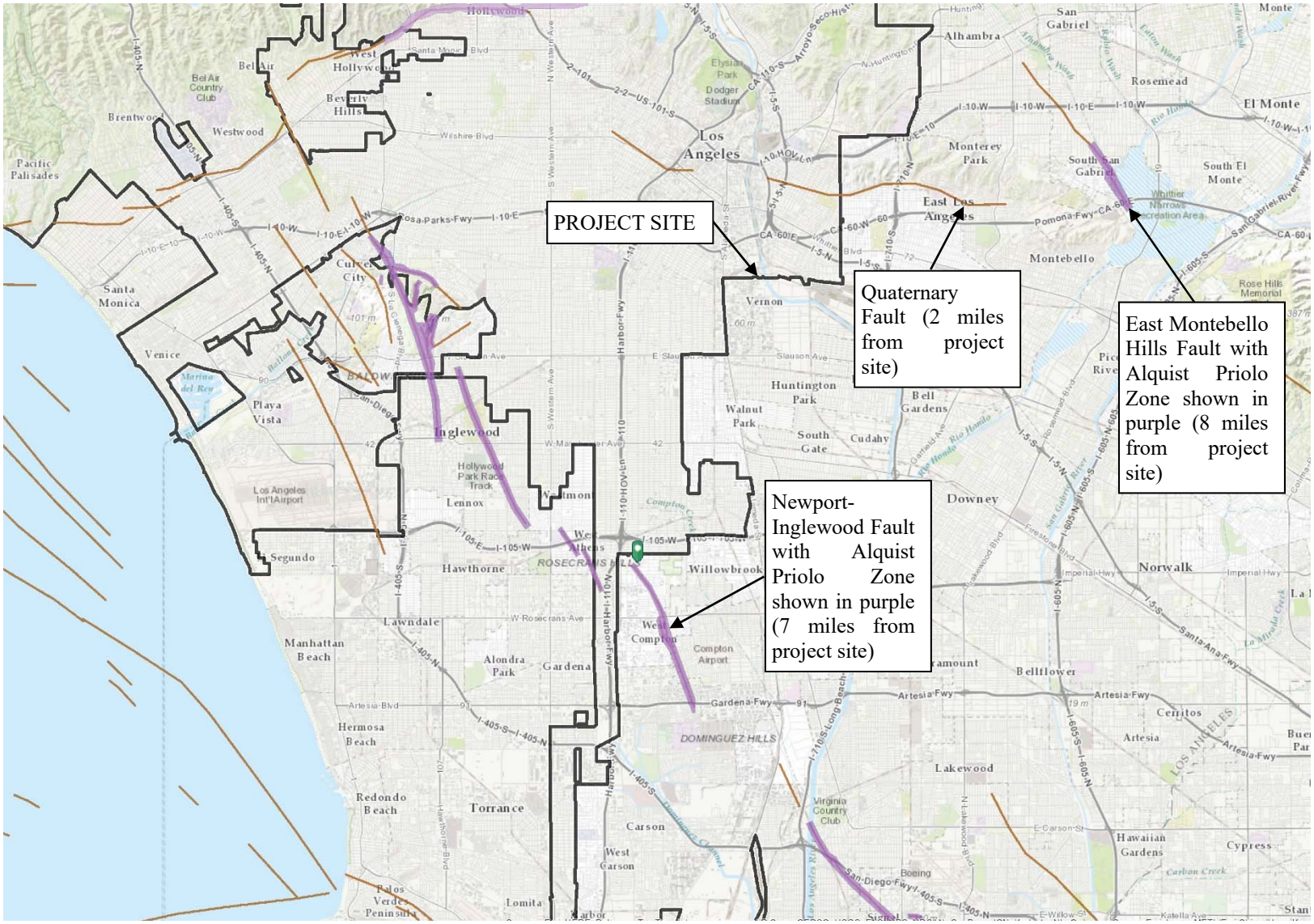


FIGURE 7 - SPECIAL STUDIES AND FAULT MAP

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
iv. Landslides?				X

The project site and surrounding topography are relatively flat and therefore not prone to landslides. The project would not expose the public to landslide risk.

b. Result in substantial soil erosion or the loss of topsoil?				X

No topsoil erosion or loss of topsoil will result from the proposed project as no new construction is proposed, and all activity areas area paved.

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?				X

Per the City of Los Angeles Zoning Information and Map Access System (ZIMAS) the project site is not subject to any geologic hazards.

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?				X

Compliance with building permit requirements will insure that construction of the proposed project will not result in an increased potential for risks to life or property as a result of expansive soils.

3.7. 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?		X		

Hazardous and/or medical waste is not accepted at the UWS, Inc. 24th Street Transfer Station facility which employs use of a Hazardous Waste Load Checking Program included in **Appendix B**. Each inbound load is and will be inspected prior to or during unloading to prevent the acceptance of waste which is prohibited by the facility. When load checking reveals the presence of hazardous liquid, special waste, or medical waste the material is rejected entirely. The proposed increase in permitted tonnage may increase the potential for household hazardous materials being brought to the facility.

If inbound material contains prohibited material or hazardous material that is not detected at the time of delivery, then such material is separated, using procedures and methods to ensure employee safety, segregated by class, and manifested in accordance with federal and state regulations. Only employees with proper training will handle hazardous waste.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Any hazardous waste discovered will be stored within a secure and safe area within a designated hazardous material locker as indicated in the Facility Transfer and Processing Report.

Hazardous Substances - Environmental impacts may result from the temporary storage of hazardous materials. However, these impacts can be mitigated to a level of insignificance by the following measures:

HHM 1. If inbound material contains prohibited material or hazardous material that is not detected at the time of delivery, then such material is separated, using procedures and methods to ensure employee safety, segregated by class, and manifested in accordance with federal and state regulations. Only employees with proper training will handle hazardous waste.

HHM 2. A spill response kit will include absorbent material, brooms, shovels, 55-gallon drums, protective gloves, clothing, boots, goggles and respiratory equipment.

HHM 3. Hazardous waste shall be kept in a special area which is restricted. This material (batteries, e-waste, u-waste, liquid waste, sharps, tires, pressure vessels, medical wastes, etc.) is stored within a secure and safe area within a designated hazardous material locker as indicated in the Facility Transfer and Processing Report.

HHM 4. The facility shall comply with the Certified Unified Program Authority (CUPA) requirements related to temporary storage of hazardous substances.

HHM 5. As required by the LEA and SWFP, and pursuant to an approved "Load Checking Program" random loads of solid waste will be tipped apart from the main tipping area and visually inspected by a trained spotter. Loads will be spread out with loaders and hand rakes. Particular items such as drums, 5 gallon containers, wastes with DOT or other descriptive labels, sludges and liquids, soils and rags, and unidentifiable wastes suspected of being hazardous will be inspected and evaluated to determine whether the item is hazardous. Records of load checks and the training of personnel in the recognition, proper handling, and disposition of prohibited waste, as well as a copy of the load checking program and copies of the load checking records for the prior year shall be maintained in the operating record and be available for review by the appropriate regulatory agencies. Training may include, but will not be limited to, a 40 hour hazwoper course, regular tailgate safety meetings, emergency response and spill prevention, control and containment.

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?		X		

The potential to significantly impact the public or the environment through release of hazardous materials into the environment will be mitigated to less than significant levels with implementation of HHM 1 through 5.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X

The site is not located within one quarter mile of an existing or currently proposed school site and no hazardous or acutely hazardous emissions are associated with operation of the proposed facility.

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?				X

The site is not located on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, will not create a significant hazard to the public or the environment. This fact was verified on the Department of Toxic Substances Control, Envirostor, Hazardous Waste and Substances Site List.

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?				X

The project site is not located within an airport land use plan area, or within two miles of public or private airport. As such, the proposed project would not create the potential for the safety hazards related to public or private airports.

f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X

The project site is not located within the vicinity of a private airstrip, and as such would not result in potential safety hazards related to public or private airports

g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X

The proposed project is located in a developed urban area with adequate streets and access, and would not interfere with the implementation of any emergency response or evacuation plans on the project site or surrounding properties.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
h. Expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wetlands?				X

The project is not located within a "high fire hazard" area. The project site is located approximately .9 miles from Los Angeles City Fire Station 17, which is located at 1601 S. Santa Fe Avenue.

3.8. HYDROLOGY AND WATER QUALITY Would the project:				
a. Violate any water quality standards or waste discharge requirements?			X	

Operation of the project is not anticipated to violate any water quality or waste discharge requirements as the solid waste transfer operations will be conducted inside a building. To minimize these potential sources of storm water contamination, good housekeeping activities are employed such as daily sweeping of building entrances and truck pathways. This will prevent material from attaching to truck tires and being tracked out of the building and onto the surrounding pavement. Hand held leaf blowers will also be used two to three times per day to direct any loose paper or material back onto the site. If spots of oil or engine fluid are found, absorbent material will be applied to soak-up the liquid. Loaders and on-site equipment will receive regularly scheduled maintenance to prevent leaking. Waste material will be used to absorb any liquids resulting from loads tipped in the facility.

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)?				X

The project does not require the use of groundwater or add impervious surfaces that could deplete groundwater supplies or interfere with groundwater recharge. No impacts to groundwater are anticipated as a result of project implementation.

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?			X	

The project site is developed with structures and paved with all storm water surface draining to Minerva Street, 24th Street and into catch basins on 25th Street which tie into a storm drain and the Los Angeles River. The proposed project will not change the onsite drainage pattern, alter any streams or rivers or result in substantial erosion.

	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?				X

The project site is developed with structures and paved with all storm water surface draining to Minerva Street and into catch basins on 25th Street which tie into a storm drains and the Los Angeles River. The proposed project will not change the onsite drainage pattern, alter any streams or rivers or result in substantial erosion.

e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?				X

The project site and surrounding properties are developed, and the local storm water facilities have been designed to convey runoff generated in the area in a safe and efficient manner.

The proposed project will not increase storm water runoff from the project site as it is fully paved and/or developed with structures, and surrounding properties are developed as well. Therefore, the proposed project will not cause the capacity of the local storm water facilities to be exceeded. The proposed project will increase the amount and type of material processed on site, and additional litter may be generated which could eventually make its way into the storm drain system. The potential for storm water impacts due to litter will be less than significant as all transfer activities will be conducted inside a building, and best management practices related to litter patrols, upkeep, and housekeeping will be implemented at the facility.

f. Otherwise substantially degrade water quality?				X

The proposed project does not have the potential to substantially degrade water quality. All material handling is conducted inside a fully-enclosed building. The project will also implement a Storm Water Pollution Prevention Plan (SWPPP) and Mitigation Program Plan (MPP) that will minimize the project's potential to degrade water quality. In addition, the project will comply with the City's Low Impact Development (LID) requirements which mandate the retention and infiltration of storm water onsite.

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?				X

The project is not located in a 100-year flood plain area. As shown in **Figure 10**, the project site is located in FEMA Zone X, which is an area determined to be outside the 500-year floodplain determined to be outside the 1% and 0.2% annual chance floodplain.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
h. Place within a 100-year flood hazard area, structures that would impede or redirect flood flows?			X	

The project site is located approximately 850 feet east of the channelized Los Angeles River which is designed to convey runoff from 100 year storms. The project is not located in a 100-year flood plain area. As shown in **Figure 10**, the project site is located in FEMA Zone X, which is an area determined to be outside the 0.2% annual chance floodplain.

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?				X

The project is not located in proximity to a levee or dam and therefore would not be subject to inundation as a result of a levee or dam failure.

J. Would the project result in inundation by seiche, tsunami, or mudflow?				X

The project is not located in proximity to a water body that could produce a seiche or tsunami, or topography that is prone to mudslides.

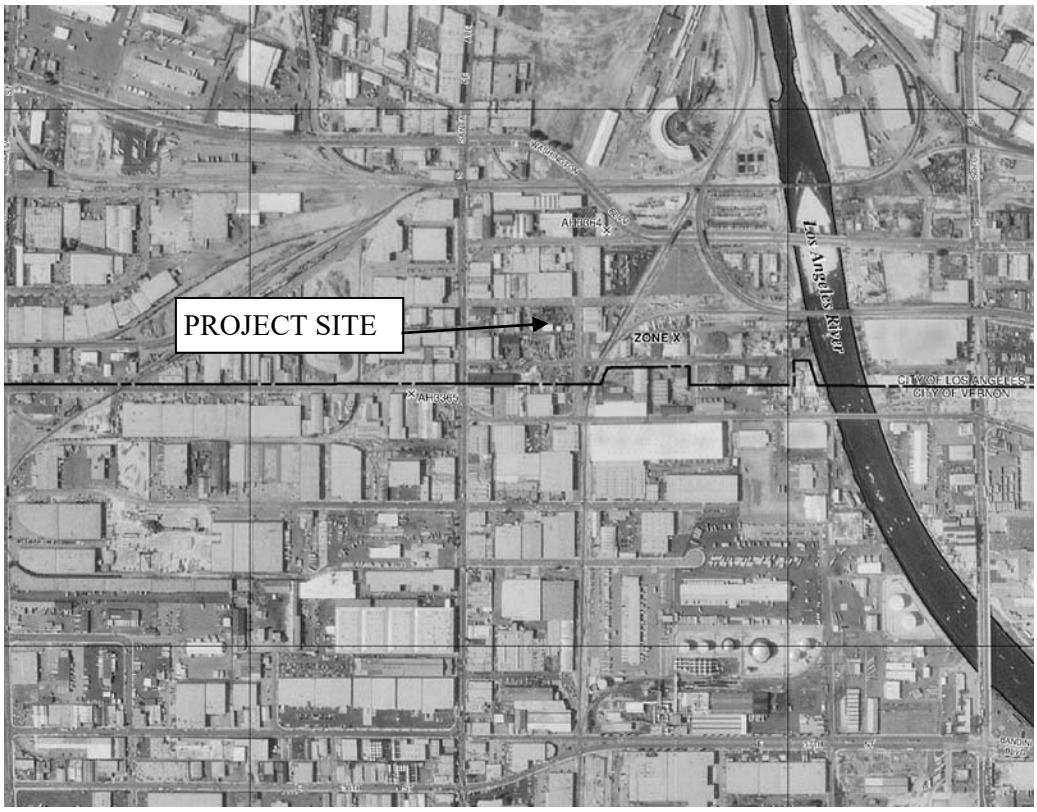


FIGURE 8 - FLOOD ZONE MAP

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

3.9. LAND USE AND PLANNING Would the project:				
a. Physically divide an established community?				X

Because of the industrial nature of the site and surrounding land uses, and the physical constraints affecting those land uses, the project area cannot be identified as an established community. Therefore, the proposed project will not divide an established community. The project site is included in the City's Non-Disposal Facilities Element (NDFE) which will need to be amended to include the new project description.

b. Conflict with any 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?				X

The City of Los Angeles General Plan Land Use Map for the Central City North Community Plan, as of (December 15, 2000) designates the project site heavy industrial with corresponding zones of M3 (heavy industrial) (**Figure 3**). The following objectives and policies and are applicable to land in the heavy industrial land use classification:

Objective 3-1 To provide for existing and future industrial uses which contribute job opportunities for residents and which minimize environmental and visual impacts to the community.

Policy 3-1.1 Designate lands for the continuation of existing industry and development of new industrial parks, research and development uses, light manufacturing, and similar uses which provide employment opportunities.

Program: The Plan Map identifies lands which have industrial designations to accommodate the variety of uses noted above.

Policy 3-1.2 Adequate compatibility should be achieved through design treatments, compliance with environmental protection standards and health and safety requirements for industrial uses where they adjoin residential neighborhoods and commercial uses.

Program: Environmental protection standards and health and safety requirements are enforced by other public agencies.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

The proposed project is consistent with the M3 heavy industrial zoning and general plan designations and does not conflict with any land use plan, policy or regulation of an agency with jurisdiction over the project. The General Plan Framework Element includes the following Solid Waste Goals that are consistent with the proposed project:

GOAL 9D

An integrated solid waste management system that maximizes source reduction and materials recovery and minimizes the amount of waste requiring disposal.

GOAL 9E

Adequate Recycling Facility Development - expanded siting of facilities that enhance the City's reduction, recycling and composting efforts using methods and strategies that are economically, socially, and politically acceptable.

GOAL 9H

A cost-effective solid waste management system that emphasizes source reduction, recycling, reuse, and market development and is adequately financed to meet operational and maintenance needs.

The project site is already included in the City of Los Angeles Non-Disposal Facility Element.

c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

The project site is currently developed with parking, CNG fueling, offices, and solid waste operations and does not conflict with any habitat or community conservation plans. As a result, no impacts are anticipated from development of the proposed project.

3.10. MINERAL RESOURCES Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X

The project site and area are not located within a mineral resource area, mining has not been a historical use on the area, and the project site is not zoned for mineral extraction uses. Construction of the proposed project would, therefore, not result in the loss of availability of any local or regionally important mineral resource.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				X

The project will not result in the loss of a locally important mineral resource recovery site as delineated on the City General Plan.

3.11. NOISE Would the project result in:				
a. Exposure 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?			X	

The property is located in the M3 heavy industrial zone. The site is located approximately 3,900 feet from residential property and a school located to the north. The proposed project is permitted to operate 24 hours per day, seven days per week. Existing noise sources in the area surrounding the project site include truck traffic, freight trains on nearby railroad tracks and surrounding industrial and manufacturing businesses.

Material loading and unloading and as well as material processing will take place inside a building which should attenuate noise. Current operations currently conducted outside and will be conducted inside the transfer building under the proposed project.

Construction of the proposed 30,000 sf transfer building will result in temporary short-term noise impacts however, the project will comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emissions or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

b. Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?			X	

A permanent substantial increase in ambient noise levels is not anticipated. Transfer activities will be conducted inside a building and the site is located approximately 3,900 ft. from a residence or land in a residential zone, or other sensitive uses. The site location and zoning allow operation 24 hours per day/seven days per week. No new noise sources are anticipated as a result of the proposed project.

c. 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 are to excessive noise levels?				X

The project is not located in an airport land use area and is not subject to noise levels associated with an airport land use.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d. 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?				X

The proposed project is not located within the vicinity of a private airstrip and is not subject to noise levels associated with a private airport.

3.12. 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)?				X

The proposed expansion will create approximately 14 new full time jobs. These new jobs will not induce significant population growth in the area based on the fact that those jobs will in all likelihood be filled by local workers.

b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X

No housing will be displaced, as a result of the project.

c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

No people will be displaced by the proposed project.

3.13. PUBLIC SERVICES 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:				
a. Fire protection?				X

No impacts related to fire protection are anticipated as a result of the proposed project.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Police protection?				X

Impacts to police response are considered less than significant as the project will not substantially increase the number of employees on site.

c. Schools?				X

The project is an industrial use that will not increase demand on schools.

d. Parks?				X

The project is an industrial use that will not increase demand on parks and recreation facilities.

e. Other public facilities?				X

The project will have a less than significant impact on other public facilities such as libraries.

3.14. 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?				X

The project is an industrial use that will not impact parks or recreational areas/spaces.

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?				X

The project does not include recreational facilities, or require the construction or expansion of recreational facilities, that could have an adverse physical effect on the environment.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

3.15. TRANSPORTATION/TRAFFIC Would the project:				
a. Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			X	

The proposed project will increase the permitted processing capacity from 165 TPD to 1,000 TPD and increase the projected maximum number of vehicles using the facility each day from 29 to 184. It is difficult to establish a baseline traffic level as the amount of material processed at the facility has varied in the past as contracts take effect and/or expire. For purposes of this initial study, we are assuming for the baseline that approximately 100 TPD of material is processed at the facility. Without the project, as cities move toward zero waste and the need for additional material transfer and processing increases, the existing 165 TPD facility capacity may be reached.

It is anticipated that the facility will be used primarily by UWS as part of the City of Los Angeles commercial collection franchise, and will result in those vehicles travelling less miles which in turn reduces traffic congestion and improves air quality.

The proposed 1,000 TPD facility capacity will simply shift existing traffic patterns in the area and not result in any overall new trips associated with waste hauling activities in the region. UWS is proposing the project as part of the City commercial collection franchise in order to reduce vehicle miles travelled and truck traffic on local streets. The proposed project will not result in a significant increase in traffic trips or reduction in the existing street system capacity.

b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			X	

The project is not anticipated to exceed, either individually or cumulatively, a level of service standard established by the congestion management agency for designated roads or highways for the reasons previously described in Section 3.15(a). Washington Boulevard and Soto Streets which are designated as major highways (class II), provide primary access for inbound traffic.

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?				X

The proposed project would not result in a change in air traffic patterns, and no impacts are anticipated from the proposed project.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X

The project has been designed to minimize traffic hazards by separating collection truck and transfer truck traffic and employing the use of traffic spotters to ensure safe ingress and egress. No traffic hazards are anticipated as a result of project implementation.

e. Result in inadequate emergency access?				X

The project will not impact emergency access to the project site and/or area.

f. Result in inadequate parking capacity?				X

The proposed parking will be sufficient for current and future operations.

g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X

The proposed project will not conflict with adopted policies, plans, or programs supporting alternative transportation.

3.16. UTILITIES AND SERVICE SYSTEMS Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	

The project will reduce the number of UWS, Inc. employees on the site from approximately 25 to 14. The existing jobs associated with the collection route drivers and associated administrative personnel will be relocated to other UWS, Inc. facilities. The 14 employees associated with operation and management of the transfer station will result in a slight decrease in the amount of wastewater generated onsite.

The project would not exceed wastewater treatment requirements. Wastewater discharge from the project site will continue to be compliant with Industrial Waste requirements as outlined by the City of Los Angeles, Department of Public Works, Bureau of Sanitation, Industrial Waste Management Division. The discharge limitations, conditions, and requirements will continue to be in compliance with the Los Angeles Municipal Code Section 64.30. The project will not significantly change the amount of water consumption or wastewater discharge generated at the site. Therefore, the project would not result in an impact on the type of wastewater services currently provided to the project site.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				X

The project would not require the construction or expansion of water or wastewater treatment facilities. The proposed project will not significantly change the amount of water consumption or wastewater discharge generated at the project site.

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?				X

The proposed project is consistent with other uses in the area. The proposed building will not create additional runoff because the project site is currently paved and developed with buildings.

d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X

The City of Los Angeles has sufficient water supplies available to serve the project and no additional entitlements are necessary.

e. Result in a determination by the wastewater treatment provider which 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?				X

The proposed project will not significantly change the amount of wastewater discharge generated at the Project site (see response to 3.16.a).

The City of Los Angeles serves the project's need and demand for waste water treatment.

f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				X

The proposed project will contribute to decreasing the amount of solid waste being landfilled by facilitating recycling opportunities, and therefore increase the long term capacity of local landfills. No impact to landfills or solid waste disposal capacity would result from the proposed project.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

The proposed project is the expansion of an existing solid waste facility to include the processing and transfer of mixed solid waste and food waste. The solid waste processed at the facility is already being generated in the region so the proposed project will not affect landfill capacity. The project will facilitate landfill diversion which will extend the useful life of regional landfills. The project will have a less than significant impact on local landfills.

g. Comply with federal, state, and local statutes and regulations related to solid waste?		X		

The proposed project will comply with federal, state, and local statutes and regulations related to solid waste with the implementation of the referenced mitigation measure U1.

Environmental impacts may result from project implementation due to the processing of solid waste at the facility. However, these potential impacts will be mitigated to a level of insignificance by the following measure:

U1. A full Solid Waste Facility Permit shall be obtained from the City of Los Angeles LEA Program in partnership with the California Department of Resources Recycling and Recovery (CalRecycle).

3.17. GREENHOUSE GAS EMISSIONS Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance?			X	

The State of California requires CEQA documents include an evaluation of greenhouse gas (GHG) emissions or gases that trap heat in the atmosphere. GHG are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO2), methane (CH4), and nitrous oxide (N2O). The accumulation of GHG in the atmosphere regulates the earth's temperature.

The proposed project involves a request by UWS, Inc. to operate a 1,000 TPD transfer station. The proposed project, will provide solid waste processing and food waste recycling activities within the project site. The proposed transfer station facility will further the City's waste diversion objectives which will have a beneficial impact with respect to energy conservation and GHG reduction. Finally, the proposed project's operational emissions, and the use of natural gas powered collection vehicles, will result in GHG levels below those considered by the SCAQMD to represent a significant impact. As a result, the impacts related to additional greenhouse gas emissions will be less than significant.

b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?			X	

The proposed project will further a number of the California Office of the Attorney General's recommended policies and measures that are designed to reduce GHG emissions. A list of the Attorney General's recommended

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

measures and the project's conformance with each are indicated below. The proposed use will incorporate sustainable practices that include water, energy, and solid waste efficiency measures.

- **Attorney General's Recommended Measure:** Smart growth, jobs/housing balance, transit-oriented development, and infill development through land use designations, incentives and fees, zoning, and public-private partnerships.

  Compliant. The use will preserve existing employment in addition to providing new opportunities improving the region's jobs housing balance.

  Percent Reduction. 10% to 20%

- **Attorney General's Recommended Measure:** Create transit, bicycle, and pedestrian connections through planning, funding, development requirements, incentives and regional cooperation; create disincentives for auto use.

  Compliant. The project will not adversely affect the future development of pedestrian or bicycle facilities along the Los Angeles River or adjacent public rights-of-way.

  Percent Reduction. 5%

- **Attorney General's Recommended Measure:** Energy- and water-efficient buildings and landscaping through ordinances, development fees, incentives, project timing, prioritization, and other implementing tools.

  Compliant. The project will be consistent with the requirements of AB-1881 as it relates to irrigation and water conservation.

  Percent Reduction. 10%

- **Attorney General's Recommended Measure:** Waste diversion, recycling, water efficiency, energy efficiency and energy recovery in cooperation with public services, districts and private entities.

  Compliant. The project will adhere to the use of sustainability practices involving the recycling and reduction solid waste. The project assists in both waste diversion and recycling

  Percent Reduction. 5%

- **Attorney General's Recommended Measure:** Regional cooperation to find cross-regional efficiencies in GHG reduction investments and to plan for regional transit, energy generation, and waste recovery facilities.

  Compliant. Refer to previous bullet points.

  Percent Reduction. NA

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

TOTAL GHG REDUCTION PERCENTAGE: 35 to 40%

AB-32 requires the reduction of GHG emissions to 1990 levels, which would require a minimum 28 percent reduction in "business as usual" GHG emissions for the entire State. As the proposed project would reduce its GHG emissions by at least 35 percent as previously indicated, the potential GHG impacts are considered to be less than significant.

3.18. MANDATORY FINDINGS OF SIGNIFICANCE. *The approval and subsequent implementation of the proposed project:*				
a. Will not have the potential to degrade the quality of the environment, with the implementation of the recommended standard conditions and mitigation measures included herein.				X

The project will not have the potential to degrade the quality of the environment with the implementation of the recommended standard conditions and mitigation measures included herein.

b. Will not have the potential to achieve short-term goals to the disadvantage of long-term environmental goals, with the implementation of the recommended standard conditions and mitigation measures referenced herein.				X

The approval and subsequent implementation of the proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals, with the implementation of the mitigation measures referenced herein.

c. Will not have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity, with the implementation of the recommended standard conditions and mitigation measures contained herein.				X

The approval and subsequent implementation of the proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity, with the implementation of the mitigation measures contained herein. Impacts that are site specific, such as those related to aesthetics, light and glare, biological resources, cultural resources, geology, hazardous materials, hydrology and storm water, land use, and mineral resources are not anticipated to cause cumulative impacts.

The proposed project's long-term impacts on agricultural or forestry resources, air quality, greenhouse gas emissions, noise, population and housing, public services, and transportation do take into account the cumulative impacts associated with planned or proposed projects in the area and are not considered to represent a significant adverse impact. As a result, no significant cumulative impacts are anticipated.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Will not have environmental effects that will adversely affect humans, either directly or indirectly, with the implementation of the recommended standard conditions and mitigation measures contained herein.				X

The approval and subsequent implementation of the proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly, with the implementation of the mitigation measures contained herein.

The project will not result in environmental effects that will cause substantial adverse effects on human beings with the implementation of listed mitigation measures. The site is not located in an Environmental Justice Improvement Area as designated by the Los Angeles City Council. The site is located within an industrial area which has been zoned appropriately to encourage heavy manufacturing uses including recycling material sorting and processing centers.

APPENDIX A

MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM: UWS 24TH STREET TRANSFER STATION LOS ANGELES, CALIFORNIA

Section 21081.6 of the Public Resources Code, enacted by passage of AB 3180 (Cortese Bill), requires public agencies approving projects with the potential for significant environmental impacts to adopt a Mitigation Monitoring and Reporting Program. This objective of the program is to ensure that mitigation measures adopted to avoid or mitigate potentially significant environmental impacts are implemented. Section 21081.6 of the Public Resources Code requires all state and local agencies to establish monitoring and reporting programs whenever approval of a project relies upon a mitigated negative declaration or an environmental impact report (EIR). In accordance with these requirements, this mitigation monitoring and reporting program has been prepared to ensure that mitigation measures identified in the Initial Study/Draft Mitigated Negative Declaration (Draft IS/MND) for the proposed solid waste facility permit for the UWS, Inc. 24th Street Transfer Station Project, Los Angeles, California 90039-1006 (or subsequent revisions thereto), are implemented in an effective and timely manner, and that identified impacts are avoided or mitigated to a level of insignificance. This plan identifies responsible parties for the mitigation program, and includes a detailed discussion of monitoring and reporting procedures for each mitigation measure.

I. Responsible Party

The City of Los Angeles Local Enforcement Agency (LEA) in conjunction with UWS, Inc. 24th Street Transfer Station, or its designee, will be responsible for implementing and reporting mitigation measures in this program. The LEA and UWS, Inc. 24th Street Transfer Station will have responsibility for ensuring that mitigation measures are accomplished in an environmentally responsible manner. The LEA in conjunction with UWS, Inc. 24th Street Transfer Station will be responsible for ensuring that the status of mitigation measures is reported in accordance with this program. UWS, Inc. 24th Street Transfer Station will be responsible for ensuring that the cost of mitigation is included in its budget, as appropriate. UWS, Inc. 24th Street Transfer Station will be responsible for implementing both construction and operational related mitigation measures. C UWS, Inc. 24th Street Transfer Station in conjunction with City of Los Angeles Local Enforcement Agency will be responsible for ensuring that applicable mitigation measures are carried forward in operational and maintenance procedures for the MRF/Transfer Station.

II. Mitigation Requirements

Based on the findings of the Draft IS/MND, mitigation measures are not required for agriculture resources, biological resources, land use and planning, mineral resources, population and housing, recreation and transportation/traffic and utilities/service systems. Specific mitigation measures are required or otherwise included for aesthetics, air quality, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, public services and utilities and service systems. Potentially significant impacts in these environmental resource areas will be avoided or minimized with implementation of forty-four (44) specific mitigation measures summarized on Table A-1.

Category	Mitigation No	TABLE A-1 Mitigation Measure	Initial Study Section
Air Quality	AQ 1	All inbound and outbound loads, stockpiles and material storage areas shall be secured by tarping, baling, compacting, misting, or other appropriate means to prevent spillage and dust.	3.3.b
	AQ 2	All material transported on or off site shall be either sufficiently compacted, baled, or securely covered to prevent excessive amounts of dust.	3.3.b
	AQ 3	Open-top trailers, in a top-loading configuration, are required to cover their loads before leaving the facility.	3.3.b
	AQ4	UWS, Inc. 24th Street Transfer Station will maintain mobile equipment used in conjunction with the MRF/Transfer Station per the manufacturer's specifications.	3.3.b
	AQ 5	Any diesel fueled transfer or collection trucks, as well as off-road diesel equipment, utilizing the UWS, Inc. 24th Street Transfer Station facility would be required to comply with the control measures outlined for mobile sources in the 2007 Final AQMP, and are required to comply with the California Air Resources Board (CARB) regulations which require older engines to be retrofitted with approved pollution control devices. Any new vehicles purchased by UWS, Inc. 24th Street Transfer Station will be required to use the latest low emissions engines.	3.3.b
Hazards and Hazardous Materials	HHM 1	If inbound material contains prohibited material or hazardous material that is not detected at the time of delivery, then such material is separated, using procedures and methods to ensure employee safety, segregated by class, and manifested in accordance with federal and state regulations. Only employees with proper training will handle hazardous waste.	3.7.a
	HHM 2	A spill response kit will include absorbent material, brooms, shovels, 55-gallon drums, protective gloves, clothing, boots, goggles and respiratory equipment.	3.7.a
	HHM 3	Hazardous waste shall be kept in a special area which is restricted. This material (batteries, e-waste, u-waste, liquid waste, sharps, tires, pressure vessels, medical wastes, etc.) is stored within a secure and safe area within a designated hazardous material locker as indicated in the Facility Transfer and Processing Report.	3.7.a
	HHM 4	The facility shall comply with the Certified Unified Program Authority (CUPA) requirements related to temporary storage of hazardous substances.	3.7.a

Category	Mitigation No	TABLE A-1 Mitigation Measure	Initial Study Section
(Hazards and Hazardous Materials cont.)	HHM 5	As required by the LEA and SWFP, and pursuant to an approved "Load Checking Program" random loads of solid waste, recyclables, CDI and green waste will be tipped apart from the main tipping area and visually inspected by a trained spotter. Loads will be spread out with loaders and hand rakes. Particular items such as drums, 5 gallon containers, wastes with DOT or other descriptive labels, sludges and liquids, soils and rags, and unidentifiable wastes suspected of being hazardous will be inspected and evaluated to determine whether the item is hazardous. Records of load checks and the training of personnel in the recognition, proper handling, and disposition of prohibited waste, as well as a copy of the load checking program and copies of the load checking records for the prior year shall be maintained in the operating record and be available for review by the appropriate regulatory agencies.	3.7.a
Utilities and Service Systems	U1	A full Solid Waste Facility Permit shall be obtained from the City of Los Angeles LEA Program in partnership with the California Department of Resources Recycling and Recovery (CalRecycle).	3.16.g

III. Schedule and Reporting Frequency

Table A-2 describes the method for executing the mitigation measure, organization responsible for implementing and funding the measure, estimated completion date for each measure, frequency of reporting, and significance after mitigation. Due to possible funding conditions and other external factors, facility construction and operation could be delayed. These delays may also affect the start and completion of mitigation measures.

The monitoring and accomplishment of each mitigation measure will be documented by the applicant. Mitigation monitoring reports will be filled out by the appropriate individual verifying that steps to prevent or minimize environmental degradation have been completed as described in Table A-2. Monitoring reports will be submitted to City of Los Angeles Local Enforcement Agency as necessary, and be available for inspection upon request. Completion of these mitigation monitoring reports will demonstrate and document compliance with Public Resources Code 21081.6.

Table A-2
Implementation of Mitigation Measures

No.	Mitigation Measure	Method for Execution of Mitigation	Responsible Entity	Completion Date	Reporting Frequency	Significance After Mitigation
AQ 1	All inbound and outbound loads, stockpiles and material storage areas shall be secured by tarping, baling, compacting, misting, or other appropriate means to prevent spillage and dust.	The facility manager and scale house attendant shall be responsible for insuring that this mitigation measure is carried out by visually inspecting incoming and outgoing traffic as well as all material storage areas.	C UWS, Inc. 24th Street Transfer Station	Ongoing	Violations will be noted in the daily log and repeat offenders will be barred from using or conducting business at the facility.	Less than significant
AQ 2	All material transported on or off site shall be either sufficiently compacted, baled, or securely covered to prevent excessive amounts of dust.	The facility manager and scale house attendant shall be responsible for insuring that this mitigation measure is carried out by visually inspecting incoming and outgoing loads.	UWS, Inc. 24th Street Transfer Station	Ongoing	Violations will be noted in the daily log and repeat offenders will be barred from using or conducting business at the facility.	Less than significant
AQ 3	Open-top trailers, in a top-loading configuration, are required to cover their loads before leaving the facility.	The facility manager and scale house attendant shall be responsible for insuring that this mitigation measure is carried out by visually inspecting incoming and outgoing traffic.	UWS, Inc. 24th Street Transfer Station	Ongoing	Violations will be noted in the daily log and repeat offenders will be barred from using or conducting business at the facility.	Less than significant

Table A-2
Implementation of Mitigation Measures

No.	Mitigation Measure	Method for Execution of Mitigation	Responsible Entity	Completion Date	Reporting Frequency	Significance After Mitigation
AQ 4	UWS, Inc. 24th Street Transfer Station will maintain mobile equipment used in conjunction with the MRF/Transfer Station per the manufacturer's specifications.	The scale house attendant shall be responsible for insuring that this mitigation measure is carried out by visually inspecting incoming and outgoing loads.	UWS, Inc. 24th Street Transfer Station	Ongoing	Upon placement of orders for new vehicles or as required by the SCAQMD.	Less than significant
AQ 5	Any diesel fueled transfer or collection trucks, as well as off-road diesel equipment, utilizing the UWS, Inc. 24th Street Transfer Station facility would be required to comply with the control measures outlined for mobile sources in the 2007 Final AQMP, and are required to comply with the California Air Resources Board (CARB) regulations which require older engines to be retrofitted with approved pollution control devices. Any new vehicles purchased by UWS, Inc. will be required to use the latest low emissions engines.	As older diesel powered vehicles are retired, UWS, Inc. 24th Street Transfer Station shall purchase trucks with 2010 model year or newer engines or natural gas powered vehicles, or retrofit older vehicles with SCAQMD approved pollution control devices.	UWS, Inc. 24th Street Transfer Station	Ongoing	Violations will be noted in the daily log and repeat offenders will be barred from using or conducting business at the facility.	Less than significant
HHM 1	If inbound material contains prohibited material or hazardous material that is not detected at the time of delivery, then such material is separated,	All employees are trained to recognize and respond to potential hazardous materials discovered in the waste stream.	UWS, Inc. 24th Street Transfer Station	Ongoing	Any incident involving the discovery of hazardous materials, as well	Less than significant

Table A-2
Implementation of Mitigation Measures

No.	Mitigation Measure	Method for Execution of Mitigation	Responsible Entity	Completion Date	Reporting Frequency	Significance After Mitigation
	using procedures and methods to ensure employee safety, segregated by class, and manifested in accordance with federal and state regulations. Only employees with proper training will handle hazardous waste.				as to hazardous materials spills, will be noted in the special occurrences log and the appropriate agencies notified as necessary.	
HHM 2	A spill response kit will include absorbent material, brooms, shovels, 55-gallon drums, protective gloves, clothing, boots, goggles and respiratory equipment.	Key employees are trained in the handling of hazardous materials.	UWS, Inc. 24th Street Transfer Station	Ongoing	Any incident involving hazardous material, including spills, will be noted in the special occurrences log and the appropriate agencies notified as necessary.	Less than significant
HHM 3	Hazardous waste shall be kept in a special area which is restricted. This material (batteries, e-waste, u-waste, liquid waste, sharps, tires, pressure vessels, medical	Key employees trained in the handling of hazardous materials will also be responsible for its proper classification and storage.	UWS, Inc. 24th Street Transfer Station	Ongoing	Any incident involving hazardous material, including spills, will be noted in the	Less than significant

Table A-2
Implementation of Mitigation Measures

No.	Mitigation Measure	Method for Execution of Mitigation	Responsible Entity	Completion Date	Reporting Frequency	Significance After Mitigation
	wastes, etc.) is stored within a secure and safe area within a designated hazardous material locker as indicated in the Facility Transfer and Processing Report.				special occurrences log and the appropriate agencies notified as necessary.	
HHM 4	The facility shall comply with the Certified Unified Program Authority (CUPA) requirements related to temporary storage of hazardous substances.	A CUPA permit will be obtained and/or revised.	UWS, Inc. 24th Street Transfer Station	Prior to issuance of a C of O.	One time with annual inspections by CUPA	Less than significant
HHM 5	As required by the LEA and SWFP, and pursuant to an approved "Load Checking Program" random loads of solid waste, recyclables, CDI and green waste will be tipped apart from the main tipping area and visually inspected by a trained spotter. Loads will be spread out with loaders and hand rakes. Particular items such as drums, 5 gallon containers, wastes with DOT or other descriptive labels, sludges and liquids, soils and rags, and unidentifiable wastes suspected of being hazardous will be inspected and evaluated	Key employees trained in the handling of hazardous materials will also be responsible for its proper classification and storage.	UWS, Inc. 24th Street Transfer Station	Ongoing	Any incident involving hazardous material, including spills, will be noted in the special occurrences log and the appropriate agencies notified as necessary.	Less than significant

Table A-2
Implementation of Mitigation Measures

No.	Mitigation Measure	Method for Execution of Mitigation	Responsible Entity	Completion Date	Reporting Frequency	Significance After Mitigation
HHM 5 (Cont.)	to determine whether the item is hazardous. Records of load checks and the training of personnel in the recognition, proper handling, and disposition of prohibited waste, as well as a copy of the load checking program and copies of the load checking records for the prior year shall be maintained in the operating record and be available for review by the appropriate regulatory agencies.					
U1	A full solid waste facility permit shall be obtained from the City of Los Angeles LEA Program in partnership with the California Department of Resources Recycling and Recovery (CalRecycle).	An application for a large volume full solid waste facility will be obtained from the City of Los Angeles LEA Program in partnership with the California Department of Resources Recycling and Recovery (CalRecycle).prior to the start of any new operations proposed under this Draft IS/MND.	UWS, Inc. 24th Street Transfer Station	Prior to the receipt, processing or transfer of any MSW or mixed MWS.	Monthly inspections will be conducted by the LEA to insure the facility is operating as required under the solid waste facility permit.	Less than significant

APPENDIX B

DRAFT TRANSFER/PROCESSING REPORT

UNIVERSAL WASTE SYSTEMS, INC.

24th STREET TRANSFER STATION

TRANSFER/PROCESSING REPORT

Prepared for:

Universal Waste Systems, Inc.
2460 E. 24th Street
Los Angeles, CA 90058

Prepared by:

Clements Environmental Corporation
15230 Burbank Boulevard, Ste. 103
Los Angeles, CA 91411-3504
(818) 267-5100

August 2016

OWNER/APPLICANT CERTIFICATION STATEMENT

FOR

UNIVERSAL WASTE SYSTEMS, INC.
24th STREET TRANSFER STATION

In accordance with California Code of Regulations Title 27, Section 21570(e), the undersigned, as owner/applicant of the Universal Waste Systems, Inc. 24th Street Transfer Station, and as the applicant for a solid waste permit to operate said facility, hereby attest that all information in the application package, and Transfer Processing Report (TPR), are true and accurate to their best knowledge and belief.

Mark Blackburn		
Applicant's Name (Print)	Applicant's Signature	Date

Mark Blackburn		
Owner's Name (Print)	Owner's Signature	Date

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1. FACILITY OVERVIEW

1.1 INTRODUCTION

This document shall serve as the Transfer/Processing Report (TPR) for the Universal Waste Systems (UWS) 24th Street Transfer Station. This TPR is intended to allow the processing of up to 1,000 tons per day (TPD) of municipal solid waste (MSW), organics, and recyclable materials which will be delivered to the facility, by collection trucks. The incoming material will remain segregated on the tipping floor, then be loaded into transfer trucks. The only floor sorting will be of large recyclable items like wood, bulk metal, concrete and asphalt. The facility also includes an optional installation of a foodwaste de-packaging system. The facility is already permitted as both a Direct Transfer operation and Limited Volume Transfer Station.

The 24th Street Transfer Station facility is more fully detailed as follows:

Name of Owner and Operator:	Universal Waste Systems, Inc.
Name of Station:	24th Street Transfer Station
Facility Address:	2460 E. 24th Street Los Angeles, CA 90058 APN: 5168-020-028
Land Owner:	John Papigian 12906 Rimrock Ave. Chino Hills, CA 91709
Operator:	Universal Waste Systems, Inc. 9016 Norwalk Boulevard Santa Fe Springs, CA 90670 (562) 695-8236 Attn: Matt Blackburn
Key Personnel:	Mark Blackburn and Matt Blackburn
Permitted Capacity:	1,000 TPD
Design Capacity:	2,000 TPD

1.2 SITE LOCATION

Figure 1 shows the general location of the 24th Street Transfer Station, and **Figure 2** is an aerial photograph showing the site and the surrounding area. Regional access to the site is provided by the 5 and 10 Freeways. Major thoroughfares surrounding the project site include S. Santa Fe Avenue and E. Washington Boulevard.

The property is located in a heavy industrial area of the City of Los Angeles and is just 2.5 miles south of Downtown. The project site, as well as the majority of surrounding properties in the area, is occupied by industrial uses. The Los Angeles River is located 1,430 ft. east of the facility.

1.3 SITE PLAN DESCRIPTION

1.3.1 Site Description

Figure 3 provides a site plan for the facility. Parcel 1 is 46,000 sq. ft. Parcel 2 is 11,600 sq. ft. and include the following structures:

- **Parcel 1:**
    - **Transfer Building** – Provides 30,000 sq. ft. to operate a large volume MSW, organics and recyclable material transfer station
    - **A 45-Foot Long Truck Scale –** Provides a record of all incoming material.
    - **Two Load-Out Areas with Axle Scales:** Provide transfer truck load-out

- **Parcel 2:**
    - **Parking Area –** Provides 5,376 sq. ft. of parking for 27 employee and visitor vehicles.
    - **Office** – Provides 400 sq. ft. of office/break room and restroom space

Access to the transfer station is provided by one curb cut located on the west side of Minerva Street. This driveway will provide ingress and egress for trucks. Access to the parking area is off 25th Street and provides employee parking adjacent to the main office. Landscaping is provided along the parking lot's southern end.

MSW, organics and recyclables will be tipped inside the building. Material will remain segregated on the tipping floor, then loaded into transfer trucks. Sorting will be done on the floor. Large recyclable items including wood, bulk metal, concrete and asphalt will be stored in a corner of the tipping floor or in roll-off containers. Transfer trucks will transport residuals to local landfills.

FIGURE 1 - GENERAL LOCATION
24th Street Transfer Station

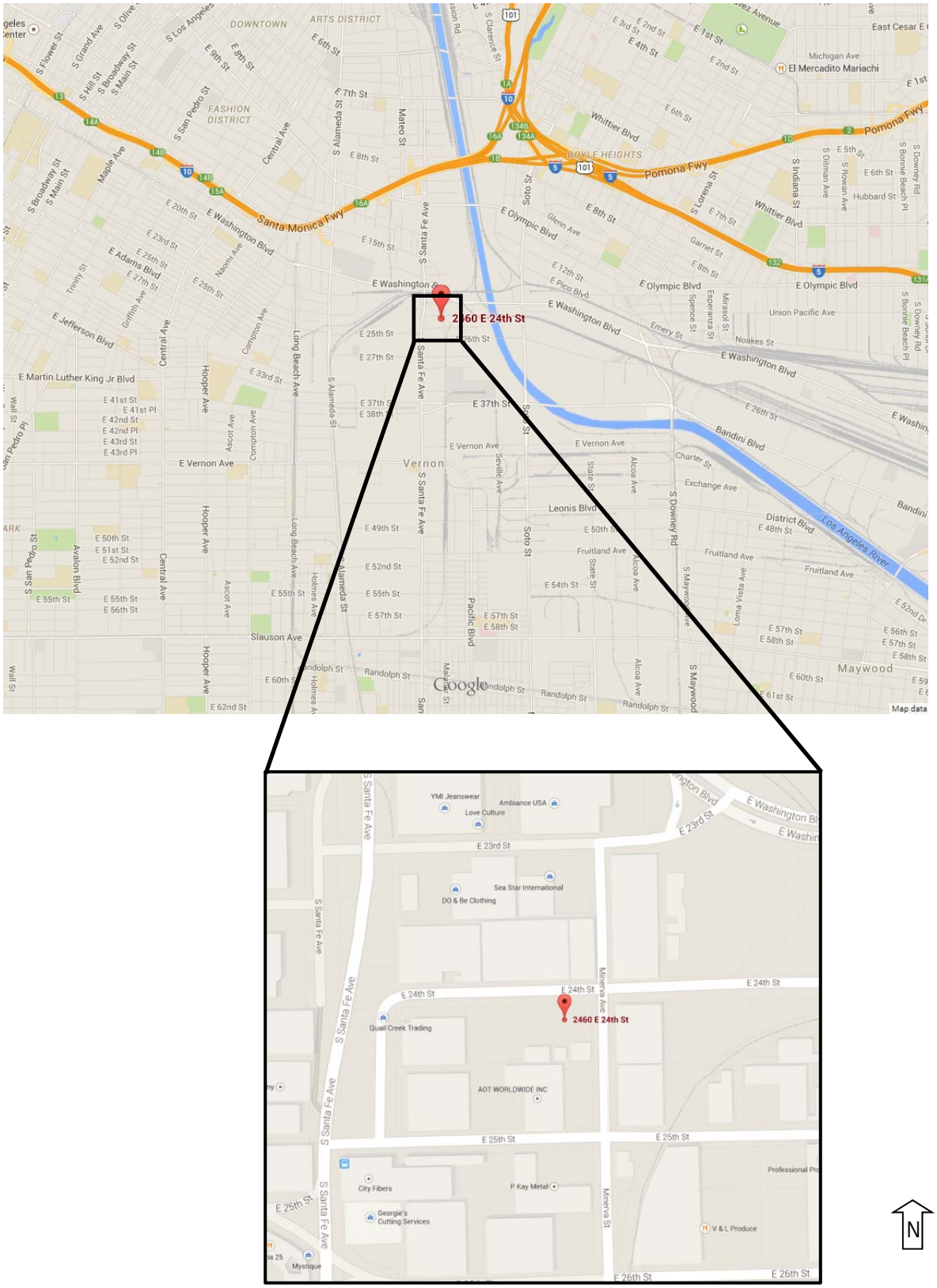
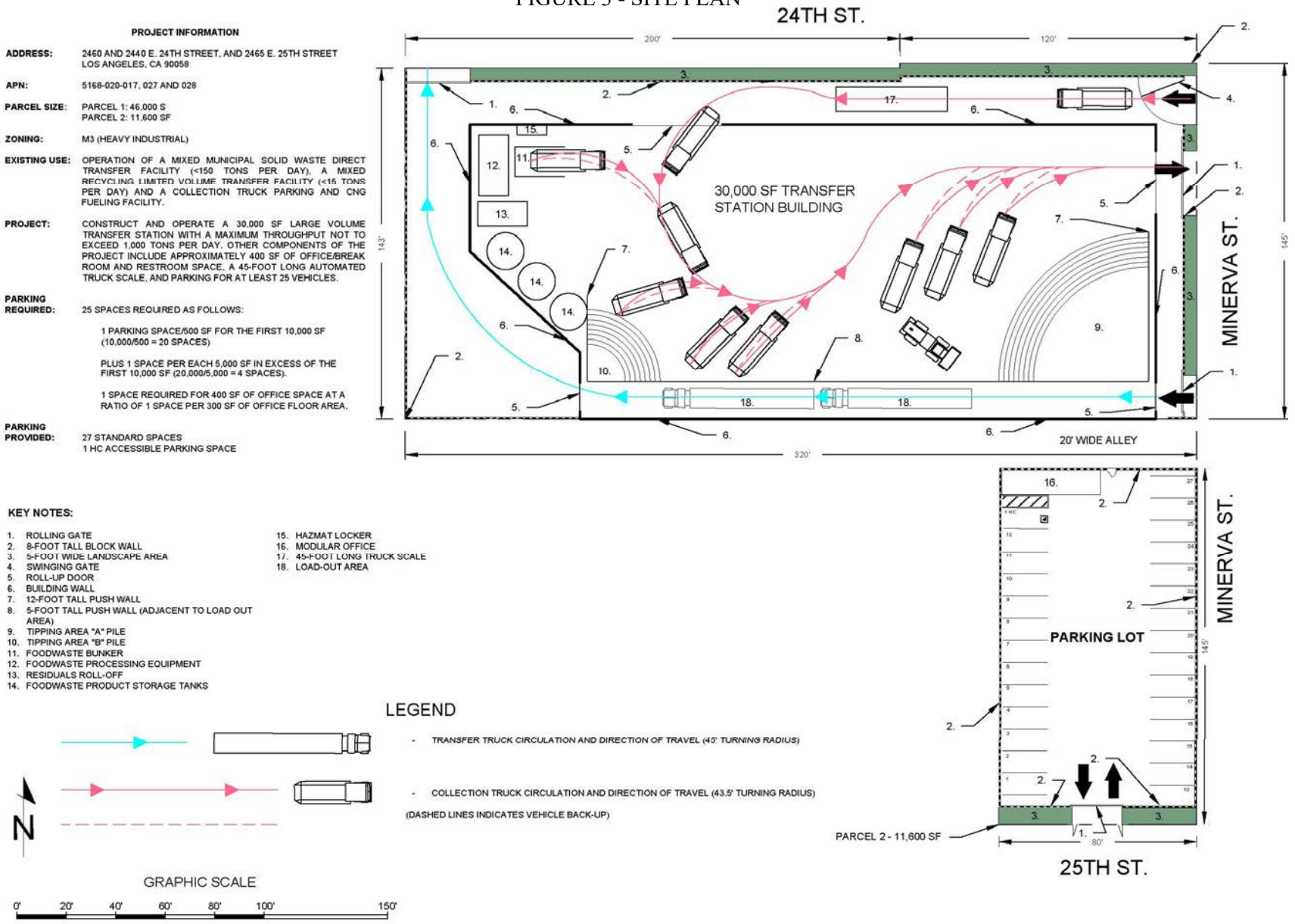


FIGURE 2 - AERIAL PHOTOGRAPH

FIGURE 3 - SITE PLAN



1.3.2 Adjacent Land Uses

The subject property is located in a heavy manufacturing area of the City of Los Angeles. The project site, as well as the majority of surrounding properties in the area, is zoned M3-1-RIO, Heavy Manufacturing. **Figure 4** shows the zoning for the project site and surrounding area.

1.4 NATURE AND QUANTITY OF WASTES

1.4.1 Waste Types

The following types of materials are accepted at the facility: comingled recyclable materials; organics (greenwaste and foodwaste); and MSW. No designated special medical or hazardous wastes are accepted at the facility. A Hazardous Waste Load Check Plan has been implemented to enforce this policy (see Section 5.5.2) and **Appendix D**.

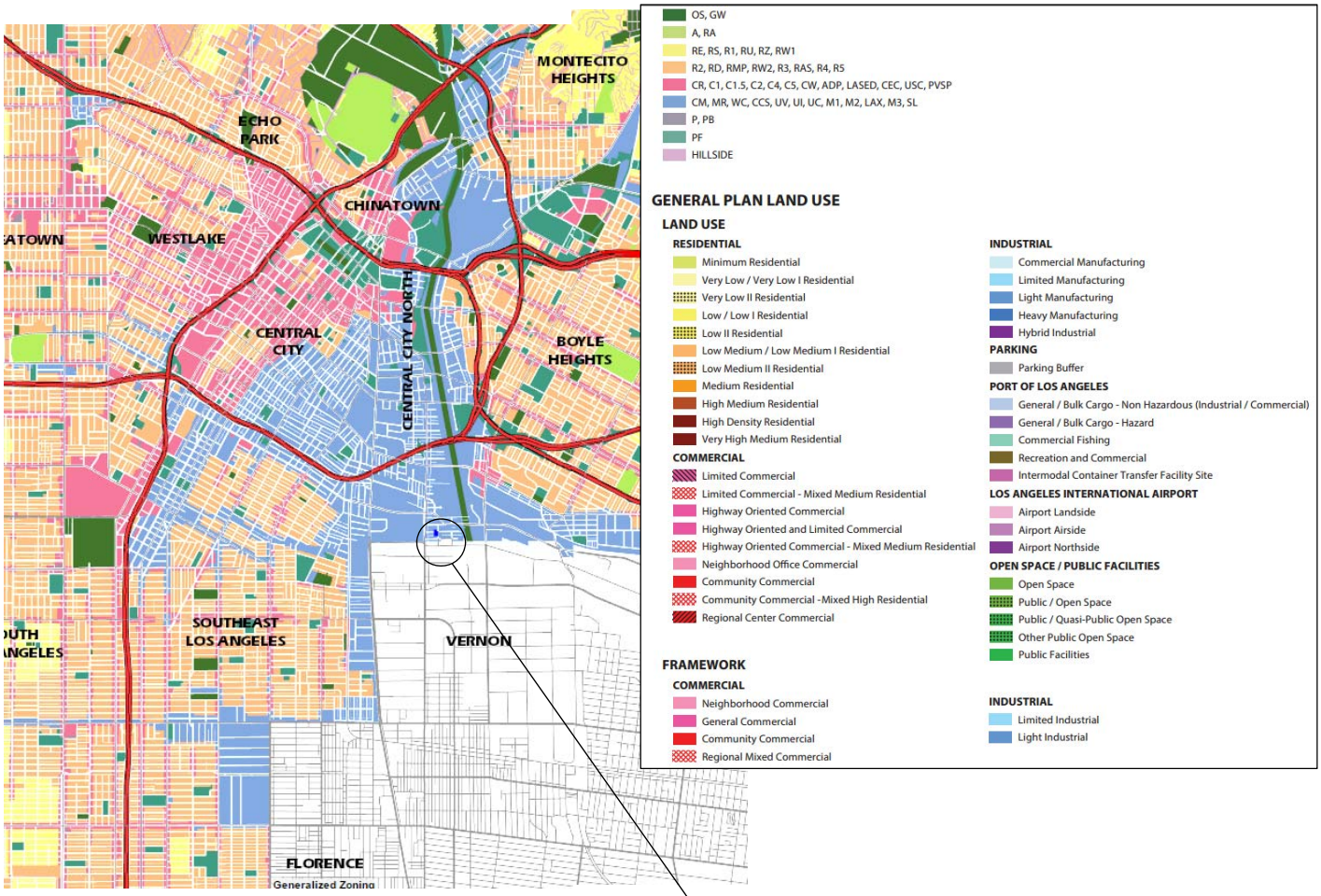
1.4.2 Waste Quantities

At maximum capacity, the facility will receive and process 1,000 TPD of material consisting of approximately 500 TPD of MSW and organics, and 500 TPD of single stream recyclables. Calculations substantiating the capacity and throughput of those quantities are contained in **Section 3.2**.

The anticipated average annual loading for the first five years of operation is shown in **Table 1**. This five-year projection is only an estimate and could change because of new or revised city contracts, legislation, or changes in the available disposal capacity and tipping fees.

Weekly averages are expected to vary by as much as 5-10 percent, and seasonal variations are expected to change the average by as much as 10-15 percent. The daily maximum tonnage of 1,000 TPD will not be exceeded. Unusual peak loading or emergencies will be handled at the station by adding manpower and equipment, and/or extending the length of shifts. The station building is also designed to accept and provide temporary storage for unusual peak loading.

FIGURE 4 - L.A. CITY ZONING MAP



Planning and Zoning	
Special Notes	None
Zoning	M3-1-RIO
Zoning Information (ZI)	ZI-2129 EAST LOS ANGELES STATE ENTERPRISE ZONE
Zoning Information (ZI)	ZI-2358 River Improvement Overlay District
General Plan Land Use	Heavy Manufacturing
General Plan Footnote(s)	Yes
Hillside Area (Zoning Code)	No
Baseline Hillside Ordinance	No
Baseline Mansionization Ordinance	No
Specific Plan Area	None
Historic Preservation Review	No
POD - Pedestrian Oriented Districts	None
CDO - Community Design Overlay	None
NSO - Neighborhood Stabilization Overlay	No
Streetscape	No
Sign District	No
Adaptive Reuse Incentive Area	None
CRA - Community Redevelopment Agency	None
Central City Parking	Yes
Downtown Parking	No
Building Line	None
500 Ft School Zone	No
500 Ft Park Zone	No

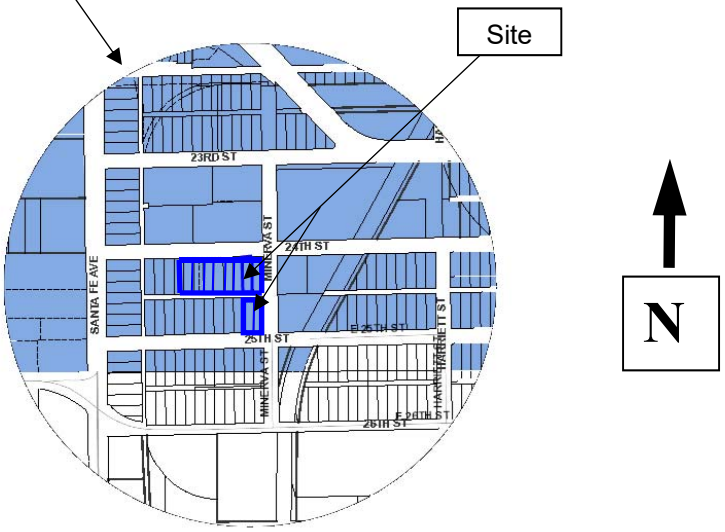


TABLE 1
ANTICIPATED AVERAGE ANNUAL LOADING

YEAR	TONS/DAY	TONS/YEAR*
2017	400	124,800
2018	800	249,600
2019	800	249,600
2020	800	249,600
2021	800	249,600
5-YEAR AVE.	**720**	**224,640**

* based on a six day per week operation

1.5 TYPES AND NUMBERS OF VEHICLES

The following types of vehicles may use the facility:

- Collection trucks and roll-offs delivering single stream recyclables, organics, and MSW;
- Transfer trucks taking outgoing MSW to landfills, and recyclables and organics to other processing facilities;
- Optionally, tank trucks hauling slurry for the de-packaging system to local Publicly Owned Treatment Works (POTWs), digestors or composting facilities;
- Employee and visitor vehicles;

The facility will not receive self-haul loads.

Table 2 summarizes the anticipated traffic volume at a maximum permit capacity of 1,000 TPD. The types, number and payloads of trucks accessing the facility were estimated using historical data as well as industry standards. The number of trucks will be less at smaller waste volumes.

TABLE 2
ANTICIPATED PEAK DAILY VEHICLES
(1,500 TPD)

VEHICLE TYPE	TOTAL
Inbound Vehicles	
Collection Trucks (1,000 TPD @ 8 tons/truck)	125
Outbound Vehicles	
Transfer and Tank-trucks with MSW, organics, recyclables and foodwaste slurry (1,000 TPD @ 23 tons/truck)	44
Employees	14
Visitors	1
TOTAL VEHICLES PER DAY	**184**

2. REGULATORY REQUIREMENTS

2.1 PERMITS AND APPROVALS

This section lists the permits and approvals that have been obtained by the facility:

- **Direct Transfer Permit** (150 TPD limit): The facility has an existing permit SWIS No. 19-AR-1251.

- **Notification Tier Permit** (15 TPD Limited Volume Transfer Operation): The facility has an existing permit SWIS No. 19-AR-1253.

- **Storm Water Permit** - A Notice of Intent (NOI) for a General Industrial Storm Water Permit (NPDES) was filed with the State Water Resources Control Board (SWRCB). In addition, a Storm Water Pollution Prevention Plan (SWPPP) and Monitoring Program Plan (MPP) have been prepared and implemented at the facility. WDID # 419I022900.

- **Hazardous Waste Generator ID Number:** The facility has obtained a State Site Specific Identification number from the Department of Toxic Substances Control: CA1000361251. This number is used for all manifesting, record keeping and reporting required for materials discovered through the load-check program.

3. FACILITY DESIGN

3.1 DESIGN PLANS

3.1.1 Site Plan

The transfer facility was shown previously in **Figure 3,** site plan, which shows the following structures:

- Parcel 1 is 46,000 sq. ft.**:**
    - **Transfer Building** – Provides 30,000 sq. ft. to operate a large volume MSW, organics and recyclable materials transfer station
    - **A 45-Foot Long Truck Scale –** Provides a record of all incoming and outgoing material.
    - **Two Load-Out Areas with Axle Scales:** Provides space for materials to be loaded out

- Parcel 2 is 11,600 sq. ft.**:**
    - **Parking Area –** Provides 5,376 sq. ft. of parking for 27 employee and visitor vehicles.
    - **Office –** Provides 400 sq. ft. of office/break room and restroom space

- Access to the project site is provided by one curb cut located on the west side of Minerva Street. This driveway will provide ingress and egress for trucks. Access to the parking area off of 25th Street and provides employee parking adjacent to the main office. Landscaping is provided along the parking lot's southern end.

3.1.2 Staging Areas

Parcel 1 will house the transfer building, a 45-ft long truck scale and two at grade transfer truck load-out areas. Up to 1,000 TPD of MSW, organics and commingled recyclable material will be unloaded or "tipped" inside the building. The recyclable materials include: cardboard, newspaper, mixed paper, junk mail, high density polyethylene (HDPE) and plastic containers made of Polyethylene terephthalate (PET), film plastic, glass bottles, ferrous and aluminum cans, and other metals and plastics.

Parcel 2 will allow for a main office and parking area. The main office accommodates the facility's administrative functions.

Commingled recyclables will be staged in a designated area of the tipping floor and loaded into transfer trucks for transport to MRFs for processing.

Organics will be staged in a designated area of the tipping floor and loaded into transfer trucks for transport to chipping and grinding or composting operations.

MSW will be tipped by collection trucks in a designated area of the transfer building adjacent to the load-out area where bulk recyclable materials such as metal, cardboard and wood will be removed. The remaining residual MSW will be consolidated into transfer trucks for transport to local landfills.

All transfer trucks will be positioned on axle scales while being loaded to ensure that legal load limits are not exceeded. Once loaded, the transfer trucks will exit to 24th Street.

Source-separated foodwaste may be stored in a bunkered area at the west end of the tipping floor. It will be hand sorted to remove contamination, then fed into the de-packaging equipment for processing into a clean, organic slurry that is stored in tanks. Periodically, a 5,000-gal tank truck collects the slurry and delivers it to a wastewater treatment plant for digestion. Reject material from the de-packaging system will be combined with residual MSW, loaded into transfer trucks and hauled to the landfill for disposal.

3.1.3 Parking Areas

A total of 27 on-site parking spaces are provided for, employees and visitors.

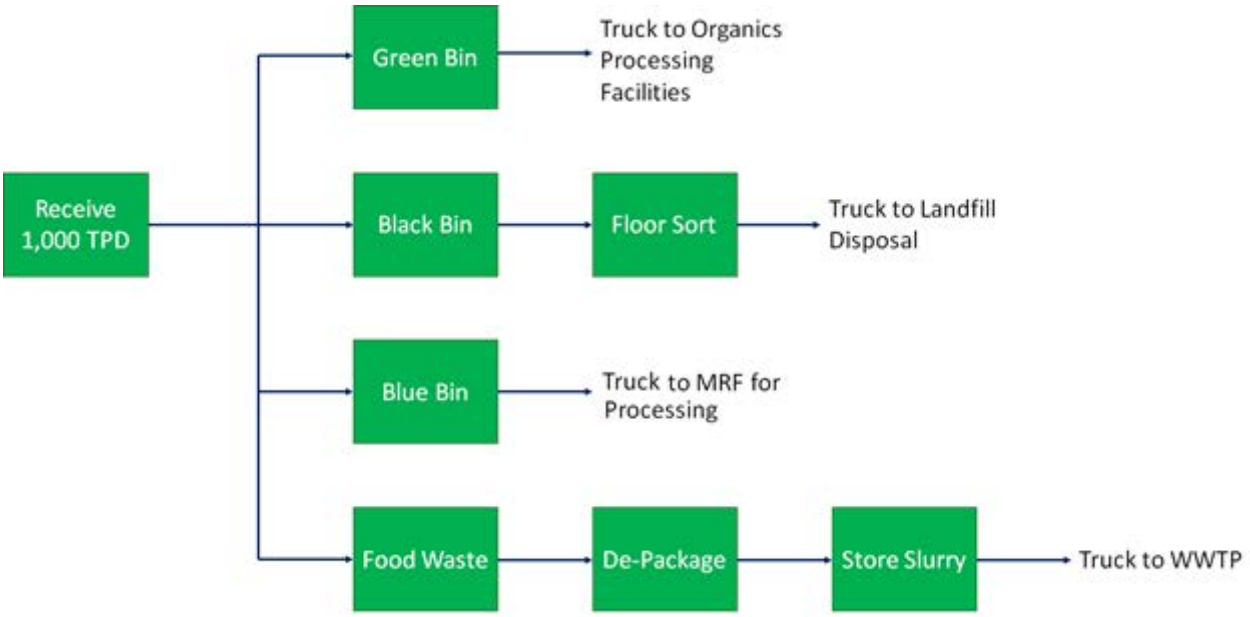
3.1.4 Traffic Plan

All incoming vehicles with loads of MSW, recyclables, and organics will be directed to the inbound truck scale where they will be weighed before proceeding to the appropriate areas of the facility to tip their loads. Transfer trucks will pull into the facility off Minerva, and onto axel scales in the load-out area. Once loaded, transfer trucks will drive out of the buildings, tarps will be placed over the load, and the trucks will exit onto 24th Street.

3.1.5 Waste Flow Diagram

Figure 5 shows a mass balance diagram of the estimated material flows through the facility. An overall facility diversion of 5% is anticipated.

FIGURE 5 - WASTE PROCESS FLOW CHART



3.1.6 Surface Drainage and Runoff Control Plan

All material receiving and handling occurs within a fully-enclosed building which shields all waste and recyclables from rain. Rainfall from the roof and remainder of the completely paved site is filtered prior to discharge to the storm sewer system in the street. The facility has filed a Notice of Intent for Stormwater Discharge and will be completing both Construction and General Industrial Stormwater Pollution Prevention and Mitigation Program Plans.

3.1.7 Utilities

Water and electricity is provided by the City of Los Angeles DWP. Natural gas is provided by the Southern California Gas Company, and sewer service is provided by the City of Los Angeles Bureau of Sanitation.

3.2 DESIGN CALCULATIONS

3.2.1 Station Capacity

The purpose of this section is to substantiate that the UWS 24th Street facility design and permit capacity of 2,000 TPD and 1,000 TPD, respectively.

3.2.2 Receiving

At 1,000 TPD of waste material, approximately 125 incoming collection trucks per day will enter the facility over the inbound truck scale based on a payload of eight tons per incoming truck. The facility will typically be open to receive waste from 7:00 AM to 7:00 PM Monday through Saturday. Operations within the facility will typically be conducted from 6:00 AM to 10:00 PM Monday through Saturday. However, the facility is permitted to receive, process, and ship out material 24 hours a day, 7 days a week. The facility will typically be closed on Sundays and some national holidays.

Each vehicle using the facility can weigh in within one minute. With one incoming scale, the facility could weigh in 60 vehicles per hour, or 720 vehicles per 12 hour operating day. The scale has sufficient capacity to process the anticipated peak hour traffic of 21 vehicles as well as the anticipated daily incoming traffic of 125 vehicles. All vehicles will have their tare weights and I.D. numbers pre-recorded in the scale house computer, facilitating a quick weigh-in, and eliminating the need to weigh out. All new customers and users have their vehicle tare weights entered into the scale software database during their first visit. Should a user operate multiple vehicles, an appointment will be scheduled to tare these vehicles into the system during off or low volume hours.

3.2.3 Transfer Station Tipping Area

Inside the 30,000 sq. ft. transfer station building there is approximately 16,000 sq. ft. of floor area used for vehicle circulation area and 8,000 sq. ft. of tipping area. A 14-foot tall push wall will allow two refuse piles to be formed with 1:1 side slopes during the operating day which would provide enough room to accommodate approximately 1,85 cubic yards (cy) of material on the tipping floor.

The pile storage volume was calculated as follows:

$$Volume = \left(\text{Pile Base Area} + \text{Pile Top Area} + \sqrt{(\text{Pile Base Area x Pile Top Area})}\right) \text{ x Pile Ht.}/3$$

Pile "A" has a base area 2,900 sq. ft and top area of 1,700 sf and the pile volume is calculated as follows.

$$Volume = \left(2{,}900 \text{ sf} + 1{,}700 \text{ sf} + \sqrt{(2{,}900 \text{ sf x } 1{,}700 \text{ sf})}\right) \text{ x } 14/3$$

$$Volume = \left(4{,}600 \text{ sf} + \sqrt{4{,}930{,}000 \text{ sf}}\right) \text{ x } 4.66'$$

$$Volume = (4{,}600 \text{ sf} + 2{,}220.36) \text{ x } 4.66'$$

$$Volume = (6{,}820.36 \text{ sf}) \text{ x } 4.66'$$

$$Volume = 31{,}828.35 \text{ cf}$$

$$Volume = \frac{31{,}828.35}{27} = 1{,}178.83 = 1{,}179 \text{ cy}$$

Based on a total storage capacity of 1,179 cy, and an estimated MSW density of 500 pounds/CY, a total of 295 tons of material can be stored in Pile "A". **Figure 6** shows a schematic of the Pile "A".

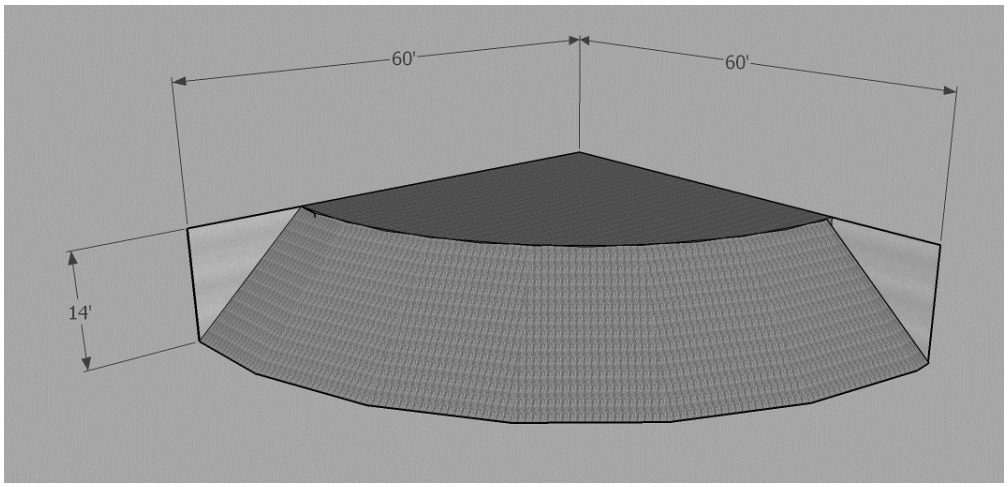


FIGURE 6 - PILE "A" SCHEMATIC

Pile "B" has a base area 670 sq. ft and top area of 180 sf and the pile volume is calculated as follows.

$$Volume = \left(670 \text{ sf} + 180 \text{ sf} + \sqrt{(670 \text{ sf x } 180 \text{ sf})}\right) \text{ x } 14/3$$

$$Volume = \left(850 \text{ sf} + \sqrt{120{,}600 \text{ sf}}\right) \text{ x } 4.66'$$

$$Volume = (850 \text{ sf} + 347.28) \text{ x } 4.66'$$

$$Volume = (1{,}197.28 \text{ sf}) \text{ x } 4.66'$$

$$Volume = 5{,}587.28 \text{ cf}$$

$$Volume = \frac{5{,}587.28}{27} = 206.94 = 207 \text{ cy}$$

Based on a total storage capacity of 207 cy, and an estimated MSW density of 500 pounds/CY, a total of 52 tons of material can be stored in Pile "B". **Figure 7** shows a schematic of the Pile "B".

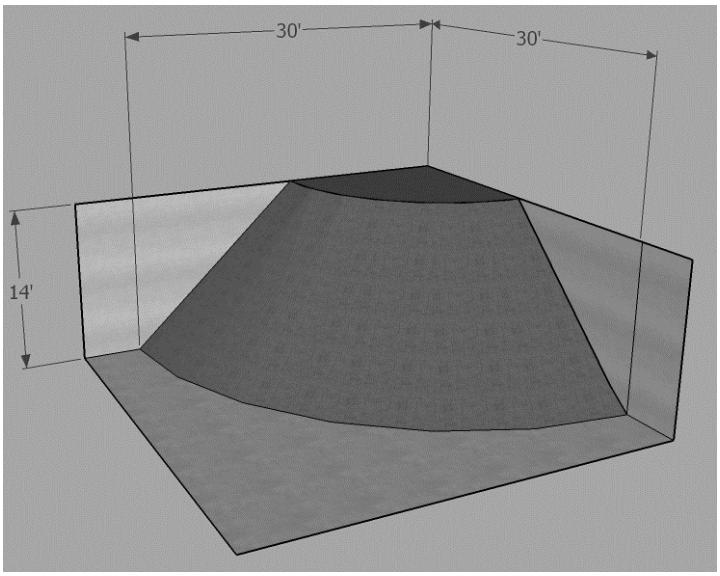


FIGURE 7 - PILE "B" SCHEMATIC

It is extremely unlikely that the daily capacity would ever be exceeded at the facility. However, in emergency conditions that could cause increased demand for transfer and sorting of materials, due to earthquake or other natural disaster, UWS could add work shifts, increase pile heights or divert trucks directly to the landfill long before reaching this ultimate level of storage.

3.2.4 Transfer Station Processing

The transfer building has been designed to accommodate approximately six collection trucks tipping simultaneously and one food waste truck. Using an average 10-minute tipping time, and room for seven vehicles tipping simultaneously, 42 vehicles could unload in a given hour and 504 vehicles could unload during a 12-hour operating day. Maximum peak hour traffic for the transfer station at 1,000 TPD is estimated to be approximately 22 vehicles (peak hour traffic = 125 total inbound trucks per day/12 hour operating day = 10.41 or 11 trucks x 2 or 22 peak hour truck trips). The 42 vehicle per hour transfer station tipping floor capacity will therefore be sufficient to accommodate the anticipated peak hour demand of 22 vehicles per day.

Material on the tipping floor will be loaded into transfer trucks by loader operators. With two transfer load-out slots, and an average loading time of 15 minutes per truck, a total of eight transfer trucks could be loaded per hour. At 23 tons of material payload per truck, a total of 184 tons of material can be loaded per hour for a total of 2,208 tons per 12-hour processing period. The maximum daily load-out capacity will therefore be sufficient to process the anticipated 1,000 TPD of MSW, organics, and recyclables through the transfer station.

3.2.5 Traffic

The traffic flow has been designed to eliminate cross traffic on-site. The majority of truck traffic will access the facility using major truck arterials, and sufficient truck queuing exists, thereby minimizing impacts on local streets.

3.2.6 Peak Loading

During unusual peak loadings, such as after natural disasters, the following steps will be taken to ensure adequate throughput and safe operations:

- Shifts may be extended, or extra shifts added
- Extra equipment (loaders, transfer trucks, etc.) may be rented from local suppliers or called in from sub-haulers.

3.2.7 De-Packaging System

The foodwaste de-packaging system can process up to 10 tons per hour (TPH) of foodwaste. The facility expects to receive roughly 50 TPD of this material. Therefore, five or six hours of processing will suffice.

4. STATION IMPROVEMENTS

4.1 SIGNS

A signage plan, conforming to City of Los Angeles planning standards, ensures safe operations. Signs will be maintained and replaced as needed to ensure easy readability and maintain aesthetics. At a minimum, the following signs will be posted with the following information:

Sign Located at the Entrance of the Facility:

Hours of Operation, Days of Week
Name of Facility and Operator
Materials Accepted/Not Accepted
Speed Limit
Facility Telephone Number

Sign Located at the Scale House:

Rates and Fee Schedule
Transfer Station Rules
Tarping Requirements

4.2 SECURITY

The site is secured by a wall, fence, building extensions or a combination of the three as a means of providing security and prohibiting unmonitored dumping of loads. Access is controlled through all gated ingress/egress points. During hours when waste is not received, entrance gates are closed. In addition, a security camera system monitors activity both inside and outside the buildings.

4.3 ROADS

Access to the facility is on paved streets that are adequate for heavy truck traffic. All on-site roads and travel-ways are paved with either concrete or asphalt, and are cleaned by a litter crew and routinely swept to control dust. The site is accessible during dry and wet weather periods.

4.4 VISUAL SCREENING

The facility is screened along all property lines by walls, fencing, and building extensions. All material transfer and processing operations will take place inside a fully-enclosed building, with fast acting roll-up doors.

5. OPERATIONS

5.1 HOURS OF OPERATION

The facility will be permitted to receive, process, and ship out material 24 hours a day, 7 days a week.

Under normal operating conditions, the facility will be open to receive material from 7:00 AM to 7:00 PM Monday through Saturday; and typical operations within the facility will be conducted from 6:00 AM to 10:00 PM Monday through Saturday. The facility will typically be closed on Sundays and some national holidays.

5.2 STATION PERSONNEL

Key management personnel assigned to the facility have significant work experience in the solid waste industry (See **Appendix F** for capsule resumes.) The management organization structure is shown in **Figure 7**. **Table 3** outlines the estimated number of facility personnel at 1,000 TPD.

TABLE 3
ESTIMATED NUMBER OF FACILITY PERSONNEL

PERSONNEL	# STAFF
Facility Manager	1
Admin Staff	2
Scale House Attendants	2
Loader Operators	4
Floor Sorters / Spotters	2
Maintenance / Litter Crew	2
Depackaging Systems Operator	1
TOTAL PERSONNEL	**14**

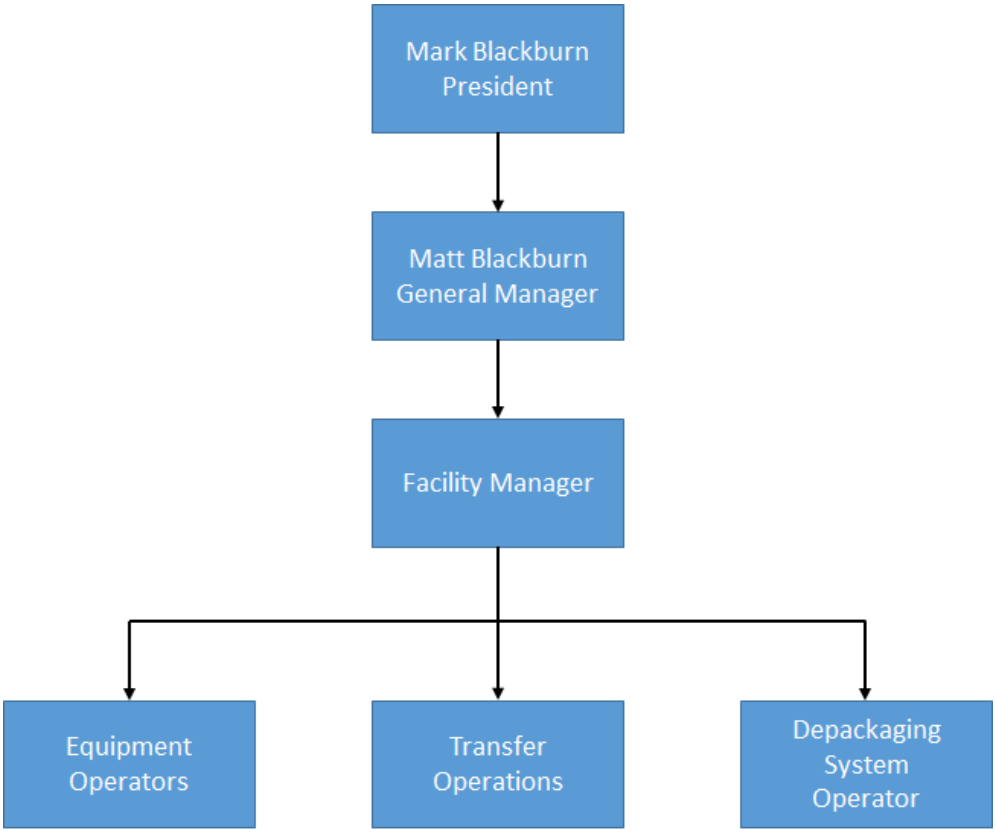
5.2.1 Training

UWS is committed to providing a safe and healthful workplace for all their employees. Development and maintenance of safety training programs is an important part of their dedication to safety. Every new employee is required to go through an orientation to adequately train them in health and safety issues. The orientation training includes topics on:

- Health and Safety
- Protective Equipment
- Emergency Response
- Customer Service

- Environmental Compliance

FIGURE 7 - MANAGEMENT ORGANIZATION STRUCTURE



Employees also participate in monthly safety briefings and are trained in emergency procedures. These topics vary from month to month. For example, floor sorters are trained to recognize and properly handle the types of hazardous and medical waste that may be accidentally included in the loads brought to the facility one-month, and workplace ergonomics the next. Equipment and vehicle operators are given operating and maintenance instructions. Copies of training records are kept on file at the facility offices. Additional information on training is discussed in Section 5.7, Health and Safety Programs.

5.2.2 Emergency Contact List

In the case of an emergency, the persons listed serve as the contacts for the facility. The daytime phone for UWS is (562) 695-8239. Off-duty numbers are:

Mark Blackburn, President	(909) 859-3874 (cell)
Matt Blackburn, GM	(909) 859-5731 (cell)

Table 4 lists the telephone numbers to contact if an emergency cannot be handled by facility management. The Local Enforcement Agency will also be contacted at (213) 252-3932 as soon as possible whenever an outside agency is notified of an emergency.

TABLE 4
OUTSIDE AGENCY EMERGENCY CONTACT LIST

TYPE OF EMERGENCY	AGENCY	PHONE NUMBER
General Emergency	Emergency Dispatch	911
Hazardous Waste Spill or Explosives	County of Los Angeles Fire Department – Hazardous Materials Unit.	(323) 890-4045
Security	Fire Station 14 3401 South Central Avenue Los Angeles, CA 90011	(213) 485-6214
Unidentified Hazardous Waste	State Dept. of Health Services	(510) 897-7170
Hazardous/Suspected Hazardous Waste, Unknown Sludges, Slurries and Liquids	City of Los Angeles Fire Department – Hazardous Materials Unit.	(213) 978-3680
Medical Waste	Dept. of Health Services Medical Waste Division	(213) 977-7379 (213) 977-6877
All Emergencies	Local Enforcement Agency	(213) 252-3932
Medical	Community Hospital of Huntington Park 2623 E Slauson Ave Huntington Park, CA 90255	(323) 583-1931

5.3 STATION EQUIPMENT

Table 5 lists the primary equipment that may be used at the facility at a throughput capacity of 1,000 TPD of solid waste. The type of equipment and number of units may change based on changes in the waste-stream, new processing technology, and new regulatory and diversion requirements.

TABLE 5

ESTIMATED EQUIPMENT INVENTORY

EQUIPMENT TYPE	# UNITS @ CAPACITY
Loaders	2
Transfer Trucks (will park offsite)	11
Excavator (optional)	1
Street sweeper	1
Bobcat	1
Forklift	1
Truck Scales	1
Axle Scale Systems	2
Food De-Packaging System	1

5.4 EQUIPMENT MAINTENANCE

A comprehensive preventive maintenance program will be implemented to ensure the reliability of all equipment and vehicles, and to maintain equipment in good working order. Stationary equipment will be maintained on-site on a regular basis. Mobile equipment will be serviced onsite or taken to an off-site maintenance facility for major repairs. The on-site physical improvements, such as walls, doors, gates, fencing and paved areas, will be inspected on a daily basis and repairs made as necessary The following maintenance schedule applies:

- Transfer tractors: daily, weekly preventative maintenance program
- Loaders: every 250 operating hours
- Transfer trailers: weekly brake and suspension inspection, and spot welding as needed
- Forklifts: every 200 operating hours

5.5 MATERIALS HANDLING

The following subsections provide a general overview of the types of wastes received, processed, and/or transferred.

5.5.1 Material Processing

All incoming vehicles will be directed to the inbound truck scale where they will be weighed before proceeding to the tipping areas. After unloading, collection vehicles will exit directly to Minerva Street.

5.5.2 Hazardous Waste Load Check Program

A Hazardous Waste Load Check Program approved by the LEA will be implemented at the facility. See **Appendix D**. The program includes signs, visual inspection, random/focused load inspection, emergency response procedures, and employee training. See **Section 5.2.2** for a list of emergency contacts and numbers. All material deposited at the facility will be checked during the tipping, sorting and loading process by the employees who are trained in the recognition and handling of hazardous materials. One random load will be specifically checked each day (for each 500 tons received) for the presence of hazardous materials, and a record of those load checks and hazardous materials recovered will be maintained.

5.5.3 Material Storage

Under normal operations, waste is removed from the site continuously. At no time will waste be stored longer than 48 hours (per State regulation). Bulk recyclable materials are transported to markets when a full roll-off load is accumulated.

5.5.4 Hazardous Waste Storage

All hazardous waste incidentally recovered from the waste stream will be temporarily stored on site, manifested, and transported off-site according to Federal and State regulations.

A temporary hazardous waste storage locker is located inside the transfer station building, as shown in **Figure 3**, Site Plan. No hazardous waste will be stored longer than 90 days, per Federal and State regulations. Storage of hazardous materials in the locker will be segregated according to pH, corrosivity and/or reactivity. Spill response kits, which are equipped with emergency response equipment, are located throughout the facility.

5.6 STATION MAINTENANCE

5.6.1 Maintenance

Buildings, equipment, and paved areas are regularly maintained in good working order and to insure public safety. The general manager is responsible for inspecting the facility to assess the overall level of maintenance. As needed, repairs will be made to maintain the facility and equipment.

5.6.2 Cleaning

The facility is cleaned daily inside and out of all loose material and litter. Station personnel patrol the general site area, including the access drive and surrounding areas to control litter and dust accumulation. This clean up usually occurs at the end of the last shift of the day, and includes the use of litter patrols as well as hand-brooming and cleaning by mechanical street sweeper.

All storage containers, unloading areas, and transfer vehicles are cleaned on an as needed basis.

5.7 HEALTH AND SAFETY PROGRAM

5.7.1 Health and Safety Programs

UWS has developed and implemented safety-training programs for their workers as summarized in **Table 6**. These program manuals are kept on-site and available for review by LEA personnel.

TABLE 6
HEALTH AND SAFETY PROGRAMS

Load Check Program
SB 198 Illness & Injury Prevention Program
Emergency Response Program
Hazard Communication Program (Right-to-Know)
Storm Water Pollution Prevention Program

5.7.2 Sanitary Facilities

Sanitary facilities are located on site and accessible to all employees. Facilities consist of toilets, urinals, and sinks.

5.7.3 Water Supply

The City of LA DWP provides potable water supply to the site.

5.7.4 Communications

The office is equipped with an outside phone line and intercom system. Key personnel are also supplied with cell phones.

5.7.5 Fire

Fire-fighting stations (hose reels) are located at strategic spots in the facility. Fire extinguishers are kept in all loading equipment and throughout the facility. The building is fully-sprinklered and constructed to meet all applicable fire safety codes of the City of Los Angeles. Fire extinguishers are monitored and serviced on a regular basis by an outside contractor and the local fire authority.

5.7.6 Safety Equipment

Personal Protective Equipment (PPE) is assigned to each new employee. Hard hats, reflective vests, gloves, and safety boots must be worn by all employees working at the facility. Safety glasses are required to be worn by all employees. In addition, ear protection is provided for all employees. The employees are responsible for care and storage of their equipment. If replacement equipment is needed, the employee must notify their supervisor for replacement. The offices are equipped with first aid supplies.

Hazardous waste response equipment is located in spill kits throughout the facility to be used for emergency situations. This equipment typically includes absorbent, brooms, 55-gallon drums, protective gloves, clothing, boots, goggles and respiratory equipment.

5.7.7 Power Failure

During brief power outages, waste unloading, manual sorting, and load-out operations would be able to continue with no interruption of service. If electrical power to the site is lost for an extended period, the site could be closed, in which case waste could be hauled to other facilities.

5.7.8 Protection of Users

The facility has been designed to eliminate cross traffic and provide clear lines-of-sight for collection and transfer truck drivers as well signage and traffic spotters to insure a safe and efficient flow of traffic onsite. As shown on **Figure 3,** Site Plan, the location of tipping areas will allow for the operation of a safe and efficient transfer facility.

6. STATION CONTROLS

This section describes procedures and practices used to control environmental factors at the site.

6.1 BURNING WASTES AND OPEN BURNING (17407.1)

Should the facility accidentally receive burning wastes or experience accidental ignition of wastes on the tipping floor, the following will occur:

- If the fire is small and manageable, the floor workers and loader operators will put it out with water hoses and portable extinguishers.
- If the fire appears to be a greater threat, 911 will be called immediately for assistance from the Fire Department. Loader operators may be able to isolate the burning material, to minimize spread of the fire until help arrives.
- In either, case, facility personnel will backtrack the waste to alert the generator and eliminate future occurrences.

6.2 CLEANING (17407.2)

Litter crews police the site daily, and with the assistance of a mechanical street sweeper, clean all paved driveways, and the frontage sections along 24th Street, 25th Street and Minerva Street.

6.3 DRAINAGE CONTROL (17407.3)

Wastewater is minimized through dry sweeping methods. The small, infrequent amount of wastewater from floor cleanup or dust control is directed into material piles where it is absorbed.

A Notice of Intent (NOI) for a General Industrial Storm Water Permit (NPDES) was filed with the State Water Resources Control Board (SWRCB). In addition, a Storm Water Pollution Prevention Plan (SWPPP) and Monitoring Program Plan (MPP) have been prepared and implemented at the facility. The facility is referenced under waste discharge identification number (WDID) 419I022900.

The facility is fully-enclosed so no rain contacts the material. All runoff from the roof and paved surface is directed to the curb and gutter in the surrounding streets.

6.4 DUST CONTROL (17407.4)

Dust generation is minimized through the use of an overhead misting system inside the transfer building. In addition, exterior paved surfaces and driveways are cleaned at the end of each day by hand-sweeping and mechanical street sweeping, to remove dirt and dust. Additional water will be applied to moisten dusty loads.

A negative air pressure system, designed to meet SCAQMD Rule 410 standards also works to reduce dust in the air inside the building.

6.5 HAZARDOUS, LIQUID, AND SPECIAL WASTES (17407.5)

This facility does not intentionally accept hazardous materials such as batteries, oil, paint, and special wastes. The facility has implemented a load checking program which contains procedures to separate and safely handle as well as store any hazardous material discovered on the tipping floor. The facility does not accept any liquid waste or sludges. The Load Checking Program and hazardous materials handling procedures are included in ***Appendix D.***

6.6 LITTER CONTROL (17408.1)

Litter is controlled at the site in several ways:

- All unloading, processing and loading of material occurs within the fully enclosed building
- A litter crew polices the site at least once per day, picking up litter from the site perimeter, driveways, and along the frontage
- A mechanical street sweeper also cleans the site and environs.
- A mandatory tarping policy is enforced requiring all inbound and outbound loads to be covered. Measures for enforcement include warnings, refusal of loads, and possible banning from the facility. See **Appendix E** for a copy of the Litter Control Program.

6.7 MEDICAL WASTES (17408.2)

The facility does not accept medical waste. If medical waste is observed in any incoming truck, that load will be rejected. If medical waste is discovered on the tipping floor, the waste and all surrounding material will be cordoned off, transfer operations moved to another area of the floor, and the Los Angeles County Department of Health Services (DHS)/County Local Enforcement Agency called.

Medical waste will be noted in the special occurrences log, along with the hauler, route and the origination of the load if it is known. The same administrative procedures outlined for hazardous waste will be initiated while the driver is questioned as to the possible originator. If the DHS determines that the medical waste is hazardous, a licensed medical waste hauler will be called to pick up and dispose of the material.

The medical waste material will be used to assist in identifying the generator by the DHS. Following its inspection, the DHS will instruct the station manager on the required procedures to handle and dispose of the medical waste. The DHS (State) contact person can be reached at (213) 977-7379 or (213) 977-6877.

If body parts are discovered, the material will be isolated, and the County Coroner's Office notified.

6.8 NOISE CONTROL (17408.3)

The facility is located in an industrial zone surrounded by other industrial uses. Noise levels are not an issue at this site as there are no sensitive receptors located nearby. All waste receiving, processing and load-out occurs within a fully-enclosed building.

On-site vehicles (forklifts, loaders) and equipment are soundproofed and muffled.

6.9 NON-SALVAGEABLE ITEMS (17408.4)

Drugs, cosmetics, foods, beverages, hazardous wastes, poisons, medical supplies or syringes, needles, pesticides and other materials capable of causing health or safety problems are not salvaged. All employees are trained in this regard.

6.10 NUISANCE CONTROL (17408.5)

Education of facility users related to tarping of loads and queuing, as well as detailed operational guidelines setting forth personnel responsible for daily litter patrols of the site and surrounding streets, sweeping the entrance to minimize dirt track-out, and the prompt removal of residual waste material will ensure that the facility poses no nuisance to the community. Checklists will be used to insure that employees clean and inspect all areas for compliance with site maintenance and material storage procedures as well as for potential sources of litter, ponded water and sources of odor. The Odor Impact Minimization Plan can be found in **Appendix C**.

6.11 MAINTENANCE PROGRAM (17408.6)

The maintenance program includes regular inspections and upkeep of both the physical site improvements as well as the mechanical equipment. For a discussion of the mechanical equipment maintenance program please refer to **Section 5.4**.

Site maintenance will entail regular inspections of buildings, signage, perimeter fencing, roadways and drainage facilities.

Regular inspections of all health and safety supplies and protective equipment will also be conducted at the end of each shift as set forth in **Section 5.7.6**, and all supplies will be restocked as necessary.

6.12 PERSONNEL HEALTH AND SAFETY (17408.7)

See **Section 5.7**.

6.13 PROTECTION OF USERS (17408.8)

Collection truck drivers are directed where to tip by traffic spotters in the designated tipping areas. No self-haul loads will be received, so the public will not be using this facility.

6.14 ROADS (17409.1)

All traffic areas are paved. This paving is kept clean by workers with brooms and by mechanical street sweeper to keep dust down, and prevent trucks from tracking dirt onto adjacent public roads. Internal roads will be inspected daily and maintained to provide safe and efficient ingress and egress to site facilities.

6.15 SANITARY FACILITIES (17409.2)

See **Section 5.7.2**.

6.16 SCAVENGING AND SALVAGING (17409.3)

Scavenging is prohibited. Salvaging of recoverable material such as cardboard, wood, glass, paper, and metal is an integral part of the operation. This salvaging is confined to specific areas of the facility, and conducted only by trained company employees.

6.17 SIGNS (17409.4)

See **Section 4**.

6.18 LOAD CHECKING (17409.5)

See **Section 7.3** and **Appendix D.**

6.19 PARKING (17409.6)

A total of 27 off-street parking spaces are provided for all employees, company vehicles and visitors.

6.20 SOLID WASTE REMOVAL (17410.1)

Waste is removed on a first-in first-out policy and in all cases within 48 hours of receipt.

6.21 SUPERVISION AND PERSONNEL (17410.2)

See **Section 5.2**.

6.22 TRAINING (17410.3)

Personnel are trained on subjects pertinent to site solid waste operations and maintenance, hazardous materials recognition and screening, use of mechanized equipment, environmental controls, emergency procedures and other requirements of the Minimum Standards for Solid Waste Handling and Disposal. Training records will be available for inspection.

6.23 VECTOR, BIRD, AND ANIMAL CONTROL (17410.4)

To eliminate rodents, birds, and insects, all material handling occurs within a fully-enclosed building and all waste is loaded into transfer trailers on a first-in, first-out basis. If loaded trucks need to be staged overnight, the transfer trailers are covered and parked in the building, and these parking areas are inspected and cleaned daily.

Recyclable materials are shipped out on a regular basis. A pest control company inspects the site, sets rodent traps and sprays for insect control as needed. Since all waste unloading and processing occurs indoors, birds are not expected to pose a nuisance.

6.24 RECORD KEEPING (17414)

UWS, Inc. will maintain accurate records are required by Title 14, Section 17414.

Records of incoming weights and outgoing salvage or residual weights will be maintained in a form and manner approved by the LEA, and will be submitted to the LEA or the California Integrated Waste Management Board upon request. The records will be available during business hours and kept in an accessible location in the offices on-site for a period of 3 years.

A daily log book of special occurrences encountered during operations and methods used to resolve problems arising from these events, including details of all incidents that required implementing emergency procedures shall be maintained on site. Special occurrences shall include but are not limited to: fires, injury and property damage, accidents, explosions, receipt or rejection of prohibited wastes, lack of sufficient number of personnel pursuant to section 17410.2, flooding, earthquake damage and other unusual occurrences. In addition, the operator shall notify the LEA by telephone within 24 hours of all incidents requiring the implementation of emergency procedures, unless the LEA determines that a less immediate form of notification will be sufficient to protect public health and safety and the environment.

A log of any written public complaints received by the operator shall also be maintained, and will include: 1) the nature of the complaint; 2) the date the complaint was received; 3) if available, the name, address, and telephone number of the person or persons making the complaint; and, 4) any actions taken to respond to the complaint.

6.25 DOCUMENTATION OF LEA ACTIONS (17414.1)

The operator maintains a record of LEA approvals, determinations, and other requirements.

6.26 COMMUNICATIONS EQUIPMENT (17415.1)

See **Section 5.7.4**.

6.27 FIRE FIGHTING EQUIPMENT (17415.2)

See **Section 5.7.5**.

6.28 HOUSEKEEPING (17416.1)

See **Section 5.6**.

6.29 LIGHTING (17416.2)

Adequate lighting including skylights is provided within the buildings and around the site to ensure the ability to properly operate the facility and to prevent adverse effects to public health, safety and the environment.

6.30 EQUIPMENT (17416.3)

Equipment shall be adequate in type, capacity and number, and sufficiently maintained to allow the facility to operate in compliance with the required standards.

6.31 SITE SECURITY (17418.1)

The site is secured by a wall, fence, or combination of the two as a means of providing security and prohibiting unmonitored dumping of loads. Access is controlled through the gated entrances and exits. During hours when waste is not received, entrance gates are closed. In addition, a security camera system monitors activity both inside and outside the building.

Also, see **Section 4**.

6.32 SITE ATTENDANT (17418.2)

A site attendant is on duty during the hours the facility is open.

6.33 TRAFFIC CONTROL (17418.3)

Facility traffic is comprised of roll-off, collection, and transfer trucks; and employee vehicles. Access to the site is from 25th Street and Minerva Street, and on-site traffic is controlled by the following means:

- enforced speed limit of 5 mph
- tipping directions from scale house operator
- sufficient queuing space
- the controlled metering of trucks into the tipping areas as necessary by the scale attendant, site supervisor, or traffic spotter.

6.34 VISUAL SCREENING (17419.1)

Perimeter fencing screens views of the facility from public right-of-ways, as well as adjacent properties.

6.35 WATER SUPPLY (17419.2)

The City of Los Angeles DWP provides potable water to the project site.

6.36 UNUSUAL PEAK LOADS (18221.6 J)

In the event of unusual peak loading (i.e. a natural disaster) the following can be done:

- Extend operations to a second or third shift
- Bring stand-by equipment on-line, including: loader, forklift, and transfer trailers
- In addition, the LEA will be notified

6.37 FINAL DISPOSAL

All residual solid waste is disposed at local landfills, or the Commerce or SERRF waste-to-energy plants.

7. RECORDS AND REPORTING

7.1 WEIGHT/VOLUME RECORDS

The facility will record solid waste tonnage and number of hauling vehicles entering the facility per day. This will include daily averages and daily peaks for each calendar month. This information will be reported quarterly.

7.2 SPECIAL OCCURRENCES

A Special Occurrences Log will be kept on a daily basis with a summary provided in the quarterly tonnage report. The log will include records of fires, explosions, injury and property damage accidents, flooding, and other unusual events, such as facility closure, with a brief description of the response to and resolution of each incident. The log will also include visits by regulatory agencies.

7.3 HAZARDOUS WASTE LOAD CHECKING PROGRAM

A record will be maintained of the results of the hazardous waste load checking program, including the quantities and types of hazardous wastes, medical wastes or otherwise prohibited wastes found in the waste stream and the disposition of these materials. A record of waste loads rejected will be included. This information will be reported quarterly.

7.4 COMPLAINTS

A record of all complaints regarding this facility will be maintained along with the operator's actions taken to resolve these complaints.

7.5 INSPECTION OF RECORDS

Facility records will be maintained in the Corporate office at 9016 Norwalk Blvd., Santa Fe Springs, and are available for inspection by appointment by contacting the facility operator between the hours of 9:00 a.m. and 5:00 p.m., Monday through Friday.

Appendix A

SOLID WASTE FACILITY
PERMIT APPLICATION

Appendix B

NDFE LISTING

Appendix C

ODOR IMPACT MINIMIZATION PLAN

ODOR IMPACT MINIMIZATION PLAN

INTRODUCTION

This Odor Impact Minimization Plan (OIMP) has been developed to provide guidance to on-site personnel in the handling, storage, and removal of putrescible materials and green waste, in accordance with 14 CCR 17863.4. This OIMP will be revised as necessary to reflect any changes in the design or operation of the facility. A copy of the revisions will be provided to the enforcement agency within 30 days of the changes. In addition, this OIMP will be reviewed annually to determine if any revisions are necessary.

This OIMP is written to reflect the permitted capacity of 1,000 TPD of Municipal Solid Waste (MSW), commingled recyclables, green waste, and foodwaste.

Site Name: 24th Street Transfer Station
SWIS#: 19-AR-1251 and 19-AR-1253
Location: 2460 E. 24th Street, Los Angeles, CA 90058
Permit: Full Transfer/Processing Facility Permit
Operation: Transfer Station
Permitted Capacity: 1,000 TPD
Design Capacity: 1,500 TPD
Total Acreage: 1.3 acres

All material is received and transferred within a building which will control dust and odors. Trucks enter the facility off Minerva Street and weigh at the scale and tip inside the transfer station adjacent to the two load-out slots where easily recoverable bulk recyclable materials such as metal, cardboard and wood will be removed. Transfer trucks will drive into the building, and front-end loaders will top-load them with material. The transfer trucks will then transport these materials to other processing facilities or to local landfills.

ODOR MONITORING PROTOCOL

Proximity of Odor Receptors

The subject property is located in a heavy industrial area of the City of Los Angeles, approximately 2.5 miles south of downtown. The project site, as well as all of surrounding, privately owned properties in the area, are zoned M-3, Heavy Manufacturing.

In order to assess potential odor impacts at off-site locations, a facility employee will drive the surrounding area at the beginning and close of working day. The level of offensiveness of any odors will be measured and action will be taken, if needed, as discussed below.

High winds could potentially transport odor-causing material off-site. During winds of 25 mph or greater, facility personnel will monitor the situation closely, determine the areas of potential impact

and monitor those areas for any increase in odor. Since all material handling will take place within an enclosed building, odor impacts should be minimal.

METEOROLOGICAL CONDITIONS

Temperatures in the City of Los Angeles average 63 degrees annually. Summer afternoons reach 90 degrees on average, and winter mornings drop to 40 degrees. Measurable precipitation occurs mainly from early November to mid-April, but total amounts are generally small. Los Angeles averages 15 inches of rain annually with January as the wettest month. On average twenty-two days per year have measurable rain, and seven days per year have moderate to heavy rain (>0.50 inch in 24 hours).

Winds in the project vicinity display several characteristic regimes. During the day, especially in summer, winds are from the southwest in the morning and from the northwest in the afternoon. Daytime wind speeds are 6 – 8 miles per hour on average. At night, especially in winter, the land becomes cooler than the ocean, and an off-shore wind of 2-4 miles per hour develops. One other important wind regime occurs when high pressure occurs over the western United States that creates hot, dry and gusty Santa Ana winds from the north and northeast across the Los Angeles basin.

COMPLAINT RESPONSE PROTOCOL

If an odor complaint is received, staff will go to the location of the complaint to verify the presence and intensity of the odors. If the odor can be detected at the complainant's home or business, staff will trace the odor by conducting odor checks around the general vicinity. If the odor was determined to be generated offsite, staff will contact the complainant notifying them of the source of the odors. If however, staff determines that the odor is generated by the facility, staff will immediately identify the source of the odor and mitigate it as outlined in **Table 1**. All odor complaints will be entered in the Log of Special Occurrences, and the LEA will be notified within 24 hours. All complaints will be logged as to the time, date, location, ambient air temperature, cloud cover, wind direction and speed, and nature of complaint.

If the facility receives more than three different complaints within a one month period or two complaints from the same individual within a one month period, staff will meet with the LEA and the complainant (if possible) within a reasonable time to discuss the source of the odor and discuss operational changes that would minimize odors in the future.

TABLE 1
Sources of Odor and Possible Management Techniques

Source of Odor	Possible Cause	Management Approach
Driveways, scale area and transfer truck storage areas	Liquids from collection and transport trucks and stagnant storm water allowed to pond or come into contact MSW.	Correct drainage grading or control; Clear aisles of material; Absorb ponded water with ground material;
Commingled Recyclables	Material sitting too long prior to processing	Expedite material transfer
MSW, Greenwaste, Foodwaste	Material sitting too long prior to processing, or possibly odiferous as received	Expedite material transfer; immediately transfer particularly odorous material

The presence of odor is also monitored at the site boundary prior to commencing and closing daily operations. The level of offensiveness from on-site odors at the property boundary is based on a scale of 1 to 5 as follows:

Level 1: No noticeable odor.
Level 2: Slight odor
Level 3: Moderate odor (noticeable)
Level 4: Strong odor (objectionable)
Level 5: Stench (noxious)

Should an odor problem occur at a Level 3 or above, the following steps will be taken:

- Identify the source of the odor.
- Determine possible cause(s) and select remedial action as outline in **Table 1**
- In the event the odors cannot be controlled by any of the selective remedies in **Table 1**, truck the odorous material to a landfill

Should odors increase or a complaint be verified, the plan will be re-evaluated and more provisions will be considered to monitor or minimize odors.

DESIGN CONSIDERATIONS FOR MINIMIZING ODORS

In order to minimize the development of conditions that could lead to odor problems, all material is received and transferred within a fully-enclosed building, which includes overhead misters to control dust and odors.

Greenwaste and foodwaste received at the transfer station will be transferred to a chipping and grinding and/or composing facility. Green and food material will not be stored onsite longer than 48 hours unless approved by the LEA.

Loads may be moistened by hoses or sprinklers during tipping to control dust. This also acts to control odor that may be associated with airborne particles. If ponding water occurs, the water is removed immediately by absorbing it in the material as it is pushed by loaders. Effort is made to avoid adding moisture to greenwaste or MSW, which tends to accelerate its decomposition, possibly resulting in the generation of odor.

Method and Degree of Aeration

Odor is potentially generated by anaerobic conditions in the MSW, greenwaste, and foodwaste. To avoid odors, the materials are mixed and aerated by the loader and loaded out on a first in first out basis. If bulk recyclable materials are identified as a source of odor, the material will be targeted for transport off site, or deodorizers applied to the source.

The UWS facility also eliminates, to the extent practicable, sources which could generate odors, such as ponded water and dirty bins or roll-off containers. Any waste containers stored on site will be kept in a clean manner free of residual waste.

Moisture Content of Materials

MSW, greenwaste, and foodwaste may have a high moisture content that could create adverse odor impacts, and is transferred off-site on a priority basis. Recyclable materials may have residual liquids or products that could create odor impacts. If such materials are identified as a source of odor, the material will be targeted for transport off site, or deodorizers applied to the source. To reduce the potential for odor, incoming materials of a higher moisture content are mixed with drier material.

Feedstock Characteristics

The incoming waste material consists of MSW, commingled recyclables, green waste, and foodwaste .

Airborne Emission Production

In order to reduce airborne emissions, water may be used to moisten MSW and recyclables on the tipping floor. Airborne emissions are also controlled by handling all material inside a fully-enclosed building, and by covering all transfer trucks with tarps prior to their exiting the site.

Process Water Distribution

All water applied is absorbed into the material, and no process water is discharged from the facility or site.

Site Drainage and Permeability

The facility is completely paved to control run-on and run-off which is directed to the local storm water conveyance system.

Runoff from the facility is covered under the General Industrial Storm Water Permit for the State of California. Management filed a Notice of Intent (NOI) with the State Water Resources Control Board requesting coverage for the facility, and the facility will sample storm water runoff in accordance with this permit. High wind episodes have already been discussed. Since all material hardly occurs in a building, even torrential rain is not an issue and normal operations can continue.

Equipment Reliability

The materials processed at the facility will be handled, utilizing the following diesel and electric powered equipment, all of which is dedicated to this site:

TABLE 2
Equipment Type

EQUIPMENT TYPE	# UNITS @ CAPACITY
Loaders	2
Transfer Trucks (will park offsite)	11
Excavator (optional)	1
Street sweeper	1
Bobcat	1
Forklift	1
Truck Scales	1
Axle Scale Systems	2
Foodwaste De-Packaging System	1

All equipment maintenance and repair, will occur offsite.

Personnel Training

Personnel have been trained in subjects pertinent to site operation and maintenance, such as this OIMP, load checking procedures and heavy equipment operations. The owner/operator maintains personnel training records.

Utility Service interruptions

Most facility operations will be able to continue during power interruptions, or the loss or disruption of other utility services. If the site cannot process material due to a utility service interruption, incoming trucks will be directed to other facilities and the material on the tipping floor will be transferred to other UWS facilities in the area.

OPERATING PROCEDURES FOR MINIMIZING ODOR

The primary potential sources of odors from this facility are MSW, greenwaste and foodwaste. The two key operating procedures to minimize odor are: 1) to handle all material inside the building; and, 2) to transfer it out as quickly as possible. The UWS facility is committed to minimizing impacts to surrounding properties by implementing the strictest environmental controls. All residual waste and greenwaste will be removed from the site within 48 hours unless longer storage is approved by the LEA.

Aeration
(See above.)

Moisture Management

Water may be used to reduce dust and yet not saturate the material which could lead to anaerobic conditions.

Drainage Controls

(See Above.)

Pad Maintenance

Site personnel routinely inspect the paved tipping floor for any evidence of ponding or drainage problems. Any static water that is discovered is absorbed with the material to be transferred. Any depressions on site that could lead to ponding are filled with asphalt or concrete.

Storage Practices

Per the regulations, the maximum storage times for compostable materials are as follows:

MSW:	48 hours
Green waste:	48 hours
Foodwaste:	48 hours
Residual Waste:	48 hours

Contingency Plans

Equipment:	Backup equipment is located on site, or at nearby UWS facilities.
Water:	Water is supplied by the City of Los Angeles DWP.
Power:	All equipment is powered by diesel engines, and red diesel fuel storage for the loaders is maintained onsite. All collection and transfer trucks are fueled off-site.
Personnel:	Additional personnel are available from the operator's other facilities as needed.

Biofiltration

Biofiltration equipment is not utilized at this site.

Tarping

All incoming and outgoing load, that aren't fully enclosed in truck bodies, are tarped to prevent material from blowing out.

Appendix D

LOAD CHECKING PLAN

LOAD CHECKING PROGRAM

A hazardous waste screening program will be implemented at the facility to make sure that no hazardous waste is brought to the facility, and to ensure that no hazardous waste is transferred to the landfill. The program will consist of the following elements:

I. Signage

Bi-lingual signs will be posted at the entrance of the facility stating that delivery of hazardous material is prohibited at the facility.

II. General Visual Inspection

Loader operators are the primary trained spotters and will visually inspect each load as it is tipped for the presence of hazardous or suspicious materials to prevent and discourage disposal at the facility. A minimum of one trained spotter will be on duty at all times for each tipping area. Supervisors, equipment operators and sorters will also be trained and will perform continuous visual inspection to remove any suspicious materials. Discovered materials will be managed as described in Section VI.

III. Random/Focused Load Inspection

A. Select a least one (2) loads per day.

B. Select them at different times during the day (Randomize selections for each inspection, for example Monday at 1:00 pm and Thursday at 9:00 am)

C. Select an equal share of packer trucks with MSW, Greenwaste and commingled recyclable loads.

D. Record date, time, truck and route number of selected load on the Load Check Inspection Record, Table A.

IV. Dumping Procedure

A. Dump selected trucks apart from the other haulers in a clean area.

B. Dumping area must be separated from the other site operations.

V. Sorting Procedure

A. Each load will be visually inspected by a trained spotter.

B. Loads will be spread out with loaders and hand rakes. Particular items such as drums, 5 gallon containers, wastes with DOT or other descriptive labels, sludges and liquids,

soils and rags, and unidentifiable wastes suspected of being hazardous will be inspected and evaluated to determine whether the item is hazardous.

C. All containers large enough to contain other objects must be opened.

VI. Handling Suspected Hazardous Waste

A. If hazardous waste is found:

1. If the transporter is still on the premises:

   a. Obtain driver's license number, vehicle license number, vehicle identification number, and bin number if roll-off.

   b. Contain material and call 911 and notify the City of Los Angeles Fire Department, HazMat Division: (323)890-4045

2. If transporter is identified, but has already left the facility:

   a. Transporter's company should be contacted and notified of findings.

   b. Transport trucks from that company may be subject to regular inspections.

3. If transporter is not identified:

   a. UWS is responsible for proper disposal of the hazardous material. Transportation and disposal of the materials will be accomplished using an EPA identification number and contracting with a licensed hauler/disposal company.

B. Procedure for Handling Hazardous Waste

1. The person discovering the hazardous material will immediately report the situation to their supervisor or the Site Manager.

2. If work area or building evacuation is necessary to ensure worker health and safety, the person discovering the hazardous material, his/her supervisor, or the Site Manger will initiate evacuation procedures:

   a. Notify area personnel via intercom or loudspeaker to proceed to the nearest exit. Evacuation plans will be reviewed periodically.

   b. Personnel will proceed to one of two regrouping areas

      1. Regrouping Area A - located adjacent to the scale house.

2. Regrouping Area B - located adjacent to administrative offices.

3. The Site Manger will designate an individual to interface with the emergency response agencies and an individual to assess personnel injures, if any, and conduct a head-count.

4. As soon as possible, the Site Manager, or his designee, will contact the Local Fire Department, HazMat Team, and/or the Police Department by **dialing 911**.

5. The facility operator may choose to train personnel in the handling of hazardous materials. Only personnel who have received proper emergency response training will be allowed into the incident area, and only after donning appropriate personal protective equipment (PPE).

6. Personnel who are trained in spill control and fire response and who have the appropriate PPE may try to contain the incident under the direction of the Site Manager.

   a. If a large quantity of a hazardous chemical (>5 gallons) has been spilled, or a dangerous fire situation erupts, site personnel will <u>not</u> try to contain or control the situation. Site personnel will wait for local emergency response agencies to arrive.

      1. If a reportable quantity of material has been spilled, the Site Manger will also notify the

         - DOT/EPA National Response Center at (1-800) 424-8802 and

         - California Office of Emergency services at (1-800) 852-7550.

   b. If the quantity of a hazardous material is less than 5 gallons and waste can be easily moved to storage area, the material will be temporarily set aside according to the following categories:

      - flammable and combustible
      - oxidizers
      - poisons
      - poisons containing heavy metals
      - corrosives (acids)
      - corrosives (bases)

7. Following containment and control of the incident, the Site Manager will complete the Special/Unusual Occurrence Report Form, Table B of this document.

8. Any hazardous material remaining on site overnight must be stored in the hazardous waste storage area.

C. Notification

Every hazardous waste occurrence will be documented. The following local agencies will be notified when any reportable quantity of hazardous or unidentifiable material is discovered at the facility.

- City of Los Angeles Fire Department, HazMat Division:
  (323)890-4045

- Local Enforcement Agency
  (213) 562-3932

If an investigation of the hazardous material generator seems warranted, call the Hazardous Material Investigative Unit of the California Highway Patrol at (916) 327-3310, and the County.

D. Repeat offenders of the hazardous waste disposal prohibition will result in the loss of disposal privileges at the UWS facility.

V. Packaging Procedures

A. Small quantities of hazardous material discovered at the facility will be stored in a hazmat locker. Small containers of the same hazardous class can be packed in the same drum (lab packs).

B. All lab packs must contain enough absorbent material to contain liquids if there is a spill and prevent breakage. Vermiculite is approved packing material.

C. Steps:

1. Pack a few inches of absorbent material at bottom of the drum.

2. Pack more absorbent around each small container placed in the drum.

3. Drums for corrosive acid storage should be protected with plastic liner prior to adding absorbent and waste.

4. Each drum is to be assigned a number which is clearly marked on the drum body and lid.

5. Log sheets should be taped to the lid and should be marked as to: Facility location, drum number and hazard category.

6. Hazardous waste labels should be filled out and affixed to drum.

7. Affix proper hazard category label.

D. Packing compatibility:

1. Only chemically compatible materials can be packaged together. **DON'T MIX: ACID AND BASES, CYANIDE COMPOUNDS AND ACIDS,**

   OXIDIZERS AND FLAMMABLE (bleach is an oxidizer, though often marked poison).

2. If there is any doubt as to hazard class, call Department of Health Services.

VI. Labeling and Record Keeping

A. Log Sheet: Enter the following information on a log sheet - to be used later to prepare manifest:

1. waste category,

2. list as much information about the chemical as possible (including the brand name),

3. number of containers, and

4. volume of weight of each container.

B. Manifest: Must be prepared if wastes are to be transported (manifest forms available from the Department of Health Services).

C. Training Records: Including Health and Safety Certifications.

D. Inspection Reports.

E. Spill or emergency incident reports.

VII. Storage Procedures

A. Lab packed drums are to be stored inside the main processing building, in a corner, so as to remain out of the way of any operations (must be stored on pavement).

B. Drums containing flammable, poisons, corrosives (bases) must be separated from drums with corrosives and oxidizers.

C. Containers must be closed except when being packed.

D. The temporary storage area of hazardous waste is to be placed in an approved storage locker or fenced and secured.

E. Signs in English and Spanish posted around storage area(s) reading:

DANGER: HAZARDOUS WASTE STORAGE AREA.
ALL UNAUTHORIZED PERSONS KEEP OUT.
KEEP LOCKED WHEN NOT IN USE.

VIII. Disposal Procedures

A. Each lab pack must be inspected by a site supervisor experienced in waste identification and categorization before it is sealed.

B. Each sealed drum must be labeled as to hazard class (according to CFR 40 and 49).

C. Hazardous waste cannot accumulate for more than 90 days, unless the necessary permits are obtained from the DTSC and CalEPA.

D. Obtain an EPA ID# from the Department of Health Services.

E. Manifest must be prepared if wastes are to be transported.

1. Manifest forms are available from the Department of Health Services

2. Prepare five copies:

   - UWS keeps two.
   - One copy to transporter.
   - Legible copy to Department of Health Services and Bureau of Sanitation within 30 days of each shipment.

3. Within 35 days of shipment, UWS must receive copies of manifest signed by the operator of the disposal facility. If not, UWS must contact the facility (if not received within 45 days, an exception report

of the pertinent manifest and cover letter describing efforts made to locate shipment, must be submitted to the Department of Health Services).

4. UWS is to keep copies of manifests for three years.

5. Transporter - Only EPA-permitted facilities can transport hazardous wastes.

HAZARDOUS WASTE LOAD CHECKING

TRAINING PROGRAMS

I. Training Personnel

A. Sorters and Loader Operators: Instruction is provided to all sorters and loader operators regarding identification of hazardous materials and appropriate responses. In general, floor sorting will be stopped if containers of liquid, sludge, pesticides, or other materials are discovered, and the facility manager notified. At that time, a decision will be made to take to the material to a hazmat locker or call 911.

B. Training is required at the time of the employees INITIAL ASSIGNMENT AND WHENEVER A NEW HAZARD IS INTRODUCED into the work place.

C. Supervisors will train regarding specific aspects of the load checking program.

D. Training is to be reinforced once a year.

II. Personal Protective Equipment

A. Respiratory Protection:

- The facility operator may at some time in the future provide training to wear respirators.
- the safety officers will be responsible for insuring all site workers are respirator certified, and
- certificates must be kept up to date/renewed annually, and copies must be kept available for inspection.

B. Eye Protection:

- safety glasses or goggles must be worn when handling hazardous wastes, and
- packers must wear full face shield.

C. Body/Hand Protection:

- coveralls and steel toed boots will be worn to protect the body and feet.

- chemical, abrasion, puncture and tear resistant butyl or neoprene gloves will be worn by all employees coming in direct contact with waste (i.e. sorting).

D. Dust Masks:

- must be provided and additional protection must be available upon request.

Table A

UWS, Inc.
24th Street
Transfer Station

LOAD INSPECTION RECORD

(Complete for each vehicle inspected)

Date and time:

Load checker name:

Collection Company:

Truck number:

Driver name:

Results of load check:

Description of hazardous material found (quantity, type, container, etc.):

_____
_____
_____
_____
_____
_____
_____
_____
_____

Disposition of material: (i.e. stored in hazardous materials storage area):

_____
_____
_____
_____
_____

Table B

UWS, Inc.
24th Street
Transfer Station

SPECIAL/UNUSUAL OCCURRENCES REPORT FORM

Date_____

Name of employee completing report form

_____

Name of employee who discovered incident

_____

Type of Incident

___ Chemical spill ___ Earthquake

___ Personal injury ___ Unknown hazardous waste

___ Fire ___ Other_____

Description of incident_____

_____

_____

- Time_____ • Location_____
- Date_____ • Source_____

Chemicals involved_____

_____

Action taken_____

_____

Extent of injury (if any)_____

_____

Emergency equipment used_____

_____

Response Agencies notified_____

_____

Facility Manager's signature _____Date_____

Appendix E

LITTER CONTROL PLAN

LITTER CONTROL PROGRAM

PURPOSE

To promote a clean environment through a Litter Control Program which encourages all vehicles to properly cover (or tarp) their loads while traveling to and from the Facility in order to minimize the potential of litter on and around the property.

PROGRAM COMPONENTS

The four components of the Litter Control Program are:

1. TARPING REQUIREMENT
2. CONTAINMENT OF LITTER
3. SITE AND FACILITY CLEAN-UP
4. MONITORING AND RECORDING

Tarping Requirement

All loads entering or exiting the facility must be tarped or otherwise covered to control litter or other materials from escaping along any of the identified routes leading to the site. The following measures are implemented:

- A sign is posted at the scale house which states that all refuse loads (inbound and outbound) must be covered.
- All haulers/customers are initially given a copy of a printed notice stating the requirements of the Litter Control Program.
- Each incident of an uncovered load is logged by date, the customer's name and vehicle license numbers are documented.
- Repeat violators may be refused entry.

Containment Of Litter

Litter can be generated by activities at the facility (receipt and processing of wastes and recyclables) or from vehicles using the facility.

Facility Containment

Litter is controlled primarily by restricting waste unloading and processing operations to inside the building. If litter blows out, a fence and wall surrounds the facility, providing a secondary barrier and preventing any litter from blowing off site.

Recyclables are stored inside the building and hauled to market on a regular basis.

Vehicle Containment

Transfer Vehicles

Each transfer truck has screen coverings to prevent refuse from escaping the trailer while traveling to or from the landfill. After the transfer vehicles are loaded inside an enclosed building, they move forward from the loading area. The vehicle driver will then properly place the covers over the load and remove any extraneous refuse from the vehicle, which might blow off while traveling. The driver will again inspect the truck for loose refuse before leaving the landfill.

Collection Vehicles

No self-haul loads are received at this facility. However, should a collection vehicle arrive at the facility with an uncovered load, it will be logged by date, and their company name and vehicle license numbers entered in the Litter Control Reporting Log. Repeat offenders may be restricted from the facility.

Transport Vehicles

Vehicles removing recyclable materials will be visually inspected as they leave the station. Drivers of the vehicles having uncovered loads will be informed that they must cover their load before leaving the station. Violator's will be documented in the Litter Control Reporting Log. Repeat offenders may be restricted from entering the facility.

Site And Facility Clean-Up

The facility and surrounding areas are cleaned daily. Tipping areas, driveways, internal roads, yard area, and the immediate perimeter of the facility are swept as needed.

Monitoring And Recording

Scale house employees are trained in monitoring vehicles to ensure the loads are properly covered. Any loaded transfer, commercial or self-haul vehicle entering or exiting the facility without proper covering will be asked to cover their load and the company name and vehicle numbers will be documented in the Litter Control Reporting Log. Repeat offenders may be restricted from entering the facility. All records are stored in the administrative office and available for inspection by an authorized inspector upon request.

LITTER CONTROL REPORTING LOG

DATE & TIME	COMPANY NAME	VEHICLE LICENSE NO.	COMMENTS

Appendix F

RESUMES

Mark Blackburn

Mark Blackburn has 40 years of experience in the waste industry having learned the business by working for his father, Harry Blackburn, at Signal Hill Disposal for 12 years before founding Universal Waste Systems, Inc. in 1986. Over the years he has led the company into franchise services and portable toilet sanitation services. He is currently finalizing the development of an anaerobic digester that will process organic food waste to produce methane gas that will in turn power steam generators that will power the processing facility and even produce gas for refueling their CNG vehicles that collect the organic waste, completing the sustainability loop.

Mark is committed to improving the professional standard of the industry. He has been actively involved in and is the current chairman of the Los Angeles County Disposal Association. He is also the president of the California Disposal Association. Over the years Mark has received numerous commendations for his many contributions to the industry.

Matt Blackburn

Matt Blackburn began his waste management career at an earlier age under the tutelage of his father, Mark. After completing his education, Matt immediately became a fulltime member of the UWS team. Starting in the dispatch office, Matt has worked in every facet of the business.

As executive vice president, Matt is a key member of the executive team and is involved in all aspects of setting policy and in planning facilities and technology for the future. Matt is directly responsible for all collection operations. He is based at the Santa Fe Springs Headquarters Facility and is regularly on site in all of their satellite facilities. Matt also oversees waste origin reporting for all jurisdictions to ensure that diversion goals are being met.

APPENDIX C

VEHICLE EMISSIONS CALCULATIONS

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.5886	2.0000e-005	2.3600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.9200e-003	4.9200e-003	1.0000e-005		5.2200e-003
Energy	0.0125	0.1137	0.0955	6.8000e-004		8.6400e-003	8.6400e-003		8.6400e-003	8.6400e-003		136.4142	136.4142	2.6100e-003	2.5000e-003	137.2444
Mobile	0.5205	5.7010	5.7561	0.0166	0.8502	0.0885	0.9387	0.2331	0.0814	0.3145		1,636.9891	1,636.9891	0.0229		1,637.4698
Total	**1.1216**	**5.8147**	**5.8540**	**0.0173**	**0.8502**	**0.0972**	**0.9473**	**0.2331**	**0.0901**	**0.3231**		**1,773.4082**	**1,773.4082**	**0.0255**	**2.5000e-003**	**1,774.7194**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.5886	2.0000e-005	2.3600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.9200e-003	4.9200e-003	1.0000e-005		5.2200e-003
Energy	0.0125	0.1137	0.0955	6.8000e-004		8.6400e-003	8.6400e-003		8.6400e-003	8.6400e-003		136.4142	136.4142	2.6100e-003	2.5000e-003	137.2444
Mobile	0.5205	5.7010	5.7561	0.0166	0.8502	0.0885	0.9387	0.2331	0.0814	0.3145		1,636.9891	1,636.9891	0.0229		1,637.4698
Total	**1.1216**	**5.8147**	**5.8540**	**0.0173**	**0.8502**	**0.0972**	**0.9473**	**0.2331**	**0.0901**	**0.3231**		**1,773.4082**	**1,773.4082**	**0.0255**	**2.5000e-003**	**1,774.7194**