Initial Study/Negative Declaration

Acton, Agua Dulce, and Antelope Valley Garbage Disposal District or Residential Franchise Contracts

FEBRUARY 2022

Prepared for:

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Acronyms and Abbreviations

Acronym/Abbreviation	Definition
AB	Assembly Bill
ADT	average daily traffic
AQMP	Air Quality Management Plan
ATCM	air toxic control measure
AVAP	Antelope Valley Area Plan
AVAQMD	Antelope Valley Air Quality Management District
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
CalRecycle	California Department of Resources Recycling and Recovery
CARB	California Air Resources Board
CCAP	Community Climate Action Plan
CEQA	California Environmental Quality Act
CH_4	methane
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
County	County of Los Angeles
CSD	Community Standards District
dB	decibel
dBA	A-weighted decibel
DOC	California Department of Conservation
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
du	dwelling unit
EIR	Environmental Impact Report
EPA	U.S. Environmental Protection Agency
FMMP	Farmland Mapping and Monitoring Program
GDD	Garbage Disposal District
GHG	greenhouse gas
GWP	global warming potential
HAP	hazardous air pollutant
I	Interstate
in/sec	inches per second
IS	Initial Study
LAFCO	Local Agency Formation Commission
LOS	level of service
MDAB	Mojave Desert Air Basin
MT	metric ton

Acronym/Abbreviation	Definition
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
ND	Negative Declaration
NO_2	nitrogen dioxide
NOx	oxides of nitrogen
O_3	ozone
OEHHA	Office of Environmental Health Hazard Assessment
OPR	Office of Planning and Research
PDF	Project Design Feature
PM_{10}	particulate matter with an aerodynamic diameter less than or equal to 10 microns
$PM_{2.5}$	particulate matter with an aerodynamic diameter less than or equal to 2.5 microns
Public Works	Department of Public Works
RACT	Reasonably Available Control Technology
RF	Residential Franchise
RTP	Regional Transportation Plan
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SCS	Sustainable Communities Strategy
SCVAP	Santa Clarita Valley Area Plan
SEA	Significant Ecological Area
SIP	State Implementation Plan
SOx	sulfur oxides
SR	State Route
SRA	State Responsibility Area
TAC	toxic air contaminant
VdB	vibration decibel
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
VOC	volatile organic compound

1 Introduction

1.1 Project Overview

The County of Los Angeles (County) Department of Public Works (Public Works) is proposing the creation and operation of four new Garbage Disposal Districts or Residential Franchises (GDDs/RFs) and associated solid waste hauling contracts for the unincorporated communities within Acton and Agua Dulce, Quartz Hill, Antelope Valley East, and Antelope Valley West (Project). Under the proposed GDD/RF contracts, selected solid waste hauler(s) would provide source-separated curbside collection of refuse, recyclables, and organic waste for all residential and commercial properties. The selected waste hauler(s) would also provide manure collection and bulky items pickup upon customer request, as well as illegal dumping pickup. The proposed Project supports the County's compliance with statewide targets pertaining to diversion of organic waste from landfills set forth in Senate Bill 1383.

Single-family residential properties within the proposed Project area currently obtain solid waste collection service through an open market system, whereas multi-family residential and commercial properties receive solid waste collection service through a nonexclusive commercial franchise administered by Public Works. (In contrast, all other unincorporated areas of Los Angeles County are currently served through existing GDDs or RFs administered by Public Works.) Under the current residential open market system in the Project area, refuse collection is generally provided to single-family residential customers; recycling services and source-separated organic waste collection and diversion services are not generally available. Properties that utilize dumpster and/or roll-off trash collection service (generally commercial and multi-family properties) are currently served under the County's commercial franchise system, which provides property owners with the ability to choose from a list of approved waste haulers for refuse collection, as well as free recycling services and bulky item pickup.

By implementing the proposed Project, the current solid waste collection systems in the Project area would be replaced by the proposed GDD/RF contracts. The purpose of this document is to analyze this proposed change in solid waste collection practices under the California Environmental Quality Act. For the purposes of this document, the creation of GDDs/RFs in the Project area and the associated GDD/RF contracts will be referred to as the proposed Project, and the areas that would be served under the new GDD/RF contracts will be referred to as the Project area.

1.2 California Environmental Quality Act Compliance

The California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.) applies to proposed projects initiated by, funded by, or requiring discretionary approvals from state or local government agencies. The proposed Project constitutes a project as defined by CEQA, section 21065. Public Works would implement the proposed Project and will therefore act as the CEQA lead agency.

An Initial Study (IS) has been prepared by Public Works as the lead agency in accordance with the CEQA Guidelines (Cal. Code of Regs., Title 14, § 15000 et seq.) to evaluate potential environmental effects and to determine whether an Environmental Impact Report, a Negative Declaration, or a Mitigated Negative Declaration should be prepared for the proposed Project. The IS also satisfies Public Works' obligations under CEQA to solicit input from other agencies that may provide approvals, permits, and/or funding for the proposed Project.

Based on the nature and scope of the proposed Project and the evaluation contained in the IS environmental checklist (contained herein), Public Works, as the lead agency, concluded that a Negative Declaration (ND) is the proper level of environmental documentation for this Project. Section 15070 of the CEQA Guidelines provides that a ND is appropriate when "[t]he initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment." The IS contained herein demonstrates that the proposed Project would not have any significant adverse impact on the environment. Accordingly, Public Works has prepared a ND for this Project.

This document consists of both the Initial Study and the Negative Declaration (collectively, IS/ND) for the proposed Project. The IS/ND is composed of four sections. Section 1 provides an overview of the proposed Project and of CEQA. Section 2 provides a description of the proposed Project, including the Project location, and identifies the environmental setting. Section 3 consists of the CEQA Initial Study checklist, which provides an assessment of potential environmental impacts. Section 4 provides a list of the lead agency staff and consultants involved in preparing the environmental review for the proposed Project. The analysis presented by the IS/ND is supported by substantial evidence, including technical data related to air quality, greenhouse gas emissions, and energy provided in the appendices.

2 Project Description

2.1 Project Location

The Project area encompasses the unincorporated communities within northern Los Angeles County (County), generally located north of the Angeles National Forest or along the northern boundaries of the Angeles National Forest. The Project area is divided into four proposed service areas: (1) Quartz Hill; (2) Antelope Valley West; (3) Antelope Valley East; and (4) Acton/Agua Dulce. Each of these areas contains multiple unincorporated communities. The Project area is outlined in Figure 2-1, which also delineates the four proposed service areas.

The GDD or RF contracts would result in the provision of new waste hauling services to customers throughout the four service areas, which include rural, residential, and commercial properties. Under current conditions, the four service areas have approximately 830 commercial and 43,198 residential parcels that need solid waste management services. As further described in Section 2.5, the number of customers in the Project area is anticipated to increase, per regional growth projections, over the terms of the proposed GDD/RF contract(s).

2.2 Environmental Setting

A majority of the communities served by the proposed Project would be within the planning area of the Antelope Valley Area Plan (AVAP) (County of Los Angeles 2015a). The AVAP guides long term development and conservation throughout the Antelope Valley region via implementation of goals and area-specific polices, land use maps, and zoning maps (County of Los Angeles 2022). Although geographically adjacent to the AVAP area, the rural residential community of Agua Dulce is within the planning area for Santa Clarita Valley. The Santa Clarita Valley Area Plan (SCVAP) also includes Vasquez Rocks County Park. Many of these unincorporated areas are further governed by Community Standards District (CSD) regulations, which are unique to each community. The CSDs are designed to supplement the area plans, as well as the countywide zoning and subdivision regulations.

The Project area is largely designated as Rural Land (RL) and zoned as A-2-2 (Heavy Agricultural). The RL designation restricts development from between 1 dwelling unit (du) per acre to 1 du per 20 acres (expressed as RL-1, RL-2. RL-5, RL-10 and RL-20) (County of Los Angeles 2021, 2015a). Other land use and zoning designations in the Project area include various types of Open Space (OS) (including Parks & Recreation, National Forest, and Conservation OS), Watershed (W), Residential (R) (primarily low to very low density), Military Land (ML), and Public/Semi Public (P). Also included are a few scattered areas of Industrial, Mixed-Use, Manufacturing, and Rural Commercial (County of Los Angeles 2015a, 2022).

Portions of the Project area are also within or adjacent to Significant Ecological Areas (SEAs), which are officially designated areas within Los Angeles County recognized as supporting irreplaceable biological resources, such as habitat linkages, Joshua tree woodlands, the Santa Clara River watershed, and desert scrub habitat. Key land use goals and strategies for the Project area, as expressed in the land use plans described above, include maintaining its rural and secluded nature by:

- Restricting high intensity land uses and urban infrastructure (e.g., curbs, gutters, sidewalks, street lighting, and traffic signals);
- Restricting new sources of artificial light and noise;

- Preserving views of ridgelines and natural areas;
- Protecting natural environments and diverse ecological habitats, and;
- Protecting the agricultural, historical, and equestrian character of the region (County of Los Angeles 2015a).

2.3 Project Background and Purpose

As described in Section 1.1, source-separated organic waste[1] collection and diversion services are generally not available in the Project area. Residents and businesses may choose to haul their own organic waste or may practice composting on their own properties. However, residents and businesses that do not haul or compost their own organic waste are generally expected to combine organic waste with non-organic refuse, which is then collected by a waste hauler and brought to a landfill. Similarly, recycling[2] services are not generally available to single-family residential properties in the Project area. Single-family residential customers may choose to collect and haul their own recyclables. However, customers that do not separate and haul away their own recyclables are generally expected to combine recyclables with refuse, which is then collected by a waste hauler and brought to a landfill. As such, under current conditions, recycling services in the Project area are not readily available to all customers, resulting in lost opportunities for recycling and unnecessary burdening of landfills.

When organic waste is brought to landfills, the decomposition process releases methane, a powerful greenhouse gas, into the atmosphere. In order to help achieve goals for greenhouse gas reductions, the state has adopted regulations to reduce the amount of organic waste that is disposed within landfills. These regulations involve numerous approaches, including collection of organic waste, mandatory source-separated collection of organic waste, and recovery of such waste at organic waste recovery facilities (i.e., diversion from landfills). There are also state laws in place that promote the diversion of recyclables from landfills, which also conserves landfill capacity and reduces greenhouse gas emissions.

Recent state laws pertaining to diversion of organic waste from landfills include Senate Bill (SB) 1383, which requires all jurisdictions in the state to provide organic waste collection services to all residents and businesses and to divert these organic materials from landfills (CalRecycle 2022). For recycling, Assembly Bill (AB) 341 provides that it is the policy goal of the state that not less than 75% of solid waste generated be source-reduced, recycled, or composted by the year 2020, and annually thereafter. The state is not currently achieving this goal. In 2019, statewide recycling rates were 37%. Implementation of SB 1383 is considered an important step towards increasing the statewide recycling rate and to achieving the state's greenhouse gas reduction goals (CalRecycle 2021).

In November 2021, the County Board of Supervisors adopted the Mandatory Organic Waste Disposal Reduction Ordinance (Chapter 20.91 of the Los Angeles County Code). The Ordinance is required per SB 1383 and states that all businesses and residents in County unincorporated areas must subscribe to organic waste collection services, and organic waste must be diverted from landfills. Per Senate Bill 1383, the California Department of Resources Recycling and Recovery (CalRecycle) is requiring all residents and businesses to subscribe to organic waste collection services with their waste hauler by January 1, 2022 (Public Works 2022), such that organic wastes are

[1] Organic waste is defined as solid waste that contains material that originates from living organisms and their metabolic waste products, including, but not limited to, food, food soiled paper, green material, landscape and pruning waste, organic textiles and carpets, lumber, wood, paper products, printing and writing paper, manure, biosolids, digestate, and sludges (Los Angeles County Code Section 20.91.030).

[2] Recyclables are defined as discarded, non-hazardous materials, not including organic waste, that are capable of being recycled. Recyclables include, but are not limited to, bottles, cans, metals, plastics, and glass (Los Angeles County Code Section 20.91.030).

collected and diverted from landfills. However, as described above, such services are not generally available in the Project area. Public Works' proposed pathway to implement such services in the Project area and to expand recycling services is described below.

- **Invitation for Waste Hauling Bids.** Public Works will issue an Invitation for Bids/Request for Proposals for waste haulers in the Project area to service the proposed GDDs or RFs. The Invitation for Bids/Request for Proposals will include a requirement for selected waste hauler(s) to provide curbside pickup of refuse, recyclables, and organic waste (i.e., yard waste and food waste) for customers in the Project area, via a three-container system. The haulers will also be required to deliver the waste to a disposal site, a transfer/processing facility, an organic waste processing facility, or an end user, as applicable. Manure collection, bulky items pickup, and illegal dumping pickups would also be requested in the Invitation for Bids/Request for Proposals.
- **Establishment of GDDs or RFs.** While Public Works is in the process of issuing, reviewing, and awarding waste hauling bids, it is also engaging in a process to establish Garbage Disposal Districts (GDDs) in the Project area. Each of the service areas outlined in Figure 2-1 would be a separate GDD. The process for establishing GDDs can be initiated by a resolution by the County Board of Supervisors. Successful formation requires approval by the Local Agency Formation Commission (LAFCO) and a majority vote by registered voters within the proposed service area in favor of forming a GDD. If GDDs are not established in the Project area (e.g., if majority votes are not received), RFs will be established, for the purpose of ensuring that single-family residences receive source-separated curbside collection of recyclables and organic waste. A commercial franchise system would continue to operate in the Project area for commercial and multi-family customers; however, source-separated organic waste collection and diversion would be added to the existing services.

The proposed Project that is discussed and analyzed in this document consists of the establishment of the GDDs or RFs and the solid waste hauling contracts to serve those areas. The purpose of the proposed Project is to ensure that the County's Mandatory Organic Waste Disposal Reduction Ordinance is being implemented in compliance with SB 1383 and to promote and enable recycling in the Project area, consistent with AB 341. The purpose of this environmental document is to analyze the environmental effects of the potential establishment of GDDs or RFs in the Project area, as well as the contracts with waste hauler(s) that are expected to be established to serve those GDDs or RFs.

Based upon the Invitation for Bids/Request for Proposals that will be issued by Public Works, certain activities in the Project area are reasonably foreseeable as a result of the establishment of the GDDs or RFs and the associated waste hauling contracts. It is reasonably foreseeable that the requirement for haulers to collect and dispose of organic waste from all customers and to begin collecting and disposing of recyclables for single-family residential customers would result in additional collection trucks[3] circulating in the Project area. It is also foreseeable that the addition of collection trucks to the Project area will lead to an increase of employment in the Project area, since more collection truck drivers would be needed to provide these added services. These reasonably foreseeable activities of the GDDs or RFs and associated contracts are analyzed for their potential environmental impacts in this document. However, the specific manner in which an individual waste hauler may respond to the Initiation for Bids/Request for Proposals is considered highly speculative at this time and, therefore, is not analyzed in this document. For example, waste haulers responding to the Invitation for Bids/Request for Proposals may propose new or expanded service yards in order to serve the Project area. Other

[3] The term "collection truck" will be used in this document to refer to the trucks used to collect refuse, organic waste, and/or recyclables. (Collection trucks are also known as garbage trucks.)

facilities may also be proposed, such as transfer stations and/or organic waste processing facilities. However, such future facilities and infrastructure is considered highly speculative and outside the scope of the currently proposed Project.

The respondents to the Invitation for Bids/Request for Proposals are currently unknown, the specifics of their proposals are currently unknown, and the waste hauler(s) that will ultimately be selected are currently unknown. Some respondents may have existing, permitted facilities in the Project area, while others may not. Furthermore, the Project area is vast and variable in terms of the environmental setting and existing conditions. Predictions about the location(s), size, construction or operational scenarios, and associated environmental impact of any future potential facilities or physical infrastructure is highly speculative. CEQA Guidelines Section 15145 states that "if, after thorough investigation, a lead agency finds that a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact." In this case, Public Works find impacts associated with potential future facilities or infrastructure that may (or may not) be needed by waste haulers to serve the proposed GDDs or RFs to be too speculative for evaluation, for the reasons set forth above. As such, Public Works has not evaluated the impacts of such future, unknown facilities in this document.

As stated in the Invitation for Bids/Request for Proposals, any potential new or expanded facilities that waste haulers may propose in order to service the Project area would be required to undergo local approval, entitlement, and permitting processes, which includes CEQA review. The Invitation for Bids/Request for Proposals will also specify that the cost of such facilities and any associated permitting processes (including CEQA review) would be paid for by the waste hauling company that is proposing such facilities.

The proposed Project is focused on the County's decision to establish GDDs or RFs and to create contracts to serve the new GDDs or RFs. If approved, the Project would not authorize or program the development of solid waste–related facilities and/or infrastructure. The manner in which the contract specifications are carried out by the selected waste hauler(s) are unknown and speculative and cannot possibly be known until the waste hauler(s) are selected and the GDDs or RFs are established. Because a CEQA finding is needed for the County's decision to create GDDs/RFs and the associated contracts, this document is necessary in order to proceed with the process of proposing GDDs/RFs and selecting waste hauler(s) to serve those areas under the County's specifications. This process is in turn being driven by the state requirements described above and the County's need to comply with and implement those requirements.

2.4 Project Construction

The proposed Project would involve changes to existing waste collection practices in the Project area and does not require or result in any construction-related work activities.

2.5 Project Operation

As a result of the proposed implementation of the GDD/RF contracts, it is reasonably foreseeable that the number of collection trucks circulating the Project area would increase relative to existing conditions. Under existing conditions, most areas are assumed to be served by collection trucks and bulky items trucks, with a route supervisor circulating the area to monitor service (equating to two types of collection trucks and one light-duty vehicle). Under proposed conditions, the Project area would be served by five types of collection trucks: trucks collecting refuse, trucks collecting recyclables, trucks collecting organic waste, trucks collecting bulky items, and trucks collecting

illegal dumping. Rural, equestrian areas would also be served by a sixth type of truck that would collect manure. Additionally, under the proposed GDD/RF contracts, Public Works would have three field monitors circulating the Project area during solid waste collection days. The field monitors would drive throughout the Project area the entire workday to monitor waste haulers' trucks and service levels for compliance, to investigate complaints, and to report illegal dumping. As such, implementation of the proposed GDD/RF contracts would result in the addition of up to four new types of collection trucks to the Project area (assumed to be heavy-duty trucks), as well as a total of three Public Works field monitors (assumed to be light-duty trucks).

The proposed GDD/RF contracts are anticipated to be in place by July 2023, and the contract(s) are anticipated to extend up to twenty-five (25) years, or through the year 2048. In the urban, unincorporated areas in Los Angeles County, current contracts extend up to 11 years. Longer contract durations are proposed to get the best possible rates for customers by making the contract appealing to multiple waste hauling companies and to ensure a competitive bidding process.

Anticipated Increase in Collection Trucks in the Project Area

The paragraph above describes the new types of trucks and vehicles that would circulate the Project area under the proposed Project. However, due to the size of the Project area and number of customers, numerous additional trucks and vehicles would be circulating throughout the Project area on a given day. In order to analyze the potential environmental effects of these added truck trips, assumptions regarding the number of new trips that would result from Project implementation are provided below.

- One collection truck (refuse, recyclables, organic waste, and/or manure) is anticipated to serve approximately 300 residential customers.
- One collection truck is anticipated to serve approximately 70 commercial customers.
- Under the proposed Project, each residential customer is anticipated to receive service from two additional trucks (one for recyclables and one for organic waste). Residential customers in equestrian areas would receive service from a third additional truck, for manure collection. The number of customers who would request manure service is currently unknown and speculative. For the purposes of this analysis, one quarter of residential customers are assumed to request manure service. As such, the total of net new trucks serving residential customers would be 2.25 trucks.[4]
- Under the proposed Project, each commercial customer is anticipated to receive service from one additional truck for organic waste. (As stated in Section 1.1, commercial customers are assumed to receive recycling services under current conditions.) As such, commercial customers would be served by one net new truck.
- Under the proposed Project, trucks for collecting bulky items and illegal dumping would be added to the Project area. It is assumed that one net new truck would circulate the Project area on a daily basis (5 days per week) to provide this service. (This assumption is based on current service levels that are provided in a similarly sized area in the County.)

[4] This assumption may be conservative, since multi-family residential customers receive refuse service and recycling service under existing conditions, as described in Section 1.1. (However, as noted in Section 2.2, multi-family residential uses are not a predominant land use in the Project area.)

Table 2-1. Proposed Increase in Collection Trucks in the Project Area (per Week)

	2023 Conditions [1]	2035 Conditions [2]	2048 Conditions
Residential [3]			
Number of Customers	43,198 customers	55,121 customers	71,602 customers
Number of Additional Trucks	324 trucks	413 trucks	537 trucks
Commercial [4]			
Number of Customers[5]	1,038 customers	1,461 customers	2,108 customers
Number of Additional Trucks	**15 trucks**	**21 trucks**	**30 trucks**
Total Additional Trucks	**339 trucks**	**434 trucks**	**567 trucks**

Source: County of Los Angeles 2015b

Notes:

1 Year 2023 would be the first year that the proposed Project would be implemented, as discussed above.

2 Year 2035 is selected as the midpoint of the GDD/RF contract(s) and represents the midway point in regional growth during Project operations.

3 Future projected growth in residential customers is based on housing unit growth factors for the unincorporated Antelope Valley and Santa Clarita Valley for 2020–2035, as shown in the Antelope Valley Area Plan EIR, which is based upon Southern California Association of Governments (SCAG) projections.

4 Future projected growth in commercial customers is based on employment growth factors for the unincorporated Antelope Valley and Santa Clarita Valley for 2020–2035, as shown in the Antelope Valley Area Plan EIR, which is based upon SCAG projections.

5 The total number of commercial customers has been multiplied by 1.25 in order to account for a fraction of customers that may require service on multiple days per week.

In addition to the collection trucks that would circulate the Project area, Public Works would also introduce three Field Monitors and two new office employees as part of the proposed Project. The Field Monitors would travel in light-duty trucks, and three Field Monitor vehicles are assumed to circulate the Project area per week, throughout the life of the Project.

Daily Increase in Collection Trucks

Assuming that the solid waste collection service is provided 5 days per week, and an approximately equal number of customers are served per day, Table 2-2 presents the anticipated daily increase in collection trucks anticipated per day in the Project area. One daily truck has been added to represent the additional truck associated with the bulky items pickup/illegal dumping service.

Table 2-2. Proposed Increase in Collection Trucks in the Project Area (per Day)

	2023 Conditions	2035 Conditions [1]	2048 Conditions
Total Additional Trucks per Day	69 trucks	88 trucks	114 trucks

Notes:

1 Year 2035 was selected as the midpoint of the GDD/RF contract(s) and represents the midway point in regional growth during Project operations.

In addition to the collection trucks that would circulate the Project area, Public Works would also introduce three Field Monitors and two new office employees as part of the proposed Project. The Field Monitors would travel in light-duty trucks, and three Field Monitors are assumed to circulate the Project area per waste collection day, throughout the life of the Project. The additional employees that are expected to be required to operate the new collection trucks are also considered in this analysis. The analysis assumes that one employee would be required to operate each truck. As such, approximately 69 additional truck drivers are anticipated at the start of the GDD/RF contracts, and approximately 114 additional truck drivers are anticipated at the conclusion of the contracts in 2048. In order to address the potential for these new employees to increase commuter vehicle trips in the Project area, the proposed GDD/RF contracts include a requirement for the selected waste hauler(s) to limit commuter trips and require use of carpooling and/or alternative modes of transportation. Commuter trips would be limited to less than the County's screening criteria of 110 daily vehicle trips. This restriction ensures that the vehicle miles traveled impacts associated with the proposed Project would be less than significant, requiring no further analysis. (See Section 3.17 for further details on the topic of transportation and vehicle miles traveled.)

Routes and Travel Distances

Each collection truck would begin its route at the provider's service yard and would then travel along a pre-determined route, collecting waste from customers. Each collection truck is expected to travel to the appropriate resource recovery or waste disposal facility once per day but may require two trips for more densely populated areas. Under the proposed Project, the routes that are driven from customer to customer are anticipated to remain the same as existing conditions. As the population expands in the Project area, the number of routes may increase over time, as demonstrated by the increase in customers that is shown in Table 2-1. Route length is anticipated to remain generally consistent over time, even as new routes are added. Because the waste haulers have not yet been selected, the location of future service yards or other facilities necessary for future waste haulers to serve the Project area under the proposed GDD/RF contracts is highly speculative at this time. Existing landfills within Los Angeles County and near the service areas include Lancaster Landfill, Antelope Valley Landfill, Chiquita Canyon Landfill, and Sunshine Canyon Landfill. Currently in the proposed Project area there are no material recycling facilities, organic waste processing facilities, or transfer stations. As described in Section 2.3, the potential for the selected waste hauler(s) to propose new facilities to serve the Project area is currently unknown and speculative.

Each collection truck is assumed to travel an average of 200 miles per day of service. (This assumes that each truck would begin at a service yard, travel between customers along a designated route, travel to a nearby resource recovery or waste disposal facility one to two times, and then return to the service yard.) The Public Works field monitors would travel from their personal residence to their designated service area(s) each day. The surveillance routes used by the field monitors are anticipated to be an average of 200 miles per day per vehicle. As described in Section 2.3, the location(s) of service yards and other facilities that would be used by the selected waste hauler(s) are currently unknown and highly speculative at this time, and any new or expanded yards or facilities would require separate CEQA review. As such, the specific distances that collection trucks would travel to/from service yards and to/from resource recovery or waste disposal facilities, as well as the specific routes to/from these locations, are also currently unknown and cannot be known at this time. The assumption of a 200-mile trip per workday, per collection truck, is considered a conservative estimate and is based on information provided by Public Works. This conservative trip length assumption is reflected in the air quality, greenhouse gas (GHG), and energy analyses in this document.

2.6 Approvals

Public Works, working in conjunction with the County of Los Angeles (County), is the lead agency for the proposed Project pursuant to CEQA Guidelines Section 15367. The proposed Project would require the following discretionary approvals from the County:

- Adoption of the Negative Declaration by the County of Los Angeles Board of Supervisors
- Adoption of a resolution for the formation of GDDs by the County of Los Angeles Board of Supervisors
- Approval of the Acton, Agua Dulce, and Antelope Valley GDD or RF contracts by the County of Los Angeles Board of Supervisors
- The County Office of the Assessor would review and approve Proposition 218 compliance, along with a fee study (for new waste collection rates).

Discretionary approvals from other regulatory agencies may also be required and are listed as follows:

- Local Agency Formation Commission (LAFCO) – approval of the proposed GDDs. (LAFCO is considered a responsible agency for the proposed Project.)

2.7 References

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3 Initial Study Checklist

1. **Project title:**

   Acton, Agua Dulce, and Antelope Valley Garbage Disposal District or Residential Franchise Contracts

2. **Lead agency name and address:**

   County of Los Angeles Department of Public Works
   900 South Fremont Avenue
   Alhambra, California 91803

3. **Contact person and phone number:**

   Reyna Soriano, Civil Engineer
   Los Angeles County Public Works
   (626) 458-5192

4. **Project location:**

   See Section 2.1, Project Location.

5. **Project sponsor's name and address:**

   County of Los Angeles Department of Public Works
   900 South Fremont Avenue
   Alhambra, California 91803

6. **General plan designation:**

   See Section 2.2, Project Area Land Uses.

7. **Zoning:**

   See Section 2.2, Project Area Land Uses.

8. **Description of project:**

   See Section 2, Project Description.

9. **Surrounding land uses and setting:**

   See Section 2.2, Project Area Land Uses.

10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):**

    Local Agency Formation Commission (LAFCO)

11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

No California Native American tribes have requested consultation. See Section 3.18 for details.

Environmental Factors Potentially Affected

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

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

Determination (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

Signature

February 7, 2022

Date

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 Environmental Impact Report (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 (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
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 which 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

3.1 Aesthetics

		Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
I.	**AESTHETICS** – Except as provided in Public Resources Code Section 21099, would the project:				
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c)	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

a) Would the project have a substantial adverse effect on a scenic vista?

No Impact. Scenic vistas generally refer to views of expansive open space areas or other natural features, such as mountains, undeveloped hillsides, large natural water bodies, or coastlines. Less commonly, certain urban settings or features, such as a striking or renowned skyline, may also represent a scenic vista. Scenic vistas generally refer to views that are accessible from public vantage points, such as public roadways and parks. The Los Angeles County General Plan (General Plan) identifies a variety of mountain ranges that define the unincorporated areas of the County, including the San Gabriel Mountains and Santa Susana Mountains within Angeles National Forest (Los Angeles County Department of Regional Planning 2015). The General Plan also identifies Hillside Management Areas and Ridgeline Management Areas for protection of these scenic areas and viewsheds.

The Project area encompasses the unincorporated communities within the northern County, generally located north of the Angeles National Forest. The Project area is divided into four service areas: Quartz Hill, Antelope Valley West, Antelope Valley East, and Acton/Agua Dulce. According to Figure 9.8 of the General Plan, all of these service areas except Quartz Hill contain some Hillside Management Areas and/or Ridgeline Management Areas. Generally, development standards in these areas are intended to limit aesthetic impacts from new developments (Los Angeles County Department of Regional Planning 2015).

Under the proposed Project, there would be changes to existing waste collection practices in the Project area involving additional waste collection services and an associated increase in collection trucks circulating the Project area. No construction-related work activities or land development can be defined at this time, as explained in Section 2.4. The passage of additional collection trucks and field monitor vehicles along established roadways[5] in the Project area would not have the potential to compromise scenic vistas, as such vehicles are mobile and would not create permanent view obstructions. The passage of additional collection trucks and field monitor vehicles along a given roadway would be fleeting and would be consistent with the existing, intended use of established roadways for the passage of vehicles. Thus, adoption of the proposed Project would not result in physical changes at Hillside Management Areas, Ridgeline Management Areas, or at any other areas where there could be potential impacts to the quality or availability of scenic views. The proposed Project would therefore have no impact to scenic vistas.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The Project area includes one state-designated scenic highway, State Route 2, which is part of the Angeles Crest Scenic Byway within Los Angeles County (Caltrans 2021). This official state-designated scenic highway travels through the San Gabriel Mountains of the Angeles National Forest and into the southern area of the proposed Antelope Valley East service area. However, no construction is proposed as part of this Project. As such, scenic resources within State Route 2 would not have the potential to be affected by the Project. While additional collection trucks and field monitor vehicles may travel along State Route 2 within the Antelope Valley East service area, the vehicles would not create permanent view obstructions. The passage of additional collection trucks and field monitor vehicles along State Route 2 would be fleeting and would be consistent with the existing, intended use of the route for the passage of vehicles. The proposed Project would therefore have no impact to scenic resources within a state scenic highway.

c) In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

No Impact. The Project area includes both urban and non-urban areas. For example, portions of the Quartz Hill service area are urbanized, while much of the Antelope Valley service areas and the Acton/Agua Dulce service area are rural in character. The proposed Project would not change the visual quality of the service areas, collection route areas, or surrounding areas. The Project would not include development that could degrade the existing visual character or quality of the Project area or its surroundings. As discussed in Section 3.1(a), adoption of the proposed Project would also result in no physical changes to Hillside Management Areas, Ridgeline Management Areas, or any other areas where there could be potential impacts to the quality or availability of scenic views. The passage of additional collection trucks and field monitor vehicles along established roadways in the Project area would not have the potential to degrade the visual character or quality of public views, nor would they have the potential to conflict with applicable zoning and other regulations governing scenic quality. The passage of additional vehicles would be fleeting

[5] For the purposes of this analysis, the term "established roadways" will be used hereafter to refer to existing roadways in the Project area, as well as any new roadways that may be approved and constructed as part of future growth that is anticipated to occur in the Project area. (Any new roadways that may be constructed during the life of the proposed GDD/RF contracts would not be the result of these contracts and would undergo separate review and approval from the County.)

and would be consistent with the intended purpose of established roadways. Therefore, substantial degradation in visual character or quality and/or conflicts with policies governing scenic quality would not result. No impact would occur.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

No Impact. The proposed Project would not include development that creates a new source of light or glare. While new vehicles including collection trucks would be introduced to the area, additional lighting from these vehicles would be minimal and intermittent in nature while servicing the Project area, such that daytime views are not adversely impacted. The passage of collection trucks and field monitor vehicles along roadways would not constitute a permanent new source of light or glare. New vehicles from the Project would not generally be active during nighttime. No impact would occur.

References

Caltrans (California Department of Transportation). 2021. California State Scenic Highway System Map. https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=2e921695c43643b1aaf7000dfcc19983.

Los Angeles County Department of Regional Planning. 2015. Los Angeles County General Plan 2035, Chapter 9: Conservation and Natural Resources Element. https://planning.lacounty.gov/assets/upl/project/gp_final-general-plan-ch9.pdf.

3.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

a) ***Would the project 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?***

No Impact. The Project area contains some areas designated as Prime Farmland or Unique Farmland by the California Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP) (DOC 2021) associated with existing farming operations. However, the Project consists of changes to waste collection operations that would not convert any existing farmland to non-agriculture uses. Thus, there would be no impact.

b) ***Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?***

No Impact. The proposed Project would not conflict with existing zoning for agricultural use, as the Project would not involve any land use or zoning changes. Additionally, according to the DOC's Williamson Act Contract Land Map, the Project area does not contain land that is enrolled in a Williamson Act Contract (DOC 2017). Given this, the proposed Project would have no impact to existing zoning for agricultural use or a Williamson Act contract.

c) ***Would the project 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))?***

No Impact. The Project area is not located within forest land, timberland, or a Timberland Production zone (DOC 2021). The proposed Project would result in a change in waste collection practices and would add collection trucks and field monitor vehicles to local roadways. These activities would not involve any land use or zoning changes. Thus, the proposed Project would have no impact on forest land, timberland, or Timberland Production zones.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. As stated above, the Project area is not located within forest land, timberland, or a Timberland Production zone. The proposed Project would not involve any land use or zoning changes. Thus, the proposed Project would not result in the loss or conversion of forest land to non-forest use, and no impact would occur.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. The proposed Project would not involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. No impact would occur.

References

DOC (California Department of Conservation). 2017. State of California Williamson Act Contract Land (map).

DOC. 2021. DOC Maps: Agriculture, DOC Maps Data Viewer. Web. Accessed September 17, 2021. https://maps.conservation.ca.gov/agriculture/DataViewer/index.html.

3.3 Air Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The Project area is located mostly within the Mojave Desert Air Basin (MDAB) with small portions of the Project area located within South Coast Air Basin (SCAB). Areas within the SCAB are subject to the rules and regulations imposed by South Coast Air Quality Management District (SCAQMD) and areas within the MDAB are subject to the rules and regulations imposed by the Antelope Valley Air Quality Management District (AVAQMD). The AVAQMD, which was established by the state legislature, separated the Antelope Valley and northern Los Angeles County from the SCAQMD. The AVAQMD and the SCAQMD are the regional agencies responsible for the regulation and enforcement of federal, state, and local air pollution control regulations in the Antelope Valley region of the MDAB and the SCAB, respectfully.

The AVAQMD has a variety of air quality management and attainment plans that include control measures and strategies to be implemented to attain the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS) in the Antelope Valley. The AVAQMD then implements these control measures as regulations to control or reduce criteria pollutant emissions from stationary sources or equipment. AVAQMD air quality management and attainment plans include the following:

- 2004 State and Federal Ozone Attainment Plan
- 2006 8-hour Ozone Reasonably Available Control Technology – State Implementation Plan (RACT SIP) Analysis
- 2008 Federal 8-Hour Ozone Attainment Plan (Western Mojave Desert Nonattainment Area)
- 2014 Supplement to the 8-hour Ozone RACT SIP Analysis
- 2015 8-hour RACT SIP Analysis
- 2016 Federal 75 Parts per Billion Ozone Attainment Plan

With regards to the SCAQMD's air quality management plan (AQMP), the SCAQMD has initiated the development of the 2022 AQMP to address the attainment of the 2015 8-hour ozone standard (70 parts per billion) for the SCAB and the Coachella Valley. Preliminary rule development for the 2022 AQMP began in July 2021, including control measures developed through Residential and Commercial Buildings and Mobile Source Working Groups. As of January 2022, the 2022 AQMP is still in the preliminary draft stages and has yet to be formally adopted.

Therefore, the most-recently adopted AQMP for the SCAB is the 2016 AQMP (SCAQMD 2017), which was adopted by the SCAQMD governing board on March 3, 2017. The 2016 AQMP is a regional blueprint for achieving air quality standards and healthful air. The 2016 AQMP's overall control strategy is an integral approach relying on fair-share emission reductions from federal, state, and local levels. The 2016 AQMP is composed of stationary and mobile source emission reductions from traditional regulatory control measures, incentive-based programs, co-benefits from climate programs, mobile source strategies, and reductions from federal sources (SCAQMD 2017).

The evaluations of the proposed Project's potential to conflict with the applicable SCAQMD and AVAQMD plans are provided separately below.

Antelope Valley Air Quality Management and Attainment Plans

The purpose of a consistency finding with regard to the air quality management and attainment plans is to determine if a project is consistent with the assumptions and objectives of the air quality management and attainment plans and if it would interfere with the region's ability to comply with federal and state air quality standards. The AVAQMD has established criteria for determining consistency with the currently applicable air quality management and attainment plans in their CEQA and Federal Conformity Guidelines (AVAQMD 2016). Per the Guidelines, a project is deemed to conform with applicable attainment or maintenance plans, and hence not be significant, if it is consistent with the existing land use plan. Zoning changes, specific plans, general plan amendments and similar land use plan changes which do not increase dwelling unit density, do not increase vehicle trips, and do not increase vehicle miles traveled are also deemed to not exceed this threshold (AVAQMD 2016).

The AVAQMD primarily uses demographic growth forecasts for various socioeconomic categories (e.g., population, housing, and employment by industry) developed by the Southern California Association of Governments (SCAG) for its 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (SCAG 2016).[6] AVAQMD uses this document, which is based on general plans for cities and counties in the MDAB, to develop the emissions inventory in its air quality management and attainment plans. The SCAG RTP/SCS and associated Regional Growth Forecast are generally consistent with the local plans; therefore, the AVAQMD's air quality management and attainment plans are generally consistent with local government plans.

The proposed Project would not require a General Plan amendment or zoning designation change within the Project area. Additionally, as the Project does not include new commercial space or residences, no increase to population or housing are anticipated as part of the Project. As such, since the proposed Project is not anticipated to result in growth that would conflict with projections (see Section 3.14 for further details), it would not conflict with or exceed the assumptions in the AVAQMD's Air Quality Management and Attainment Plans. Accordingly, the Project is consistent with the SCAG RTP/SCS forecasts used in development of the AVAQMD's Air Quality Management and Attainment Plans.

South Coast Air Quality Management Plan

The SCAQMD has established criteria for determining consistency with the currently applicable AQMP in Chapter 12, Sections 12.2 and 12.3, of the SCAQMD CEQA Air Quality Handbook. These criteria are as follows (SCAQMD 1993):

- Consistency Criterion No. 1: Whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of the ambient air quality standards or interim emission reductions in the AQMP.
- Consistency Criterion No. 2: Whether the project would exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

6 The SCAG has a more recently adopted RTP/SCS, the 2020-2045 RTP/SCS Connect SoCal Plan. However, both the AVAQMD's Air Quality Management and Attainment Plans and the SCAQMD's 2016 AQMP rely on land use and demographic data from the 2016-2040 RTP/SCS. Therefore, for the purpose of assessing consistency with these plans, land use information and demographic data from the 2016 RTP/SCS was utilized in this analysis.

To address the first criterion, Project-generated criteria air pollutant emissions have been estimated and analyzed for significance and are addressed under Section 3.3(b). Detailed results of this analysis are included in Appendix A. As presented in Section 3.3(b), the proposed Project would not generate criteria air pollutant emissions that exceed the SCAQMD's thresholds, and the Project would therefore be consistent with Criterion No. 1.

The second criterion regarding the potential of the proposed Project to exceed the assumptions in the AQMP or increments based on the year of project buildout and phase is primarily assessed by determining consistency between the proposed project's land use designations and its potential to generate population growth. As discussed previously, the proposed Project would not require a General Plan amendment or zoning designation change within the Project area. Additionally, as the proposed Project does not include new commercial space or residences, no increase to population or housing are anticipated as part of the proposed Project. Accordingly, the Project is consistent with the SCAG RTP/SCS forecasts used in development of the SCAQMD's AQMP.

In summary, based on the considerations presented above, impacts relating to the Project's potential to conflict with, or obstruct implementation of, the applicable air quality plan in both the AVAQMD and the SCAQMD would be less than significant.

b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact. A quantitative analysis was conducted to determine whether the proposed Project might result in emissions of criteria air pollutants that may cause exceedances of the NAAQS or CAAQS or cumulatively contribute to existing nonattainment of ambient air quality standards. Criteria air pollutants include ozone (O_3), nitrogen dioxide (NO_2), carbon monoxide (CO), sulfur dioxide, particulate matter with an aerodynamic diameter less than or equal to 10 microns (PM_{10}), particulate matter with an aerodynamic diameter less than or equal to 2.5 microns ($PM_{2.5}$), and lead. Pollutants that are evaluated herein include volatile organic compounds (VOCs) and oxides of nitrogen (NO_x), which are important because they are precursors to O_3, as well as CO, sulfur oxides (SO_x), PM_{10}, and $PM_{2.5}$.

Regarding NAAQS and CAAQS attainment status,[7] the MDAB is designated as a nonattainment area for federal and state O_3 8-hour and state O_3 1-hour standards (CARB 2019a; EPA 2020). The MDAB is also designated as a nonattainment area for state PM_{10} and federal $PM_{2.5}$ standards; however, it is designated as an attainment area for federal PM_{10} standards. The SCAB is designated as a nonattainment area for federal and state O_3 and $PM_{2.5}$ standards and the state PM_{10} standards. Both the MDAB and SCAB are designated as an attainment area for federal and state CO, SO_2 and NO_2 standards (CARB 2019; EPA 2020a).

The proposed Project would result in emissions of criteria air pollutants for which the California Air Resources Board (CARB) and U.S. Environmental Protection Agency (EPA) have adopted ambient air quality standards (i.e., the NAAQS and CAAQS). Projects that emit these pollutants have the potential to

[7] An area is designated as in attainment when it is in compliance with the NAAQS and/or the CAAQS. These standards for the maximum level of a given air pollutant that can exist in the outdoor air without unacceptable effects on human health or the public welfare are set by the EPA and CARB, respectively. Attainment = meets the standards; attainment/maintenance = achieves the standards after a nonattainment designation; nonattainment = does not meet the standards.

cause, or contribute to, violations of these standards. Both the AVAQMD and the SCAQMD have established quantitative emission-based thresholds for CEQA projects that are discussed below.

The AVAQMD CEQA Air Quality Significance Thresholds set forth quantitative emission significance thresholds for criteria air pollutants, which, if exceeded, would indicate the potential for a project to contribute to violations of the NAAQS or CAAQS. Table 3.3-1 lists the AVAQMD Air Quality Significance Thresholds (AVAQMD 2016).

Table 3.3-1. Antelope Valley Air Quality Management District Thresholds of Significance

Criteria Pollutant	Daily Threshold (pounds per day)[a]	Annual Threshold (tons per year)
Volatile Organic Compounds (VOC)	137	25
Oxides of Nitrogen (NO_x)	137	25
Carbon Monoxide (CO)	548	100
Oxides of Sulfur (SO_x)	137	25
Particulate Matter (PM_{10})	82	15
Particulate Matter ($PM_{2.5}$)	82	15

Source: AVAQMD 2016.
Notes: VOC = volatile organic compounds; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; TAC = toxic air contaminant.
[a] The AVAQMD daily thresholds are generally applicable to multi-phased projects with phases shorter than one year and therefore, are primarily used for emissions from construction-related activities. The annual thresholds are generally for projects with emissions that would occur for longer than one year and thus, are generally applied to project-generated operational activities.

The SCAQMD CEQA Air Quality Significance Thresholds, as revised in April 2019, set forth quantitative emission significance thresholds for criteria air pollutants, which, if exceeded, would indicate the potential for a project to contribute to violations of the NAAQS or CAAQS. Table 3.3-2 lists the revised SCAQMD Air Quality Significance Thresholds (SCAQMD 2019).

Table 3.3-2. South Coast Air Quality Management District Air Quality Significance Thresholds

Criteria Pollutants Mass Daily Thresholds		
Pollutant	**Construction (Pounds per Day)**	**Operation (Pounds per Day)**
VOCs	75	55
NO_x	100	55
CO	550	550
SO_x	150	150
PM_{10}	150	150
$PM_{2.5}$	55	55
Lead[a]	3	3
TACs and Odor Thresholds		
TACs[b]	Maximum incremental cancer risk ≥10 in 1 million Cancer Burden >0.5 excess cancer cases (in areas ≥1 in 1 million) Chronic and acute hazard index ≥1.0 (project increment)	

Table 3.3-2. South Coast Air Quality Management District Air Quality Significance Thresholds

Criteria Pollutants Mass Daily Thresholds		
Pollutant	**Construction (Pounds per Day)**	**Operation (Pounds per Day)**
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	

Source: SCAQMD 2019.
Notes: VOC = volatile organic compounds; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; TAC = toxic air contaminant; SCAQMD = South Coast Air Quality Management District.
[a] The phase out of leaded gasoline started in 1976. Since gasoline no longer contains lead, the Project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.
[b] TACs include carcinogens and noncarcinogens.

The proposed Project would result in a cumulatively considerable net increase for O_3, which is a nonattainment pollutant, if the Project's construction or operational emissions would exceed the AVAQMD or SCAQMD's VOC or NO_x thresholds shown in Table 3.3-1 and Table 3.3-2. These emission-based thresholds for O_3 precursors are intended to serve as a surrogate for an O_3 significance threshold (i.e., the potential for adverse O_3 impacts to occur) because O_3 itself is not emitted directly, and the effects of an individual project's emissions of O_3 precursors (i.e., VOCs and NO_x) on O_3 levels in ambient air cannot be determined through air quality models or other quantitative methods.

Construction Emissions

As discussed in Section 2.4, the proposed Project would involve changes to existing waste collection practices in the Project area. This would not require or result in any foreseeable construction-related work activities. As described in detail in Section 2.3, plans for infrastructure improvements initiated by the selected waste haulers, if any, are considered highly speculative at this time and, as such, are not addressed or analyzed in this document.

Operation Emissions

The proposed Project involves the operation of up to 114 additional collection trucks and three field monitors in light duty vehicles throughout the life of the proposed GDD/RF contracts. This analysis evaluates the mobile source emissions associated with this vehicular activity under three operational years (2023, 2035, and 2048). Emissions from the mobile sources during operation of the proposed Project were estimated using a spreadsheet-based model and emission factors from the CARB Mobile Source Emissions Inventory model (EMFAC) version 2021 and EPA's Compilation of Air Pollutant Emissions Factors (AP-42) for road dust generation. Notably, most air pollutant emissions associated with the proposed Project are anticipated to occur within the MDAB and under the jurisdiction of the AVAQMD. However, to provide a conservative analysis of the proposed Project, total Project emissions are compared to both the AVAQMD's and the SCAQMD's emission thresholds.

Mobile Sources

The proposed Project would generate criteria pollutant emissions from primarily mobile sources (vehicular traffic) as a result of the employee passenger vehicles (workers) and truck traffic associated with the implementation of the proposed GDD/RF contracts.

The maximum daily trips were 69 truck trips per day in 2023, 88 truck trips in 2035, and 114 truck trips in 2048. All three operational years would also include three vehicle trips associated with the field monitors and up to 108 passenger vehicle trips associated with employee commute trips. Trips were assumed to occur 5 days per week. The commuter trips were assumed to be 16.6 miles, which is the default for commercial-work trips used in the California Emissions Estimator Model (CalEEMod). The heavy-duty truck trip and field monitor trips lengths were based on the average 200-mile distance discussed in Section 2.5, Project Operation. Vehicle emissions occur during startup, operation (running), and idling, as well as from evaporative losses when the engines are resting. The emissions factors for trucks and passenger vehicles were determined using EMFAC 2021, which generates emissions factors, expressed in grams per mile, grams per trip, and grams per vehicle per day, for the fleet in a class of motor vehicles within a region for a particular study year. For this analysis, the Los Angeles County region was selected and calendar years 2023, 2035 and 2048 were selected in EMFAC to represent the proposed Project operational years. Based on information provided by Public Works, a fleet mix of 27% diesel, 3% electric, and 70% natural gas was assumed for fuel types of the heavy-duty trucks. The commuter and field monitor trips utilized EMFAC2021's default fleet mix for each operational year.

Table 3.3-3 presents the maximum daily emissions associated with operation of the Project in 2023, 2035, and 2048. The values shown are the maximum emissions results from the spreadsheet model for mobile emissions sources. Complete details of the emissions calculations are provided in Appendix A.

Table 3.3-3. Estimated Maximum Daily Operation Criteria Air Pollutant Emissions

Year	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds per Day					
2023	1.61	37.51	193.69	0.14	33.5	8.79
2035	1.18	24.82	160.95	0.14	41.99	11.02
2048	1.25	26.51	185.15	0.18	54.03	14.17
AVAQMD Threshold	*137*	*137*	*548*	*137*	*82*	*65*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; <0.01 = reported value less than 0.01.
See Appendix A for complete results.

As shown in Table 3.3-3, maximum daily operational emissions of VOC, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$ generated by the proposed Project would not exceed the AVAQMD's or the SCAQMD's daily significance thresholds.

Table 3.3-4 presents the maximum annual emissions associated with the operation of the proposed Project in 2023, 2035, and 2048. Complete details of the emissions calculations are provided in Appendix A.

Table 3.3-4. Estimated Maximum Annual Operation Criteria Air Pollutant Emissions

Year	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Tons per Year					
2023	0.23	4.91	25.35	0.02	4.38	1.15
2035	0.18	3.26	21.09	0.02	5.50	1.44
2048	0.19	3.45	24.24	0.02	7.07	1.56
AVAQMD Threshold	*25*	*25*	*100*	*25*	*15*	*12*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**
SCAQMD Threshold	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*
Threshold Exceeded?	N/A	N/A	N/A	N/A	N/A	N/A

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; <0.01 = reported value less than 0.01.
See Appendix A for complete results.

As shown in Table 3.3-4 maximum annual operational emissions of VOC, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$ generated by the proposed Project would not exceed the AVAQMD's annual significance thresholds. Notably, there are no annual operational criteria air pollutant thresholds established by the SCAQMD.

Air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and the AVAQMD develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are used to determine whether a project's individual emissions would have a cumulatively considerable contribution to air quality. If a project's emissions would exceed the AVAQMD significance thresholds, it would be considered to have a cumulatively considerable contribution. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant. As previously discussed, the MDAB is designated as a nonattainment area for federal and state O_3 8-hour and state O_3 1-hour standards. The MDAB is also designated as a nonattainment area for state PM_{10} and federal $PM_{2.5}$ standards. The SCAB has been designated as a federal nonattainment area for O_3 and $PM_{2.5}$ and a state nonattainment area for O_3, PM_{10}, and $PM_{2.5}$. However, as indicated in Tables 3.3-3 and 3.3-4, Project-generated emissions would not exceed the AVAQMD or SCAQMD emission-based significance thresholds for VOCs, NO_x, PM_{10}, or $PM_{2.5}$.

Because the proposed Project involves waste collection practices over an approximately 25-year period throughout the unincorporated communities in north Los Angeles County, activities associated with the proposed Project would overlap with construction and operation of other approved, proposed, and/or reasonably foreseeable projects throughout unincorporated north Los Angeles County. Cumulative localized air quality impacts can occur if two or more overlapping projects occur in proximity to one another, such that the same sensitive receptors are adversely affected. However, the majority of emissions sources from the proposed Project (i.e., collection trucks, employee commuter trips, and field monitor vehicles) would be mobile and would be spread throughout unincorporated north Los Angeles County. Most locations throughout the Project area would only receive the proposed waste hauling services one to two times per week. As such, effects from the proposed Project at any one location throughout the Project area would be limited and intermittent. Therefore, emissions from the proposed Project are not expected to combine with emissions from other projects in the Project area to produce a cumulatively considerable localized impact. Additionally, other projects in the Project area would be (or have already been) subject to CEQA and would

require air quality analysis and, where necessary, mitigation. Criteria air pollutant emissions associated with construction and operational activity of future projects would be reduced through implementation of control measures required by the AVAQMD and SCAQMD. Cumulative PM_{10} and $PM_{2.5}$ emissions would be reduced because development projects would be subject to AVAQMD and SCAQMD Rule 403 (Fugitive Dust), which sets forth general and specific requirements for all sites in the AVAQMD and SCAQMD.

Based on the preceding considerations, the proposed Project would not result in a cumulatively considerable increase in emissions of nonattainment pollutants, and impacts would be less than significant.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Health Effects of Carbon Monoxide

Less Than Significant Impact. Exposure to high concentrations of CO can result in dizziness, fatigue, chest pain, headaches, and impairment of central nervous system functions. Mobile-source impacts, including those related to CO, occur essentially on two scales of motion. Regionally, proposed Project related travel would add to regional trip generation within the local airshed and the MDAB. Although the MDAB is currently an attainment area for CO, there is a potential for the formation of microscale CO "hotspots" to occur immediately around points of congested traffic. Hotspots can form if congested traffic occurs during periods of poor atmospheric ventilation, is composed of a large number of vehicles cold-started and operating at pollution-inefficient speeds, and/or is operating on roadways that are already crowded with non-project related traffic. Because of continued improvement in vehicular emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the Project area is steadily decreasing.

Accordingly, CO concentrations at congested intersections are not anticipated to not exceed the 1-hour or 8-hour CO CAAQS unless projected daily traffic would be at least over 100,000 vehicles per day at a given intersection. The proposed Project is anticipated to generate a maximum of 108 daily trips commuter trips and 117 daily trips from in-service vehicles (114 collection trucks and 3 field monitors). These trips would be dispersed throughout the Project area with minimal overlap. Additionally, while intersection volumes are not available for every intersection within the Project area, implementation of the proposed Project would result in a minimal regional increase in vehicle trips and vehicle miles traveled. Accordingly, it is neither anticipated that the proposed Project would result in a new congested intersection or substantially exacerbate conditions at congested intersections nor is it anticipated that the proposed Project would result in an increase of intersection volumes to more than 100,000 vehicles per day at any given intersection in the Project area. Therefore, a CO hotspot is not anticipated to occur, and potential Project-generated impacts associated with CO hotspots would be less than significant.

Health Effects of Toxic Air Contaminants

Less Than Significant Impact. In addition to impacts from criteria pollutants, impacts may include emissions of pollutants identified by the state and federal government as toxic air contaminants (TACs) or hazardous air pollutants (HAPs). State law has established the framework for California's TAC identification and control program, which is generally more stringent than the federal program and aimed at TACs that are a problem in California. The state has formally identified more than 200 substances as TACs, including the federal HAPs, and is adopting appropriate control measures for sources of these TACs.

The following air toxic control measures (ATCMs) are required by state law to reduce diesel particulate matter (DPM) emissions (DPMs are considered TACs):

- Fleet owners of mobile construction equipment are subject to the CARB Regulation for In-Use Off-road Diesel Vehicles (Title 13 California Code of Regulations, Chapter 9, Section 2449), the purpose of which is to reduce DPM and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles.
- All commercial diesel vehicles are subject to Title 13, Section 2485 of the California Code of Regulations, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading is required to be limited to 5 minutes; electric auxiliary power units should be used whenever possible.

"Incremental cancer risk" is the net increased likelihood that a person continuously exposed to concentrations of TACs resulting from a project over a 30-year exposure period would contract cancer based on the use of standard Office of Environmental Health Hazard Assessment (OEHHA) risk-assessment methodology (OEHHA 2015). In addition, some TACs have non-carcinogenic effects. The greatest potential for TAC emissions from the proposed Project would be DPM emissions from diesel-fueled collection trucks. DPM emissions can result in health impacts to sensitive receptors. However, based on information provided by Public Works, approximately 27% of the collection vehicle fleet would be diesel. (The remainder would be powered by natural gas or would be electric.) As such, only about a third the waste collection vehicles required for Project implementation would result in DPM emissions. Furthermore, heavy-duty diesel trucks (including collection trucks) are subject to a CARB Airborne Toxics Control Measure for in-use diesel heavy duty trucks to reduce DPM emissions, which would limit the potential DPM effects of the proposed Project. Furthermore, as shown in Tables 3.3-3 and 3.3-4, PM_{10} (representative of DPM) exposure would not exceed the AVAQMD or SCAQMD thresholds on a daily basis or on an annual basis. Operation of the proposed Project would not result in any non-permitted direct emissions (e.g., those from a point source such as diesel generators).

Based on the above considerations, the proposed Project would not expose sensitive receptors to substantial pollutant concentrations or health risk, and this impact would be less than significant.

Health Impacts of Other Criteria Air Pollutants

Less Than Significant Impact. Operation of the proposed Project would not result in emissions that would exceed the AVAQMD or SCAQMD thresholds for VOC, NO_x, CO, SO_x, $PM_{10,}$ or $PM_{2.5}$, as shown in Tables 3.3-3 and 3.3-4.

Health effects associated with O_3 include respiratory symptoms, worsening of lung disease leading to premature death, and damage to lung tissue (CARB 2019b). VOCs and NO_x are precursors to O_3, for which the MDAB and SCAB is designated as nonattainment with respect to the NAAQS and CAAQS. The health effects associated with O_3 are generally associated with reduced lung function. The contribution of VOCs and NO_x to regional ambient O_3 concentrations is the result of complex photochemistry. The increases in O_3 concentrations in the MDAB due to O_3 precursor emissions tend to be found downwind from the source location to allow time for the photochemical reactions to occur. However, the potential for exacerbating excessive O_3 concentrations would also depend on the time of year that the VOC and NO_x emissions would occur because exceedances of the O_3 CAAQS/NAAQS tend to occur between April and October when solar

radiation is highest. The holistic effect of a single project's emissions of O_3 precursors is speculative due to the lack of quantitative methods to assess this impact. Because operation of the proposed Project as a whole would not exceed AVAQMD thresholds for VOC or NO_x, implementation of the Project would not significantly contribute to regional O_3 concentrations or the associated health effects.

Health effects associated with NO_x and NO_2 include lung irritation and enhanced allergic responses (CARB 2019c). The proposed Project would not generate NO_x emissions that would exceed the AVAQMD mass daily thresholds, and the MDAB is designated as in attainment of the NAAQS and CAAQS for NO_2. Furthermore, the existing NO_2 concentrations in the Project area are well below the NAAQS and CAAQS standards (CARB 2021; EPA 2021). For these reasons, the proposed Project would not contribute to exceedances of the NAAQS and CAAQS for NO_2 or result in significant health effects associated with NO_2 and NO_x.

Health effects associated with CO include chest pain in patients with heart disease, headache, light-headedness, and reduced mental alertness (CARB 2019). CO tends to be a localized impact associated with congested intersections. The associated potential for the Project to cause CO hotspots was discussed previously and was determined to be less than significant. Thus, the proposed Project would not result in significant health effects associated with this pollutant.

Health effects associated with particular matter ($PM_{2.5}$ and PM_{10}) include premature death and hospitalization, primarily for worsening of respiratory disease (CARB 2017). The proposed Project would not exceed thresholds for PM_{10} or $PM_{2.5}$ and would not contribute to exceedances of the NAAQS and CAAQS for particulate matter or obstruct the MDAB from coming into attainment for these pollutants, as shown in Tables 3.3-3 and 3.3-4. As discussed above, the proposed Project would also not result in substantial DPM emissions (which are considered a form of PM_{10}), and therefore, would not result in significant health effects related to DPM exposure. Due to the Project's minimal contribution of particulate matter, the proposed Project would not result in significant health effects associated with PM_{10} or $PM_{2.5}$.

In summary, the proposed Project would not result in exceedances of the AVAQMD significance thresholds for criteria pollutants, and potential health impacts associated with criteria air pollutants would be less than significant.

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. The occurrence and severity of potential odor impacts depends on numerous factors. The nature, frequency, and intensity of the source; the wind speeds and direction; and the sensitivity of receiving location each contribute to the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying and cause distress among the public and generate citizen complaints.

Land uses and industrial operations associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed Project involves the collection of organic waste and the expansion of the existing solid waste collection program in the Project area. Some solid waste–related facilities, such as landfills or composting operations, have the potential to generate point sources of odors. As detailed in Section 2.3, the proposed Project does not include the expansion or creation of solid waste–related

facilities. However, the proposed Project would involve additional collection trucks circulating the Project area. Collection trucks can result in temporary sources of odors, due to diesel emissions from diesel-fueled trucks and/or odors emanating from the collection bins of the trucks. However, such sources of odors would occur briefly and temporarily at a given receptor location. Most locations throughout the Project area would only receive the proposed waste hauling services one to two times per week, and each truck pass-by would be limited in duration. The proposed Project does not propose any point sources of odors, and odors from collection trucks would not be considered significant. Other emissions could include hazardous substances such as asbestos and lead. The proposed Project would not directly produce or emit such substances. As further discussed in Section 3.9, hazardous substances (including asbestos, lead, or other hazardous materials) would not generally be transported by the proposed collection trucks. If handled properly, such substances are disposed at designated collection centers or landfills equipped to handle potentially hazardous substances. Hazardous materials that may need to be disposed in the Project area (including asbestos and lead) would continue to be subject to applicable handling and disposal requirements. For these reasons, impacts associated with odors or other emissions would be less than significant.

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3.4 Biological Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
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?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
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?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
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?	☐	☐	☐	☒

a) Would the project 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?

No Impact. The proposed Project would not include construction activities that could have a substantial adverse effect on any candidate, sensitive, or special status species. Given the large Project area spanning the northern, lesser-developed area of the County, there are a number of species listed under the federal and/or California endangered species acts known to occur in the general area, and the Project area overlaps with designated critical habitat for Arroyo Southwestern Toad (*Anaxyrus californicus*), California Condor (*Gymnogyps californianus*), Desert Tortoise (*Gopherus agassizii*), and Mountain Yellow-legged Frog (*Rana muscosa*) (USFWS 2021). As mentioned in Section 2.2, portions of the areas served by the proposed Project are also within or adjacent to SEAs, which are officially designated areas within the County recognized as supporting irreplaceable biological resources (Los Angeles County 2015). The additional collection trucks and field monitor vehicles associated with the Project could increase noise and activity in the Project area, including portions of the area designated as SEAs, which has the potential to disturb special-status species. However, this would not be expected to have a significant adverse effect on such species because travel within these areas would be intermittent in nature and limited to established, designated roadways that are already developed and regularly used by other motor vehicles. The use of the roadways for collection trucks and field monitor vehicles would be consistent with the existing, intended use of the roadways. Additionally, according to the SEA Ordinance, projects within a SEA are subject to regulations if they meet the definition of "development" as defined in the ordinance. This would include projects involving alterations to vegetation or topography, construction activities, land divisions, and trail modification, among other actions representing a clear change in the physical environment (Los Angeles County 2019). The proposed Project would not result in any physical development or new ground disturbance. As such, no impact to special-status species is expected to occur.

b) Would the project 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?

No Impact. As discussed in Section 3.4(a), the proposed Project would not result in any new development that would result in substantial adverse effects to the physical environment. No construction is proposed as part of the Project, and waste collection activities would occur along designated, established roadways. Although areas with riparian habitat and natural communities exist within the County, these areas are generally distinct from the developed routes where collection activities would occur. The new trucks and vehicles from the proposed Project would travel on designated, established roadways and are not anticipated to have any effect on riparian habitat or other sensitive natural communities and therefore no impact is expected to occur.

c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. The proposed Project would not have a substantial adverse effect on any federally protected wetlands. The Project area contains numerous wetlands and aquatic habitats that may be subject to regulation under Section 404 of the Clean Water Act or other state or federal statutes; however, no

construction is proposed, and waste collection activities would not take place in or remove, fill or hydrologically interrupt any marshes, vernal pools or other federally protected wetlands. As such, no impact would occur from the proposed Project.

d) Would the project 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?

No Impact. As discussed in Section 3.4(a), the proposed Project would not result in any new development that would result in substantial adverse effects to the physical environment. The additional collection trucks and field monitor vehicles associated with the Project could increase noise and activity in the Project area; however, this would not be expected to have a significant adverse effect on wildlife because travel within these areas would be intermittent in nature and limited to established, designated roadways that are already developed and regularly used by other motor vehicles. New trucks and vehicles from the proposed Project would serve existing and future residential and commercial customers. Thus, no interference with the movement of native resident, migratory fish, or wildlife species, or with established native resident or migratory wildlife corridors, or with native wildlife nursery sites would occur. No impact would occur.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The proposed Project would not conflict with any local policies or ordinances protecting biological resources. No construction or land development is proposed, and waste collection activities would continue to occur along designated, established roadways. No trees would be removed as a result of the proposed Project, and as discussed in Section 3.4(a), no actions subject to the SEA Ordinance regulations would occur. No impact would occur.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The Project area is not within any of the regional conservation plans designated by the state (CDFW 2019). Therefore, implementation of the proposed Project would not conflict with the provisions of an adopted and applicable habitat conservation plan; natural community conservation plan; or other approved local, regional, or state habitat plan, as none apply to the Project. No impacts would occur as a result of the proposed Project.

References

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3.5 Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

No Impact. Under Section 15064.5 of the CEQA Guidelines, a cultural resource (object, building, structure, site, area, place, record, or manuscript) is generally considered a historical resource if it is eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, included in a local register of historical resources or identified as significant in a historical resource survey, or has been evaluated by a lead agency and determined to be historically significant. While the Project area may encompass historical resources, the proposed Project would not result in any physical changes that could cause a substantial adverse change in the significance of any historical resource. The proposed Project would result in changes to waste collection practices and would add collection trucks and field monitor vehicles to local roadways. This additional vehicle travel would be consistent with the existing, intended use of roadways for the passage of vehicles. No physical destruction, relocation, or alteration of any historical resource or its immediate surroundings is proposed and no construction activities would occur such that impacts to any existing historical resources could result. As such, there would be no impact.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

No Impact. The proposed Project would not result in a substantial adverse change in the significance of an archaeological resource because no construction or demolition is proposed that could unearth or damage archaeological resources. All Project activities would occur aboveground and new Project vehicles would travel on designated routes along established roadways, which would not result in new ground disturbance or excavation. As such, there would be no impact to archaeological resources from the proposed Project.

c) Would the project disturb any human remains, including those interred outside of formal cemeteries?

No Impact. Similar to the analysis presented in Section 3.5(b) above, the proposed Project would not cause new ground disturbance or excavation that could unearth or disturb any human remains. Thus, there would be no impact to human remains from the proposed Project.

References

None.

3.6 Energy

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. Energy – Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact. The proposed Project would require the consumption of energy resources in several forms (electricity, natural gas, and petroleum) within the Project area, primarily associated with the operation of motor vehicles traveling within the Project area.

Petroleum, natural gas, and electricity consumption associated with motor vehicles used for the proposed Project is a function of the vehicle miles traveled (VMT) as a result of Project operation. As shown in Appendix A (calculation spreadsheets), the annual VMT attributable to the Project is expected to be 8,322,000 miles.[8] Fuel consumption from worker and truck trips are estimated by converting the total CO_2 emissions from the Project to gallons using the conversion factors for CO_2 to gallons of petroleum and natural gas. Electricity demand from electric vehicles is provided directly in EMFAC2021. Calculations for annual mobile source fuel consumption are provided in Table 3.6-1.

[8] As described in Section 3.17, haul trucks (including collection trucks) are not included in VMT for the purposes of the VMT thresholds for transportation. However, for the purposes of the energy analysis, the collection truck trips and routes are included in the total VMT for the Project.

Table 3.6-1. Annual Mobile Source Energy Demand

Fuel	Source	Vehicle MT CO_2	kg/CO_2/Gallon	Energy Consumption
Petroleum	Vehicles	1,757	10.21	17,938.97 gallons
Natural Gas	Vehicles	4,556	0.37	1,684.68 gallons
Electricity	Vehicles	NA	NA	2,234 kWh

Sources: Trips and vehicle CO_2 (Appendix A); kg/CO_2/Gallon (The Climate Registry 2021).
Notes: MT = metric ton; CO_2 = carbon dioxide; kg = kilogram; kWh = kilowatt hour

As shown in Table 3.6-1, total petroleum consumption for the Project annually is estimated to be 17,939 gallons.[9] Natural gas consumption for the proposed Project annually is estimated to be 1,675 gallons, and electricity demand is anticipated to be 2,234 kilowatt hours per year.[10] Moreover, vehicle usage associated with the proposed Project would use less petroleum due to advances in fuel economy and the increased use of electric vehicles over time. Energy consumption associated with the proposed Project is minor relative to regional demand and supplies. The proposed Project also includes strategies to reduce its energy demands, such as a vehicle fleet that includes alternative fuels (natural gas and electric), as well as a provision to promote use of carpooling and alternative transportation methods for new employees associated with the Project (see Section 3.17 for details). Furthermore, the purpose of the Project is to contribute to the implementation of statewide GHG reduction strategies. While the proposed Project would consume energy, it is also an important component of the County's efforts to comply with and implement statewide requirements for GHG reductions (particularly SB 1383). Therefore, energy use associated with the Project would be minor and would not be considered wasteful, inefficient, or unnecessary. Impacts would be less than significant.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. The Project would be consistent with applicable standards, regulations, plans, and policies in place to reduce energy consumption. It is anticipated that worker vehicles would meet the applicable standards of AB 1493 (vehicles manufactured in 2009 or later), and as a result would likely consume less energy as fuel efficiency standards are increased and vehicles are replaced. The proposed Project would also support compliance with, and implementation of, SB 1383 which requires all jurisdictions in the state to provide organic waste collection services to all residents and businesses and to divert these organic materials from landfills.

Additionally, as discussed in Section 3.8, existing various plans are in place at the local, regional, and state level that are reducing energy use, including the County's Community Climate Action Plan, SCAG's 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy, and CARB's Scoping Plan. Furthermore, approval of the proposed Project would not change these regulations and would not provide any goals, policies, or programs that would conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, impacts would be less than significant.

9 For context, California as a whole is expected to consume approximately 18.0 billion gallons of petroleum per year by 2023 (CARB 2021). Countywide total petroleum use by vehicles is expected to be 987.9 million gallons per year by 2023 (CARB 2021).

10 For context, Countywide total electricity demand was 65,649 million kilowatt hours and Countywide natural gas consumption was 2,937 million therms (2,352 million gallons) in 2020 (CEC 2021a CEC 2021b).

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CEC. 2021b. Gas Consumption By County. Accessed October 2021. http://www.ecdms.energy.ca.gov/gasbycounty.aspx.

3.7 Geology and Soils

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS – Would the project:				
a) Directly or indirectly cause 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.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

a) Would the project directly or indirectly cause 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.

ii) Strong seismic ground shaking?

iii) Seismic-related ground failure, including liquefaction?

iv) Landslides?

No Impact. There are numerous known earthquake faults within the Project area and vicinity. This includes the Mojave section of the San Andreas Fault which crosses through the Acton/Agua Dulce and Antelope Valley East service areas, the Mirage Valley Fault and Llano Fault also in in the Antelope Valley East service area, and several unnamed Quaternary-age faults in the Antelope Valley West service area (CGS 2015). The Project would not introduce new habitable structures nor would it change the existing land uses of the service areas. Under the proposed Project, there would be changes to existing waste collection practices in the Project area involving additional waste collection services and an associated increase in collection trucks circulating the Project area. The passage of additional collection trucks and field monitor vehicles along established roadways in the Project area would not have the potential to increase the probability or exacerbate the potential for fault rupture. As such, while portions of the Project area overlap with several earthquake fault zones, the proposed Project would not increase the risk of loss, injury, or death involving rupture of an earthquake fault. With no introduction of new people or housing and no changes to the existing geological environment of the area, the proposed Project would also have no impact related to risk of loss, injury, or death from strong seismic ground shaking, seismic-related ground failure, or landslides. Additionally, implementation of the proposed Project would not increase the probability or exacerbate the potential for such events. As such, there would be no impacts related to seismic events from the proposed Project.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. The proposed Project would not include construction or demolition activities that could cause substantial erosion impacts. The only potential source of soil erosion would be from new vehicles traveling on unpaved roads, or on roads located adjacent to soils susceptible to erosion by the motion of vehicles passing by. In 2023, the proposed Project would result in an increase of approximately 339 trucks per week to serve 44,236 residential and commercial customers. This is currently projected to grow to approximately 567 trucks serving an anticipated 73,710 customers per week by 2048. In addition, there would be three field monitors circulating the Project area each week. The addition of new vehicles traveling along roads (particularly unpaved roads) could potentially result in some soil erosion. However, the amount of soil erosion from such activities would be relatively minor compared to the typical erosion potential from ground-disturbing construction activities. Vehicles would travel along established, designated roadways that are already developed and regularly used by other motor vehicles. Public Works conducts regular road maintenance that prevents erosion and/or restores the effects of erosion along roadways. As such, any potential soil erosion associated with the Project would be minor and incidental and is expected to be resolved by standard road maintenance practices, which would occur regardless of this proposed Project. Impacts would be less than significant.

c) Would the project 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?

No Impact. The Project would not introduce new habitable structures nor would it change the existing land uses within the service areas. Furthermore, changes to existing waste collection practices in the Project area involving additional waste collection services and an associated increase in collection trucks circulating the Project area would not cause any changes to the existing geological environment of the area and would not increase the existing risk of landslides, lateral spreading, subsidence, liquefaction, or collapse. As such, the proposed Project would have no impact related to soil instability or location on an unstable geologic unit.

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

No Impact. Generally, expansive soils are those that contain certain clay minerals which expand excessively when wet and retract when dry. This drastic change in volume can cause damage to structures as water in the soil is absorbed and evaporated. The Project area generally contains loamy sand and well-drained young soils derived from granitic rocks (UCANR 2021). These soils generally do not have a high shrink-swell potential. Additionally, the proposed Project would not introduce any new structures, which could be damaged by expansive soils. The Project would change waste collection practices and introduce more vehicles to the Project area, which would not result in any direct or indirect risks to life or property associated with expansive soils. Thus, the proposed Project would have no impact.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The proposed Project would not generate waste water or involve the use of septic tanks or alternative waste water disposal systems. There would be no impact.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. The proposed Project would not destroy any unique paleontological resources or geologic features because no construction or demolition activities are proposed. The proposed Project would include changes to existing waste collection practices in the Project area involving additional waste collection services and an associated increase in collection trucks circulating the Project area. All Project activities would occur aboveground and new Project vehicles would travel on designated routes along established roadways, which would not result in new ground disturbance or excavation. As such, there would be no impact from the proposed Project.

References

CGS (California Geological Survey). 2015. Fault Activity Map of California. Accessed September 17, 2021. https://maps.conservation.ca.gov/cgs/fam/.

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3.8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. Climate change refers to any significant change in measures of climate (e.g., temperature, precipitation, or wind patterns) lasting for an extended period of time (i.e., decades or

longer). The Earth's temperature depends on the balance between energy entering and leaving the planet's system, and many factors (natural and human) can cause changes in Earth's energy balance. The greenhouse effect is the trapping and buildup of heat in the atmosphere near the Earth's surface (the troposphere). The greenhouse effect is a natural process that contributes to regulating the Earth's temperature, and it creates a livable environment on Earth. Human activities that emit additional GHGs to the atmosphere increase the amount of infrared radiation that gets absorbed before escaping into space, thus enhancing the greenhouse effect and causing the Earth's surface temperature to rise. Global climate change is a cumulative impact; a project contributes to this impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. Thus, GHG impacts are recognized exclusively as cumulative impacts (CAPCOA 2008).

A GHG is any gas that absorbs infrared radiation in the atmosphere; in other words, GHGs trap heat in the atmosphere. As defined in California Health and Safety Code Section 38505(g) for purposes of administering many of the state's primary GHG emissions reduction programs, GHGs include CO_2, methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride (see also CEQA Guidelines Section 15364.5). The three GHGs evaluated herein are CO_2, CH_4, and N_2O because these gases would be emitted as a result of the proposed Project.

The Intergovernmental Panel on Climate Change developed the global warming potential (GWP) concept to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The reference gas used is CO_2; therefore, GWP-weighted emissions are measured in metric tons (MT) of CO_2 equivalent (CO_2e). Consistent with CalEEMod Version 2020.4.0, the GHG emissions analysis presented herein assumes the GWP for CH_4 is 25 (i.e., emissions of 1 MT of CH_4 are equivalent to emissions of 25 MT of CO_2), and the GWP for N_2O is 298, based on the Intergovernmental Panel on Climate Change's Fourth Assessment Report (IPCC 2007).

As discussed in Section 3.3, the Project is located largely within the AVAQMD's jurisdictional boundaries with a small portion of the western Project area within the SCAQMD's jurisdictional boundaries. The AVAQMD has prepared criteria and thresholds for determining significance of GHG emissions under CEQA. Per the *CEQA and Federal Conformity Guidelines*, any project is significant if it triggers or exceeds the most appropriate evaluation criteria, which states that a project would result in significant emissions if it "Generates total emissions (direct and indirect) in excess of the thresholds" as follows (AVAMQD 2016):

- Daily threshold: 548,000 pounds CO_2e per day
  - The AVAQMD has a daily threshold of 548,000 pounds CO_2e per day for multi-phase projects with phases shorter than one year. This is not applicable to the proposed Project as the Project does not include a construction component.
- Annual threshold: 100,000 tons CO_2e per year, which equates to 90,718 MT CO_2e per year.
  - Given the long-term nature of the proposed Project, the annual threshold is the more applicable threshold per the AVAQMD's guidance.

The SCAQMD also has significance thresholds that are applicable to GHGs. However, these thresholds were never formally adopted. Furthermore, they pertain to land use development projects. The proposed Project would involve implementation of new waste collection practices throughout the unincorporated Antelope Valley, Acton, and Agua Dulce areas. As explained in Section 2, Project Description, the proposed Project

would not entail land use development. As such, the SCAQMD significance thresholds were not determined to be applicable to the proposed Project. The Project is thus analyzed below for its consistency with the AVAQMD thresholds.

Construction Greenhouse Gas Emissions

As discussed in Section 2.4, the proposed Project would involve changes to existing waste collection practices in the Project area. This would not require or result in any foreseeable construction-related work activities. As described in detail in Section 2.3, plans for infrastructure improvements initiated by the selected waste haulers, if any, are considered highly speculative at this time and, as such, are not addressed or analyzed in this document.

Operational Greenhouse Gas Emissions

As with the air quality analysis, mobile source GHG emissions were estimated using a spreadsheet model based on EMFAC 2021 emission factors. (A majority of the proposed Project's emissions would be mobile source emissions.)

All details for criteria air pollutants discussed in Section 3.3 are also applicable for the estimation of operational mobile source GHG emissions. Regulatory measures related to mobile sources include AB 1493 (Pavley) and related federal standards. AB 1493 required that CARB establish GHG emission standards for automobiles, light-duty trucks, and other vehicles determined by CARB to be vehicles that are primarily used for noncommercial personal transportation in the state. In addition, the National Highway Traffic Safety Administration and EPA have established corporate fuel economy standards and GHG emission standards, respectively, for automobiles and light-, medium, and heavy-duty vehicles. Implementation of these standards and fleet turnover (replacement of older vehicles with newer ones) will gradually reduce emissions from the Project's motor vehicles. The effectiveness of fuel economy improvements was evaluated to the extent it was captured in the EMFAC 2021 emission factors for motor vehicles in 2023, 2035, and 2048.

Estimated Project-generated GHG emissions for operational years 2023, 2035, and 2048 are shown in Table 3.8-1.

Table 3.8-1. Estimated Annual Operational Greenhouse Gas Emissions

Year	CO_2	CH_4	N_2O	CO_2e
	Metric Tons Per Year			
2023	4,763.00	0.82	0.02	4,794.53
2035	5,193.18	0.91	0.05	5,227.58
2048	6,695.35	1.156	0.06	6,747.46
			AVAQMD Threshold (tons per year)	90,718
			AVAQMD Threshold Exceed?	No

As shown in Table 3.8-1, estimated annual generated GHG emissions would be approximately 4,795 MT CO_2e in 2023, 5,228 MT CO_2e in 2035, and 6,747 MT CO_2e in 2048 as a result of the proposed Project.

Annual GHG emissions would not exceed the AVAQMD threshold of 90,718 MT CO_2e per year. As such, impacts would be considered less than significant.

While the additional vehicle trips associated with the proposed Project would generate new GHGs, the Project would also contribute to the County's implementation of SB 1383, a statewide regulation that aims to reduce methane emissions by reducing the disposal of organic waste in landfills. Methane is one of several GHGs known as "short-lived climate pollutants," which are considered powerful climate forcers. One of the key sources of methane is the decomposition of organic materials within landfills. Reducing the amount of organic waste disposed in landfills prevents increases in the atmospheric release of fugitive methane emissions associated with the anaerobic breakdown of organic waste. CARB recommended the development of a Short-Lived Climate Pollutant Reduction Strategy as an action to help achieve the GHG emission reductions identified in state laws such as AB 32 and SB 32. Subsequently, SB 1383 directed CARB to approve and the begin implementing its plan to reduce short-lived climate pollutants. The Short-Lived Climate Pollutant Reduction Strategy, approved in March 2017, includes directives for addressing landfill methane emissions via reductions in organic material disposal. SB 1383 also requires CalRecycle, in consultation with CARB, to develop regulations to reduce disposal of organic waste by 50% of 2014 levels by 2020 and 75% by 2025.

In consultation with CARB, CalRecycle recently developed and adopted a regulatory approach requiring jurisdictions and other regulated entities to implement a suite of programs to achieve SB 1383's statewide mandates. This regulatory approach is referred to as the Short-Lived Climate Pollutants: Organic Waste Reductions Regulation. One of the provisions of this regulation involves collection of organic waste, with a focus on mandatory source-separated collection of organic waste. As detailed in Section 2.3, the County recently adopted an ordinance requiring all businesses and residents in County unincorporated communities to subscribe to organic waste collection services, in compliance with this requirement. However, as also explained in Section 2.3, source-separated organic waste collection and diversion services are not readily available in the Project area under current conditions, and the proposed Project would include the introduction of this service to the Project area. As such, the proposed Project is an important aspect of the County's implementation of, and compliance with, SB 1383 and the state's associated organic waste reduction mandates.

CalRecycle published an Environmental Impact Report (EIR) for its Short-Lived Climate Pollutants: Organic Waste Reductions Regulation. The Draft EIR was circulated in July 2019, and the Final EIR was published in December 2019. This EIR (referred to herein as the "CalRecycle EIR") examines the potential for implementation of the organic waste methane emission reduction requirements to result in significant environmental impacts, including impacts in the category of GHG emissions. The GHG analysis in the CalRecycle EIR states that the organic waste reduction requirements would increase vehicle trips at the statewide and regional levels, in part due to the collection of organic waste from targeted generators and the movement of organic material to an organic waste recovery facility. However, the analysis in the CalRecycle EIR concludes that the GHG reductions achieved through implementation of the proposed organic waste reduction regulations would be "substantially greater than additional travel-generated emissions, so a net reduction in overall GHG emissions would be reasonably anticipated" (CalRecycle 2019). While the proposed Project analyzed herein includes collection truck trips that were not addressed in the CalRecycle EIR, such as collection of recyclables from residential customers, the impact conclusion from the CalRecycle EIR illustrates that at least a portion of the proposed Project's GHG emissions are anticipated to be offset by the benefits afforded from enabling increased organic waste diversion and the

associated reductions in methane emissions. While the proposed Project's GHG emissions are demonstrated to be below a level of significance in the analysis above, the proposed Project is also an important component in achieving GHG reductions at the state and local level.

Overall and for the reasons described above, impacts are less than significant.

b) Would the project generate conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. The Project would result in less-than-significant impacts related to conflicts with GHG emission reduction plans, for the reasons described as follows.

Potential to Conflict with the County's Community Climate Action Plan

The County's Community Climate Action Plan (CCAP) includes 26 local community actions to reduce GHG emissions from the County's community activities. Those actions are grouped into five strategy areas, two of which are appliable to the proposed Project. A qualitative analysis is provided below, describing how the appliable strategy areas relate to the proposed Project. The proposed Project would become operational outside of the applicable timeline to tier from the County's CCAP; therefore, consistency with the County's CCAP was not utilized to determine significance of GHG impacts, and this discussion is provided for disclosure and informational purposes only.

Land Use and Transportation. The proposed Project would be consistent with the County's General Plan Policies to promote sustainability in transportation by promoting use of carpooling and alternative transportation methods for new employees associated with the Project (see Section 3.17).

Waste Reduction, Reuse, and Recycling. As discussed above, the proposed Project would implement and promote increased organic waste diversion and recycling in the Project area. As discussed in Section 3.8(a), increased organic waste diversion reduces GHG emissions. Recycling is also an important part of statewide efforts to reduce GHGs.

Potential to Conflict with the CARB Scoping Plan

The Climate Change Scoping Plan, approved by CARB in 2008 and updated in 2014 and 2017, provides a framework for actions to reduce California's GHG emissions and requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs. The Scoping Plan is not directly applicable to specific projects, and it is not intended to be used for project-level evaluations.[11] Under the Scoping Plan, however, several state regulatory measures aim to identify and reduce GHG emissions. CARB and other state agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures focus on area-source emissions (e.g., energy usage and high-GWP GHGs in consumer products) and changes to the vehicle fleet (e.g., hybrid, electric, and more fuel-efficient vehicles) and associated fuels, among others. The Project would comply with various GHG emission reduction regulations to the extent

[11] The Final Statement of Reasons for the amendments to the CEQA Guidelines reiterates the statement in the Initial Statement of Reasons that "[t]he Scoping Plan may not be appropriate for use in determining the significance of individual projects because it is conceptual at this stage and relies on the future development of regulations to implement the strategies identified in the Scoping Plan" (CNRA 2009).

they apply to the Project's emissions sources including CARB's tractor-trailer GHG regulations and Heavy-Duty Greenhouse Gas Standards for New Vehicle and Engines. Furthermore, as explained in the CalRecycle EIR, implementation of SB 1383 and the Short-Lived Climate Pollutant Reduction Strategy is an integral part of the 2017 Climate Change Scoping Plan (CalRecycle 2019). As described in Section 3.8(a), the proposed Project is a component of the County's efforts to implement and comply with SB 1383. As such, the proposed Project would be consistent with the Climate Change Scoping Plan and would help implement the plan and its goals at the local level.

Potential to Conflict with the Southern California Association of Governments 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy

The SCAG 2020–2045 RTP/SCS is a regional growth management strategy that targets per capita GHG reduction from passenger vehicles and light trucks in the Southern California Region pursuant to SB 375. In addition to demonstrating the Region's ability to attain the GHG emission-reduction targets set forth by CARB, the 2020-2045 RTP/SCS outlines a series of actions and strategies for integrating the transportation network with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. Thus, successful implementation of the 2020-2045 RTP/SCS would result in more complete communities with various transportation and housing choices while reducing automobile use.

The following strategies are intended to be supportive of implementing the 2020-2045 RTP/SCS and reducing GHGs: focus growth near destinations and mobility options; promote diverse housing choices; leverage technology innovations; support implementation of sustainability policies; and promote a green region (SCAG 2020). The strategies that pertain to residential development would not apply to the Project. The Project's potential to conflict with the remaining applicable strategies is presented below.

Focus Growth Near Destinations and Mobility Options. One of the strategies within the 2020-2045 RPT/SCS focuses on growth near existing transit and implementation of first/last mile strategies. The Project would not conflict with this strategy of the 2020-2045 RTP/SCS. While the proposed Project would not involve new growth or development, it would promote use of carpooling and alternative transportation methods for new employees associated with the Project (see Section 3.17).

Leverage Technology Innovations. One of the technology innovations identified in the 2020-2045 RTP/SCS that would apply to the Project is the promotion and support of low emission technologies for transportation, such as alternative fueled vehicles to reduce per capita GHG emissions. The Project would not conflict with SCAG's ability to implement this strategy. As described in Section 3.3, the proposed collection trucks fleet is expected to be made up of 27% diesel, 3% electric, and 70% natural gas–powered vehicles. As such, the Project's vehicle fleet is anticipated to include use of alternative fuels.

Support Implementation of Sustainability Policies. One of the strategies within 2020-2045 RTP/SCS is to support local sustainable development implementation projects that reduce GHGs. The proposed Project would promote and implement increased organic waste diversion and recycling in the Project area. As discussed in Section 3.8(a), increased organic waste diversion reduces GHG emissions. Recycling is also an important part of statewide efforts to reduce GHGs. As such, the proposed Project would support implementation of local and regional sustainability policies.

Promote a Green Region. The third applicable strategy within the 2020-2045 RTP/SCS involves promoting a green region through efforts such as supporting local policies for renewable energy production and promoting more resource efficient development (e.g., reducing energy consumption) to reduce GHG emissions. While the proposed Project would not involve renewable energy development or reduced energy consumption, it would promote and implement increased organic waste diversion and recycling in the Project area. As discussed in Section 3.8(a), increased organic waste diversion reduces GHG emissions. Recycling is also an important part of statewide efforts to reduce GHGs. As such, the proposed Project would support the promotion of a green region.

Based on the analysis above, the Project would be consistent with the SCAG 2020-2045 RTP/SCS.

Potential to Conflict with Senate Bill 32 and Executive Order S-3-05

Regarding consistency with SB 32 (goal of reducing GHG emissions to 40% below 1990 levels by 2030) and Executive Order S-3-05 (goal of reducing GHG emissions to 80% below 1990 levels by 2050), there are no established protocols or thresholds of significance for that future-year analysis. However, CARB has expressed optimism with regard to both the 2030 and 2050 goals. It states in the First Update to the Climate Change Scoping Plan: Building on the Framework that "California is on track to meet the near-term 2020 GHG emissions limit and is well-positioned to maintain and continue reductions beyond 2020 as required by AB 32" (CARB 2014). With regard to the 2050 target for reducing GHG emissions to 80% below 1990 levels, CARB (2014) states the following:

> This level of reduction is achievable in California. In fact, if California realizes the expected benefits of existing policy goals (such as 12,000 megawatts of renewable distributed generation by 2020, net zero energy homes after 2020, existing building retrofits under Assembly Bill 758, and others) it could reduce emissions by 2030 to levels squarely in line with those needed in the developed world and to stay on track to reduce emissions to 80% below 1990 levels by 2050. Additional measures, including locally-driven measures and those necessary to meet federal air quality standards in 2032, could lead to even greater emission reductions.

In other words, CARB believes that the state is on a trajectory to meet the 2030 and 2050 GHG reduction targets set forth in AB 32, SB 32, and Executive Order S-3-05. This is confirmed in the 2017 Climate Change Scoping Plan Update, which states (CARB 2017):

> The Scoping Plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while identifying new, technologically feasible and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities.

The Project would not interfere with implementation of GHG reduction goals for 2030 or 2050 because it would not exceed the AVAQMD's threshold of 90,718 MT CO_2e per year. Because the Project would not exceed this threshold, this analysis provides support for the conclusion that the Project would not impede the state's trajectory toward the previously described statewide GHG reduction goals for 2030 or 2050.

Implementation of the Short-Lived Climate Pollutant Reduction Strategy is expected to provide 35% of the GHG emission reductions needed to meet the state's 2030 targets (CalRecycle 2019). The Short-Lived Climate Pollutant Reduction Strategy involves a portfolio of policies and measures, including reductions in organic waste disposal through implementation of SB 1383. As described in Section 3.8(a), the proposed Project is a component of the County's efforts to implement and comply with SB 1383. As such, the proposed Project would help implement policies at the local level that are expected to contribute to the achievement of the state's GHG reduction goals, as set forth in SB 32.

Overall and for the reasons described above, impacts are less than significant.

References

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3.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
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?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
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?	☐	☐	☐	☒
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 or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

No Impact. The proposed Project would create new GDD/RF contracts for collection of refuse, recyclables, organic waste, bulky items, and illegal dumping. There is the potential for collection trucks associated with the proposed Project to incidentally collect and transport hazardous materials that are improperly disposed

by residents or businesses. However, the Project would not be expected to lead to changes or increases in incidents of improper disposal of hazardous materials relative to existing conditions. In fact, requirements to sort refuse, recyclables, and organic waste could increase awareness of best practices for the proper disposal of solid waste. Additionally, the County contains permanent collection centers for proper disposal of household hazardous waste and electronic waste including paint, batteries, and fluorescent lights. County residents are able to dispose of hazardous materials at these permanent collection centers or during regularly held collection events (Public Works 2021). As such, the County has practices in place to encourage proper treatment and disposal of hazardous materials. The proposed Project would not increase the transport, use, or disposal of hazardous materials compared to current conditions and any hazardous materials would continue to be subject to applicable handling and disposal requirements. As such, the proposed Project would result in no impact related to the routine transport, use, or disposal of hazardous materials.

b) Would the project 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?

Less Than Significant Impact. As discussed in Section 3.9(a) above, there is the potential for collection trucks associated with the proposed Project to incidentally collect and transport hazardous materials that are improperly disposed by residents or businesses. However, as explained above, the County has practices in place to encourage proper treatment and disposal of hazardous materials, and the Project would not be expected to lead to changes in the improper disposal of hazardous materials relative to existing conditions.

New vehicles for the Project would use fuels such as gasoline, natural gas, or diesel, as well as other potentially hazardous materials necessary for vehicle operation and maintenance which could result in spills or leaks of hazardous materials. As part of standard practices, the proposed GDD/RF contracts would require waste haulers to agree to certain public health and safety requirements including enclosing waste to prevent dropping, spilling, or blowing of materials from collection trucks, immediate clean-up of any such occurrences, and prevention of oil, hydraulic fluid, paint, or other liquid leaking from vehicles. Vehicles would be required to carry petroleum absorbent agents and/or other appropriate cleaning agents which would allow for immediate coverage, treatment, and removal of the liquid materials from the ground. Furthermore, all materials would be transported, used, and handled in accordance with all federal, state, and local laws regulating the management and use of hazardous materials. For these reasons, the proposed Project is not anticipated to release hazardous materials into the environment that would pose a threat to human health or the environment, and impacts resulting from the Project would be less than significant.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. As discussed in Section 3.9(b) above, the proposed Project may result in spills or leaks of hazardous materials from waste collection activities or directly from vehicles used for waste collection. Schools within the Project area may also have waste collected by the selected waste hauler(s) per the proposed GDD/RF agreements. This could result in hazardous spills, leaks, or emissions within one-quarter mile of existing or proposed schools. However, as previously discussed, waste haulers would be required to agree to prevention measures that address dropping, spilling, or blowing of materials from collection trucks, and prevention of oil, hydraulic fluid, or other potentially hazardous liquids leaking from vehicles. Waste haulers would be required to clean up any such spills or leaks that occur. With this agreement and the handling of hazardous materials in accordance with

all federal, state, and local laws, the proposed Project is not anticipated result in hazardous conditions in or around existing or proposed schools. As such, impacts would be less than significant.

d) Would the project 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?

No Impact. According to a review of the Department of Toxic Substances Control (DTSC) EnviroStor database, the Project area encompasses numerous cleanup sites ranging from voluntary cleanup sites, school investigation sites, and military evaluation sites, among others (DTSC 2021). However, the proposed Project would not involve any activities that could potentially disturb or release hazardous materials at these sites. The proposed Project would include changes to existing waste collection practices in the Project area involving additional waste collection services and an associated increase in collection trucks circulating the Project area. Waste collection would occur within residential and commercial areas, and no new ground disturbance, excavation, or construction activities are proposed as part of the Project. If waste haulers are required to travel through or to serve any hazardous materials sites, drivers would obey any restrictions in place, such as site access restrictions implemented by the DTSC. As such, the proposed Project would not create any significant hazards to the public or environment related to hazardous materials sites. No impact would occur.

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 or excessive noise for people residing or working in the project area?

No Impact. The proposed Project would not result in any new development that could result in a safety hazard or excessive noise for people residing or working in the Project area. The proposed Project would result in an increase in collection trucks circulating the Project area which may expose drivers to noise from the Palmdale Regional Airport or Agua Dulce Airpark, but this would only occur when traveling around those areas and would thus be experienced intermittently and temporarily. Waste collection activities would take place within existing and future residential and commercial locations and would not result in situating new residents or workers near airports such that there would be a safety hazard or excessive noise. As such, there would be no impact related to airport hazards.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. While the number of waste collectors in each service area would increase, collection trucks are among a variety of vehicles that travel the roadway network each day, and they would not affect use of the streets such that emergency response or evacuations would be impeded. Furthermore, collection trucks are mobile and would be able to move out of a given area in the event of an emergency. In addition, the GDD/RF agreements would require waste haulers to provide the County with maps of their collection routes and schedules, and the County would have the right to request changes to accommodate emergency evacuation plans or routes. Thus, the proposed Project would not impair implementation of or physically interfere with an adopted emergency response or evacuation plan, and no impact would occur.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less Than Significant Impact. High desert areas are not generally susceptible to wildfire, as desert vegetation is typically characterized by low fire frequency (BLM 1980). However, the Project area does contain areas designated by CAL FIRE (California Department of Forestry and Fire Protection) as Very High Fire Hazard Severity Zones (VHFHSZ), some of which are also within a State Responsibility Area (SRA). Most of the VHFHSZs are located in the Acton/Ague Dulce service area (CAL FIRE 2021). The proposed Project would include changes to existing waste collection practices in the Project area involving an associated increase in collection trucks circulating the Project area. The proposed Project would increase vehicle traffic on roadways within the Project area, some of which are within these VHFHSZs and/or lined with brush that could act as fuel for wildfires, thereby exposing drivers to potential existing wildfire hazards, or exacerbating wildfire hazards if Project vehicles suffer mechanical or equipment failures (such as electrical short circuits) that could ignite the vehicle and surrounding vegetation.

As part of the GDD/RF contracts, waste hauler(s) would be required to follow all applicable laws and regulations, including those pertaining to fire safety and the safe operation of collection trucks. For example, the United States Department of Transportation Federal Motor Carrier Safety Administration requires every truck (including refuse collection trucks), to be equipped with a fire extinguisher.[12] Additional requirements could include fire prevention and reporting training for vehicle operators, among other safety practices, as required by the County.

These practices would reduce the risk of loss, injury, or death from wildfire hazards. Additionally, collection trucks would pick up bulky items and illegally dumped waste, such as debris piles, that could act as additional fuel sources for wildfires. The removal of bulky items and illegally dumped waste may result in a beneficial impact regarding wildfires. With consideration of the above, the proposed Project is not anticipated to expose people or structures to a significant risk of loss, injury, or death involving wildland fires, and impacts would be less than significant.

References

BLM (Bureau of Land Management). 1980. The California Desert Conservation Area Plan 1980, as amended.

CAL FIRE (California Department of Forestry and Fire Protection). 2021. FHSZ Viewer. Accessed September 17, 2021. https://egis.fire.ca.gov/FHSZ/.

DTSC (California Department of Toxic Substances Control). 2021. *EnviroStor Database*, Search by Map Location. Accessed September 17, 2021. http://www.envirostor.dtsc.ca.gov/public/.

Public Works (Los Angeles County Department of Public Works). 2021. “Household Hazardous Waste.” Accessed September 27, 2021. https://dpw.lacounty.gov/epd/hhw/Hhw.

[12] Code of Federal Regulations, Title 49, Subtitle B, Chapter III, Subchapter B, Part 393.

3.10 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☐	☒
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. The proposed Project would not violate any water quality standards or waste discharge requirements. The proposed Project would involve additional waste collection services and an

associated increase in collection trucks circulating the Project area. All waste collection activities would take place along designated, established roadways, where runoff is designed to flow to the County's storm drain system. There is the potential for spilled litter, fuel leaks, or release of other forms of pollutants from collection trucks that could enter the County's storm drain system, in turn degrading water quality. However, waste haulers would be required to prevent and address such situations in a timely and effective manner. All waste collected would be placed in sealed carts or compartments within the collection trucks to reduce litter and spills. In addition, the proposed GDD/RF agreements would require the waste haulers to prevent waste from escaping from collection trucks during collection and transportation, and to immediately clean up all litter, spills, and leaks. Compliance with the GDD/RF agreements would ensure that incidental spills and leaks would not result in substantial degradation of water quality or increase in polluted discharge. As such, impacts would be less than significant.

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

No Impact. The proposed Project would not 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, since the Project would not involve the use of any substantial amounts of water. The proposed Project would involve additional waste collection services and an associated increase in collection trucks circulating the Project area. The Project would not involve any form of development such as new residences, commercial establishments, or facilities that would require connection to water services. The only water required would be for the personal consumption of drivers and maintenance or operation of Project vehicles, which would be considered minimal to negligible relative to water that is currently used for consumption and vehicle maintenance in the Project area. Additionally, the Project would not introduce any new impervious surfaces that could interfere with groundwater recharge. As such, the proposed Project would result in no impacts to groundwater supplies or management of groundwater basins.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact. As discussed in Section 3.7(b), the proposed Project would not involve any construction or demolition activities that could cause substantial erosion impacts. The proposed Project would include changes to existing waste collection practices and would result in an increase in collection trucks circulating the Project area. The only potential source of soil erosion would be from these new vehicles traveling on unpaved roads, or on roads located adjacent to soils particularly susceptible to erosion. Vehicles traveling along unpaved roads could also cause small, localized changes in the drainage of the road by creating ruts and tire tracks. However, the additional collection trucks and field monitor vehicles would travel along established, designated roadways that are already developed and regularly used by other motor vehicles. These vehicles would have designated collection and monitoring routes resulting in approximately one to three additional trucks along roadways in the Project area per week, which would not be an appreciable change relative to existing uses of established roadways. Use of existing public infrastructure for

its intended purpose would not lead to a new, significant impact. Furthermore, Public Works conducts regular road maintenance that prevents erosion and/or restores the effects of erosion along roadways. As such, the proposed Project would only potentially result in small, incidental amounts of soil erosion and would not add any impervious surfaces to the Project area that could induce substantial erosion or siltation impacts. Therefore, impacts would be less than significant.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

No Impact. As discussed in 3.10(c)(i) above, the proposed Project may cause small, localized changes in the drainage pattern of unpaved roadways. However, these minor changes to drainage patterns are not anticipated to result in any substantial increase in the rate or amount of surface runoff. As discussed, use of roadways for their intended purposes would not lead to any new, significant impacts. Furthermore, Public Works conducts regular road maintenance, which would address any potential roadway conditions that may create or exacerbate flooding issues. Additionally, the proposed Project would not introduce impervious surfaces that could substantially increase the rate or amount of surface runoff in the Project area. There would be no impact.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. The proposed Project would not increase the amount of runoff water in the Project area, since there would be no new development or addition of impervious surfaces. Accidental spills or leaks of solid waste, motor oil, or other materials from the new collection trucks could contribute additional sources of polluted runoff if not cleaned up or properly removed. As previously discussed, the proposed GDD/RF agreements would require the waste hauler(s) to prevent solid waste from escaping from collection trucks during collection and transportation, and to immediately clean up any litter, spills, or leaks. As such, there would be a less than significant impact related to runoff water.

iv) Impede or redirect flood flows?

No Impact. The proposed Project does not involve any construction or the placement of any structures that would impede or redirect flood flows. Changes to existing waste collection practices in the Project area and the associated increase in collection trucks circulating the Project area would not affect flood flows. As described above, the additional collection trucks associated with the Project could potentially increase ruts and tire tracks on roadways (namely, unpaved roadways). However, such effects would be minor, since additional truck traffic would consist of approximately one to three additional trucks on Project area roadways each week. Furthermore, Public Works conducts regular road maintenance, which would address any potential roadway conditions that may create or exacerbate flooding issues. There would be no impact.

d) In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

No Impact. The proposed Project would not risk release of pollutants due to Project inundation. The Project would not include any new development that could be affected by flood hazards, tsunamis, or seiches. The

proposed Project would include changes to existing waste collection practices and would result in new collection trucks circulating the Project area. Such trucks would hold solid waste that could pollute waters, but these collection trucks are not anticipated to operate during floods or other weather events that would pose an inundation risk. There would be no impact.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. As previously discussed in Section 3.10(a), compliance with the GDD/RF agreements would ensure that incidental spills and leaks would not result in any degradation of water quality or increase in polluted discharge. Prevention measures and immediate cleanup activities for spills and leaks would ensure the Project would not conflict with any water quality control plan. Additionally, the changes to existing waste collection practices and increase in collection trucks circulating the Project area would not result in increased water demands in the Project area and would not introduce any new impervious surfaces that could interfere with groundwater recharge. As such, the proposed Project would result in no impacts related to conflict or obstruction of a water quality control plan or sustainable groundwater management plan.

References

None.

3.11 Land Use and Planning

		Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI.	**LAND USE AND PLANNING** – Would the project:				
a)	Physically divide an established community?	☐	☐	☐	☒
b)	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

a) Would the project physically divide an established community?

No Impact. The proposed Project would not physically divide an established community. The proposed Project would include changes to existing waste collection practices and would result in an increase in collection trucks circulating the Project area. No construction is proposed as part of the Project and waste collection activities would take place along established roadways. The proposed Project would not involve development of features such as a highway, aboveground infrastructure, or an easement through an established neighborhood, which would have the potential to physically divide an established community. For these reasons, the proposed Project would not physically divide an established community, and no impact would result.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The proposed Project would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The proposed Project would result in the establishment of GDDs/RFs and associated solid waste hauling contracts for collection of refuse, recyclables, organic waste, bulky items, and illegally dumped items, in accordance with existing local, state, and federal regulations. A discussion of the proposed Project's consistency with applicable plans and policies is included below.

Los Angeles County Municipal Code

Z'berg-Kapiloff Solid Waste Control Act of 1976

Section 20.72.010 of the County's Municipal Code states that the County shall enforce the Z'berg-Kapiloff Solid Waste Control Act of 1976, which establishes a program for the issuance of permits for waste collectors. In compliance with this law and the County's Municipal Code, any future waste collectors operating within the unincorporated County would apply for and obtain permits. The County may establish GDD contracts within the Project area or, per 20.70.020 of the Municipal Code, award a nonexclusive, partially exclusive, or wholly exclusive franchise for solid waste within the Project area. If awarded, such solid waste handling service providers must comply with all terms and conditions of the contract imposed by the Board of Supervisors. The proposed Project would require waste collection practices in the unincorporated communities within Acton, Agua Dulce, and Antelope Valley to more closely align with current waste regulations, since recycling services may not be currently available for all single-family residences, and no source-separated organic waste collection and diversion service is available for residences or commercial properties. The proposed Project is therefore consistent with guidance established in the Municipal Code.

Mandatory Organic Waste Disposal Reduction Ordinance

Chapter 20.91 of the County's Municipal Code describes the Mandatory Organic Waste Disposal Reduction Ordinance, which is required per SB 1383. The Ordinance requires all businesses and residents in the County unincorporated communities to subscribe to organic waste collection services, diverting organic waste and edible food from landfills to reduce emissions of methane and the impacts on climate change. The proposed Project would involve new waste collection practices in the unincorporated communities within Acton, Agua Dulce, and Antelope Valley to align with current waste regulations, since source-separated curbside organic waste collection and diversion service is not generally available for residences or commercial properties under current conditions. The proposed Project would introduce source-separated organic waste collection and diversion services to residences and commercial properties in the Project area, thus ensuring that the County's Mandatory Organic Waste Disposal Reduction Ordinance is being implemented in the Project area, in compliance with SB 1383. The proposed Project would therefore be consistent with, and would contribute to the implementation of, the County's Mandatory Organic Waste Disposal Reduction Ordinance.

Antelope Valley Area Plan

The AVAP includes the following policy relevant to the proposed Project (Los Angeles County 2015a):

- Policy COS 9.4: Promote recycling and composting throughout the Antelope Valley to reduce air quality impacts from waste disposal activities and landfill operations.

As discussed above, the proposed Project would reduce solid waste disposal by diverting waste that would otherwise be sent to a landfill to be recycled, composted, or otherwise diverted. This would in turn reduce air quality impacts from waste disposal activities and landfill operations. There would be no conflicts with the AVAP.

Santa Clarita Valley Area Plan

The SCVAP includes the following policies relevant to the proposed Project (Los Angeles County 2012):

- Policy CO-1.3.2: Promote reducing, reusing, and recycling in all Land Use designations and cycles of development.
- Policy CO-2.1.3: Promote soil enhancement and waste reduction through composting, where appropriate.

The proposed Project would implement new waste collection practices that support recycling and composting efforts in land use designations that currently do not have recycling and/or source-separated organic waste collection and diversion services. This would support the policies included in the SCVAP and there would be no conflicts.

Los Angeles County General Plan

The County's General Plan identifies several issues regarding waste management in the unincorporated County. This includes the growing amounts of waste being generated and disposed of and a shortage of solid waste processing facilities, and the inability of the open-market system for solid waste collection services to adapt to federal and state laws regarding waste reduction (Los Angeles County 2015b). The General Plan mentions implementation of GDD/RF systems to replace the open-market system. The following policies from the General Plan are applicable to the proposed Project:

- Policy PS/F 5.1: Maintain an efficient, safe and responsive waste management system that reduces waste while protecting the health and safety of the public.
- Policy PS/F 5.5: Reduce the County's waste stream by minimizing waste generation and enhancing diversion.
- Policy PS/F 5.8: Ensure adequate and regular waste and recycling collection services.

The proposed Project would implement new waste collection practices that would result in increased waste diversion from landfills. The new services would include collection of recycling, organic waste, bulky items, and illegally dumped items within the Project area. This would reduce the County's waste stream and the amount of waste being sent to solid waste processing facilities by diverting items that would otherwise be landfilled under the current open-market and Commercial Franchise systems in the Project area, since recycling services may not be currently available for all single-family residences, and no source-separated organic waste collection and diversion service is available for residences or commercial properties. The proposed Project is therefore consistent with the vision and intent for solid waste disposal identified in the County's General Plan.

Overall, the proposed Project would comply with all applicable plans, policies, and regulations and therefore would have no significant environmental impact due to a conflict with any land use plan, policy, or regulation. There would be no impact.

References

Los Angeles County. 2012. Santa Clarita Valley Area Plan Update. Accessed September 27, 2021. https://planning.lacounty.gov/ovov.

Los Angeles County. 2015a. Town & Country: Antelope Valley Area Plan Update. Accessed September 27, 2021. https://planning.lacounty.gov/tnc/.

Los Angeles County. 2015b. Los Angeles County General Plan 2035, Chapter 9: Conservation and Natural Resources Element. https://planning.lacounty.gov/assets/upl/project/gp_final-general-plan-ch9.pdf.

3.12 Mineral Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

a) Would the project 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?

No Impact. The Project would not involve any new development that could affect availability of mineral resources. The proposed changes to waste collection practices and the associated increase in collection trucks circulating the Project area would not result in the loss of availability of any known mineral resource that would be of value to the region or the residents of the state. There would be no impact.

b) Would the project 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?

No Impact. The Project would not involve any new development that could affect availability of mineral resources or mineral resource recovery sites and therefore would not result in the loss of availability of these resources. There would be no impact.

References

None.

3.13 Noise

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE – Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact. The California General Plan Guidelines, published by the Governor's Office of Planning and Research (OPR), provides guidance for the acceptability of specific land use types within areas of specific noise exposure. Table 3.13-1 presents guidelines for determining acceptable and unacceptable community noise exposure limits for various land use categories. The guidelines also present adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution. For the purpose of assessing the compatibility of new development with the anticipated ambient noise, the County utilizes the state's Community Noise and Land Use Compatibility standards summarized in Table 3.13-1. Noise-sensitive land uses include residential, schools, libraries, churches, nursing homes, hospitals, and open space/recreation areas. Commercial and industrial areas are not considered noise sensitive and have much higher tolerances for exterior noise levels. The "normally unacceptable" minimum noise level for considered noise-sensitive land uses is 70 A-weighted decibels (dBA) CNEL.

Table 3.13-1. Land Use Compatibility for Community Noise Environments

	Community Noise Exposure (CNEL)			
	Normally Acceptable[1]	Conditionally Acceptable[2]	Normally Unacceptable[3]	Clearly Unacceptable[4]
Residential-low density, single-family, duplex, mobile homes	50–60	55–70	70–75	75–85
Residential – multiple-family	50–65	60–70	70–75	70–85
Transit lodging – motel, hotels	50–65	60–70	70–80	80–85
Schools, libraries, churches, hospitals, nursing homes	50–70	60–70	70–80	80–85
Auditoriums, concert halls, amphitheatres	NA	50–70	NA	65–85
Sports arenas, outdoor spectator sports	NA	50–75	NA	70–85
Playgrounds, neighborhood parks	50–70	NA	67.5–77.5	72.5–85
Golf courses, riding stables, water recreation, cemeteries	50–70	NA	70–80	80–85
Office buildings, business commercial and professional	50–70	67.5–77.5	75–85	NA
Industrial, manufacturing, utilities, agriculture	50–75	70–80	75–85	NA

Source: OPR 2017.
Notes: CNEL = community noise equivalent level; NA = not applicable

1 Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

2 Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features have been included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

3 Normally Unacceptable: New construction or development should be discouraged. If new construction of development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise-insulation features must be included in the design.

4 Clearly Unacceptable: New construction or development should generally not be undertaken.

As discussed in Section 2.3, the proposed Project does not include any construction-related work activities; thus, there would be no noise impacts related to Project construction. As also explained in Section 2.3, the proposed Project would not include land use development. As such, the land use compatibility noise metrics shown in Table 3.13-1 are not directly applicable to the proposed Project. However, these metrics nevertheless show the varying noise sensitivities of different land uses in the Project area and the noise levels that are expected to be considered acceptable at each, for the purposes of establishing an overall context for this noise analysis. Use of the CNEL metric in Table 3.13-1 also establishes the basis for the approach used in this analysis of analyzing 24-hour average noise levels. (CNEL is a 24-hour average noise metric.)

The proposed Project would result in an increase in the number of collection trucks in the Project area. The County General Plan Noise Element establishes a policy for noise-sensitive land uses to be protected from high noise levels. In the context of community noise and typical human response to noise, an increase in noise level of 5 dB is considered to be clearly perceptible; an increase of 3 dB is barely perceptible; and an increase of less than 3 dB is not perceptible (Caltrans 2013). Therefore, for the purposes of this noise analysis operational noise impacts are considered significant when they

cause an increase of 3 dB from existing average daily traffic noise levels. An increase or decrease in noise level of at least 3 dB is required before any noticeable change in community response would be expected (Caltrans 2013).

Overall (i.e. throughout the Project area), the number of additional trucks is estimated to be approximately 339 trucks per week in Year 2023, 434 trucks per week by Year 2035, and 567 trucks per week by Year 2048. However, at any one location within the Project area, the number of daily truck trips would increase only marginally. For residential customers, the increase would be 2.25 trucks (assuming that 25% of residential customers request manure pickup service). Instead of one waste hauler truck during days of service, the typical residential area would experience three to four trucks. In commercial areas, instead of generally two waste hauler trucks during days of service, the typical commercial area would experience three trucks. In addition to the collection trucks that would circulate the Project area, three field monitors traveling in light-duty trucks would circulate the Project area on waste collection days, throughout the life of the Project. Thus, it is possible that at any one residential or commercial location, a field monitor vehicle may also drive by during days of service. These additional vehicles associated with the Project would travel on designated, established roadways and haul routes (similar to the existing service) and would be required to comply with Los Angeles County Code Section 12.08.520. This provision limits the individual allowable noise level of refuse collection vehicles to no more than 86 dBA at 50 feet and allowable hours of operation to between 6 a.m. and 10 p.m. (Los Angeles County 1978).

Noise from Project-Related In-Service Vehicle Trips. In order to estimate the additional noise resulting from the proposed Project's incremental increase in vehicle traffic, a wide variety of roadway types (with a correspondingly large range of average daily traffic volumes) within the Project area was surveyed using County-provided maps and Los Angeles County Public Works traffic count data. The number of Project-related vehicles (adjusted to account for both collection trucks and passenger vehicles (i.e., the field monitors)) were added to existing average daily traffic (ADT) volumes, and the resulting increase in noise was estimated. Consistent with acoustical principles and assuming that other factors (such as roadway vehicle speeds) would remain essentially unchanged, the change in traffic noise emanating from a roadway segment is related to the change in traffic volumes with the following expression:

$$\textit{Change in roadway segment traffic noise (dB)} = 10*LOG(V_2/V_1)$$

In the above equation, "V_2" is the roadway volume for the post-change (i.e., existing with Project ADT) condition and "V_1" is the pre-change (existing ADT) condition. Per the above mathematical expression, the Project would have to roughly double the traffic volumes on local roadways to increase traffic noise by 3 dBA and hence cause a potentially significant impact.

As shown in Table 3.13-2, the relatively small increase in traffic volumes associated with the Project would generally result in traffic noise increases of well under 1 decibel on a 24-hour average basis. The estimated noise increases range from 0 dBA to 2.7 dBA. The highest noise increase (2.6 and 2.7 dBA) would result along the two street segments identified in the survey with exceptionally low existing volumes (i.e., 51 and 53 vehicles per day as shown in Table 3.13-2). As stated previously, an increase of 3 dB is barely perceptible; and an increase of less than 3 dB is not perceptible. As such, traffic noise levels on an average daily basis would not increase noticeably as a result of the proposed Project and the associated increase in collection trucks. Because the proposed Project would result in estimated traffic noise increases of less than 3 dB, traffic noise would be below the thresholds described above.

Individual truck pass-bys and waste collection pickups would be clearly perceptible at nearby noise-sensitive receivers, including residences. However, such noise events would be temporary and intermittent and would also be limited in volume by Los Angeles County Code requirements. Specifically, Section 12.08.520 of the County Code limits the individual allowable noise level of refuse collection vehicles to no more than 86 dBA at 50 feet and allowable hours of operation to between 6 a.m. and 10 p.m. The individual truck pass-bys and waste collection pick-ups would also be limited to a single day per week in residential neighborhoods, and each pass-by and/or waste collection event would be brief from the perspective of individual receivers. As such, individual noise events associated with the Project would be brief, periodic, and intermittent. Some commercial customers may receive service from collection trucks more than one day per week. Conversely, commercial customers would receive service from fewer additional collection trucks under the proposed Project, when compared to residential areas. (As explained in Section 2.4, commercial customers would receive service from one additional collection truck under the proposed Project, whereas residential customers would receive service from two to three additional collection trucks under the proposed Project.) Furthermore, commercial areas do not typically support noise-sensitive land uses, and noise increases associated with the Project would still be periodic and intermittent in commercial areas. Overall, noise increases associated with the Project would be brief and intermittent and would not occur on a daily basis for individual sensitive receptors. Furthermore, the County's thresholds for traffic noise impacts would not be exceeded, and traffic noise levels on an average daily basis would not increase noticeably, as described above and as demonstrated in Table 3.13-2. Operational noise from in-service vehicles associated with the proposed Project would thus be less than significant.

Table 3.13-2. Estimated Operational Noise Level Increase from Proposed Project

Proposed Service Area	Representative Roadways [1]	Location	Existing Average Daily Traffic Volume (ADT)	Existing with Project Average Daily Traffic Volume (ADT)[2]	Estimated Increase in 24-hour Average Noise Level (dBA $L_{eq\ 24\text{-}hr}$)
Quartz Hill	20th Street West	north of Avenue N-8	7,142	7,186	0.0
		north of Avenue O	6,687	6,731	0.0
		south of Avenue O	6,464	6,508	0.0
	Avenue L	west of 40th Street West	20,294	20,338	0.0
	Avenue L-12	east of 55th Street West	542	586	0.3
		west of 47th Street West	388	432	0.5
	Avenue L-4	east of 45th Street West	207	251	0.8
		west of 45th Street West	323	367	0.6

Table 3.13-2. Estimated Operational Noise Level Increase from Proposed Project

Proposed Service Area	Representative Roadways [1]	Location	Existing Average Daily Traffic Volume (ADT)	Existing with Project Average Daily Traffic Volume (ADT)[2]	Estimated Increase in 24-hour Average Noise Level (dBA $L_{eq\ 24\text{-}hr}$)
	Avenue L-8	east of 52nd Street West	4,823	4,867	0.0
		west of 40th Street West	4,179	4,223	0.0
		west of 52nd Street West	4,034	4,078	0.0
Antelope Valley East	Avenue M	east of 162nd Street East	139	183	1.2
	Avenue M-12	west of 50th Street West	777	821	0.2
	Avenue M-12	west of Yancee Lane	369	413	0.5
	170th Street East	north of Avenue P	6,742	6,786	0.0
		north of Lake Los Angeles Avenue	6,708	6,752	0.0
		north of Parkvalley Avenue	6,600	6,644	0.0
Antelope Valley West	Pine Canyon Road	east of Mile Marker 12.3	51	95	2.7
		south of Three Points Road	256	300	0.7
		west of Lake Hughes Road	542	586	0.3
		west of Mile Marker 11.97	53	97	2.6
	Spunky Canyon Road	west of Bouquet Canyon Road	213	257	0.8
	Three Points Road	south of Avenue D	304	348	0.6
Acton/ Agua Dulce	Agua Dulce Canyon Road	south of Frascati Street	3,985	4,029	0.0
		south of Kobe Road	1,868	1,912	0.1

Table 3.13-2. Estimated Operational Noise Level Increase from Proposed Project

Proposed Service Area	Representative Roadways [1]	Location	Existing Average Daily Traffic Volume (ADT)	Existing with Project Average Daily Traffic Volume (ADT)[2]	Estimated Increase in 24-hour Average Noise Level (dBA $L_{eq\ 24\text{-}hr}$)
		south of Sunny Brook Lane	1,832	1,876	0.1
		west of Escondido Canyon Road	3,956	4,000	0.0
	Cheseboro Road	north of Barrel Springs Road	289	333	0.6
	Mount Emma Road	east of Angeles Forest Highway	1,369	1,413	0.1
		east of Cheseboro Road	1,640	1,684	0.1
		north of Angeles Forest Highway	1,442	1,486	0.1
	Santiago Road	north of Sierra Highway	587	631	0.3
		south of Sierra Highway	3,356	3,400	0.1
		north of Soledad Canyon Road	1,975	2,019	0.1
		south of Soledad Canyon Road	81	125	1.9
	Soledad Canyon Road	east of Santiago Road	3,328	3,372	0.1
		west of Santiago Road	2,812	2,856	0.1
		north of Crown Valley Road	846	890	0.2
		south of Crown Valley Road	885	929	0.2

Table 3.13-2. Estimated Operational Noise Level Increase from Proposed Project

Proposed Service Area	Representative Roadways [1]	Location	Existing Average Daily Traffic Volume (ADT)	Existing with Project Average Daily Traffic Volume (ADT)[2]	Estimated Increase in 24-hour Average Noise Level (dBA $L_{eq\ 24\text{-}hr}$)
	Syracuse Avenue	east of Crown Valley Road	71	115	2.1
		west of Crown Valley Road	2,188	2,232	0.1

Source: Los Angeles County of Public Works, Machine Count Traffic Volumes. 2021. https://dpw.lacounty.gov/tnl/trafficcounts/.

Notes: The noise increases shown in this table would occur only on waste collection days. Waste collection would generally occur one day per week in most neighborhoods and commercial areas throughout the Project area, although some commercial customers may receive service more than once per week.

1 Roadways shown in this table range from major thoroughfares with approximately 20,000 ADT to rural roadways that experience about 50 ADT. (Based on a review of Public Works' publicly available traffic counts in the Project area, a roadway volume of 50 ADT represents the lowest volumes encountered and thus the worst-case relative to the increase in vehicles resulting from the Project.)

2 Existing with Project volumes are estimated by adding 2.25 collection trucks plus one field monitor passenger vehicle to the daily existing ADT. (Results for commercial and multi-family areas are therefore conservative, since commercial and multi-family areas would generally be served by one additional collection truck.) In order to account for the fact that heavy trucks are louder than passenger vehicles, the number of collection trucks was multiplied by a factor of 19, which is the approximate number of passenger vehicles necessary to generate the same amount of sound energy as one heavy truck at a travel speed of 35 miles per hour (Caltrans 2013).

Noise from Project-Related Commuter Vehicle Trips. Three field monitors and two new office employees would be associated with the proposed Project, equating to five new employees over the life of the Project. Additionally, one employee would be needed per new haul truck, which would be expected to equate to approximately 69 employees in 2023 at the start of the Project, increasing to 114 employees at the end of the contracts in 2048. However, the total number of commuter trips associated with the Project would be limited to 108 total daily vehicle trips, per stipulations included in the GDD/RF contracts. It is anticipated that the routes used for these 108 daily commuter trips would be along a variety of freeways or other major thoroughfares, rather than along any one route. However, even if all 108 additional daily trips utilized the same commuting route to and from the Project area, the relative increase compared to the existing volumes on freeways and/or arterial highways within and near the Project area would be relatively small and would not be expected to result in a doubling of the traffic volume, which would be necessary to increase traffic noise levels by a perceptible amount. As detailed in Section 2.3, new or expanded service yards or other facilities that may be needed for future waste haulers to serve the Project area are considered highly speculative at this time and thus, localized impacts associated with commuters arriving at a specific location is outside the scope of this analysis and therefore not considered herein. Nevertheless, commuter trips to/from the Project area in general are anticipated to be below a level of significance, as described above. Operational noise from Project-related commuter vehicles associated with the proposed Project would thus be less than significant.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. The County of Los Angeles Municipal Code's Chapter 12.08 (Noise Control) includes regulation of groundborne vibration (in Section 12.08.560, Vibration), as follows: "Operating or permitting the operation of any device that creates vibration which is above the vibration perception threshold of any individual at or beyond the property boundary of the source if on private property, or at 150 feet (46 meters) from the source if on a public space or public right-of-way is prohibited. The perception threshold shall be a motion velocity of 0.01 in/sec over the range of 1 to 100 Hertz." However, refuse collection is among the activities exempted from this in the Municipal Code (with the exception of the aforementioned Section 12.08.520, which regulates noise from refuse collection vehicles but not vibration).

As discussed in Sections 2.3 and 2.4, the proposed Project would not require or result in any foreseeable construction-related work activities; thus, there would be no vibration impacts related to construction. Operationally, the proposed Project would result in an increase in the number of collection trucks in the Project area as discussed above in Section 3.13(a). It is estimated that instead of one waste hauler truck during days of service, the typical residential area would experience 3 to 4 trucks. Because collection trucks are mounted on rubber tires with flexible suspensions, and because they typically travel at relatively low speeds (particularly during collection and within residential neighborhoods), the amount of vibration transmitted through the ground would be low to negligible. Based upon information provided by the Federal Transit Administration (FTA 2018), trucks and buses traveling on paved roads at 30 miles per hour typically create vibration levels of approximately 63 VdB (vibration decibels) at a reference distance of 50 feet. By way of comparison, this vibration level expressed in terms of inches per second (in/sec) would be approximately 0.0017 in/sec, which would be less than the County's threshold of perception of 0.01 in/sec. At a distance of 25 feet, the same source (i.e., trucks traveling on paved roads at 30 miles per hour) would create a vibration level of approximately 0.0047 in/sec, which would also be less than the County's threshold of perception of 0.01 in/sec. (It is noted, however, that collection trucks are exempt from the County's threshold of perception for vibration.) Groundborne vibration diminishes rapidly with distance, and multiple collection trucks would not typically operate simultaneously in proximity to any one receiver; thus, a cumulative increase in ground vibration from multiple trucks is unlikely (Caltrans 2020). Additionally, because vibration diminishes rapidly with distance, the amount of vibration from collection trucks that would be experienced at an actual structure would be minimal, since structures within the Project area are typically set back from roadways by sidewalks, driveways, and/or landscaped areas. Thus, potential impacts from the proposed Project related to groundborne vibration would be less than significant.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The Project's proposed service areas are located in the northern portion of the County. Airports in the vicinity of the proposed service areas consist of the following:

- General William J. Fox Airfield, located in Lancaster adjacent to portions of the Antelope Valley East and West service areas;
- Agua Dulce Airport, located in the community of Agua Dulce in unincorporated Los Angeles County, within the Acton/Agua Dulce service area;

- Palmdale Regional Airport/Air Force Plant 42, located in Palmdale adjacent to portions of the Antelope Valley East service area

The proposed Project would not result in any new development that could result in excessive airport-related noise for people residing or working in the Project area. The proposed Project would result in an increase in collection trucks circulating the Project area, and drivers could thus be exposed to noise from airports within or near the Project area. However, this exposure would primarily occur when traveling near the airports and would thus be experienced intermittently and temporarily. Furthermore, based on a review of the noise contours for the airports listed above, substantial airport noise is not typically experienced within the Project area. Based upon the County of Los Angeles Airport Land Use Commission (Los Angeles County 2004), the 60 dBA, 65 dBA, and 70 dBA Community Noise Equivalent Level noise contours for General William J. Fox Airfield all lie within the City of Lancaster (outside of the Project service areas). Similarly, the noise contours for the Agua Dulce Airport are limited to the boundaries of the airport itself. Portions of the Palmdale Regional Airport/Air Force Plan 42's 65 dBA CNEL contour lie within unincorporated Los Angeles County; however, no commercial or residential land uses exist within those areas - all areas within the 65 dBA CNEL contour are either vacant lands or are agricultural use.

Waste collection activities would take place within existing and future residential and commercial areas and would not result in situating new residents or workers near airports such that there would be a safety hazard or excessive noise. For these reasons, there would be no impact related to airport noise.

References

Caltrans (California Department of Transportation). 2013. Transportation and Construction Vibration Guidance Manual. Division of Environmental Analysis, Environmental Engineering, Hazardous Waste, Air, Noise, Paleontology Office. September 2013.

Caltrans. 2020. Transportation and Construction Vibration Guidance Manual. Division of Environmental Analysis, Environmental Engineering, Hazardous Waste, Air, Noise, Paleontology Office. April 2020.

FTA (U.S. Department of Transportation, Federal Transit Administration). 2018. Transit Noise and Vibration Impact Assessment Manual. September 2018.

Los Angeles County. 1978. Los Angeles County Code of Ordinances. Title 12, Environmental Protection, Chapter 12.08, Noise Control, Part 4, Specific Noise Restrictions, Section 12.08.520, Refuse Collection Vehicles.

Los Angeles County. 2004. Los Angeles County Airport Land Use Plan. Accessed September 28, 2021. December 2004. http://planning.lacounty.gov/assets/upl/data/pd_alup.pdf.

3.14 Population and Housing

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING – Would the project:				
a) Induce substantial unplanned 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)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a) Would the project induce substantial unplanned 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)?

Less Than Significant Impact. The proposed Project would include changes to existing waste collection practices, resulting in additional waste collection services and an associated increase in collection trucks circulating the Project area. These proposed changes to existing waste collection practices would not be growth inducing, either directly or indirectly. Existing and future residences and businesses would be served based on projected and planned growth in the Project area over time, which would be expected to occur with or without the proposed Project.

The proposed Project would introduce new employment opportunities to the Project area. New employment has the potential to lead to growth. The proposed Project would result in up to four new types of collection trucks to the Project area (trucks collecting recyclables, trucks collecting organic waste, trucks collecting bulky items, and trucks collecting illegal dumping). As shown in Table 2-2 in the Project Description, approximately 69 new trucks would circulate the Project area per day at the beginning of the GDD/RF contracts, approximately 88 new trucks would circulate the Project area per day under 2035 (midway) conditions, and approximately 114 new trucks would circulate the Project area per day by 2048, at the end of the GDD/RF contracts. As proposed, the Project would directly result in the employment of 114 new waste hauler employees by 2048, two new office employees, and three new field monitors. This total of 119 new employees by 2048 would constitute a negligible increase in terms of employment and population growth within the Project area. According to 2019 American Community Survey 5-year estimates, the employed civilian labor force in Quartz Hill, Acton, Agua Dulce, North Antelope Valley, and South Antelope Valley consists of 4,144 citizens, 3,426 citizens, 1,698 citizens, 69,147 citizens, and 87,931 citizens, respectively (U.S. Census Bureau 2020). Compared to the existing labor force of the Project area and surrounding areas, an increase of 119 new employees would not constitute a substantial increase in

employment growth. According to the AVAP Draft EIR, the number of employed civilians in the unincorporated areas of the Antelope Valley at the time of AVAP buildout (anticipated to occur well beyond 2035) would be 134,351 employees. As also shown in the AVAP Draft EIR, employment projections for unincorporated Antelope Valley and unincorporated Santa Clarita Valley for 2035 are 97,763 employees. Extrapolating this growth through the end of the proposed GDD/RF contracts in 2048, there would be 140,974 employees in 2048 in the unincorporated Antelope Valley and unincorporated Santa Clarita Valley (County of Los Angeles 2015). According to the SCAG 2020-2045 RTP/SCS, the larger Los Angeles County unincorporated area would have approximately 320,100 employed civilians by 2045 (SCAG 2020). Compared to the plan projections shown in the AVAP Draft EIR and the SCAG RTP/SCS, 119 new employees by 2048 would be a minimal increase in employment and would fall well within the various plan projections described above.

The Project does not include any new homes, businesses, extension of roads or other infrastructure that would induce population growth. The proposed Project is intended to serve the current population within the service area and anticipated growth through the year 2048, when the proposed GDD/RF contracts are expected to end. With consideration of the above, the proposed Project would result in a less than significant impact related to population growth.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed Project would not displace existing housing or people, as no construction, demolition, or change in land uses can be defined at this time. There would be no impact.

References

County of Los Angeles. 2015. Antelope Valley Area Plan Environmental Impact Report. Final. Accessed January 10, 2022. https://planning.lacounty.gov/tnc/environmental/.

SCAG (Southern California Association of Governments). 2020. Connect SoCal Demographics and Growth Forecast Technical Report. Accessed January 10, 2022. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579.

U.S. Census Bureau. 2020. 2019: ACS 5-Year Estimates Data Profiles. DP03 Selected Economic Characteristics. https://data.census.gov/cedsci/table?q=quartz%20hill,%20acton,%20agua%20dulce,%20north%20antelope%20valley,%20south%20antelope%20valley%20employment.

3.15 Public Services

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?

Police protection?

Schools?

Parks?

Other public facilities?

No Impact. The proposed Project would not result in the provision of or need for any new or physically altered fire protection, police protection, school, park, or other public facilities. Under the proposed Project, there would be changes to existing waste collection practices and an increase in collection trucks circulating the Project area. No construction or change in land uses can be defined at this time, and waste collection activities would take place along established, designated roadways. While the addition of vehicle traffic within areas prone to wildfires could increase fire risk, waste hauler(s) would be required to comply with all applicable fire prevention, response, and reporting requirements, which would minimize fire-related risks. This would decrease the Project's contribution to wildfire risks and any associated needs for additional fire protection services within the Project area. Additionally, as discussed in Section 3.14(a), the proposed Project is not anticipated to result in any substantial population growth. Therefore, there would be no increased need for any of the above services such that new or physically altered facilities would be needed to serve the Project. No impacts would occur.

References

None.

3.16 Recreation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

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?***

No Impact. As described in Sections 3.14 and 3.15, the proposed Project would not result in substantial population growth that would increase the use of existing parks and recreational facilities. Accordingly, no impact involving deterioration of park facilities would occur as a result of the proposed Project. There would be no impact.

b) ***Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?***

No Impact. The proposed Project does not include development of any residential uses and would not generate new permanent residents that would increase the demand for recreational facilities, as described in Section 3.14. As such, no new or expanded recreational facilities would be included as part of the Project or required as a result of the Project. No impact would occur as a result of the proposed Project.

References

None.

3.17 Transportation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION – Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact. The proposed Project would not conflict with any applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The General Plan, including the Mobility Element, the Antelope Valley Area Plan Mobility Element, the Santa Clarita Valley Area Plan Circulation Element, the Bicycle Master Plan, and Step by Step Los Angeles County, include programs and policies that address the circulation system in the County. The SCAG RTP/SCS comprises land use and transportation strategies that increase mobility options to achieve a more sustainable growth pattern. The proposed Project would result in the establishment of GDDs/RFs and associated solid waste hauling contracts for collection of refuse, recyclables, organic waste, bulky items, and illegally dumped items, in accordance with existing local, state, and federal regulations. A description of the existing transportation system in the service area is provided below, followed by a discussion of the proposed Project's consistency with applicable programs, plans, ordinances, and policies.

Environmental Setting

Roadways

The County maintains more than 4,700 miles of major roads and local streets; operates and maintains hundreds of traffic control devices; and administers and manages public transit services, such as shuttle buses and dial-a-ride services, in unincorporated areas of the County (Los Angeles County 2021). The major freeway routes providing interstate and regional connections through the Project area are Interstate-5 (I-5) (Golden State Freeway), State Route (SR)-14 (Antelope Valley Freeway), SR-138 (Pearblossom Highway), County Sign Route N3 (Angeles Forest Highway), and SR-2. A map of the service area is presented in Figure 2-1.

Rail and Transit

The Los Angeles County Metropolitan Transportation Authority, more commonly known as Metro, is the regional public transit service operator in Los Angeles County. Metro operates Metro Local (buses), Metro Rail (light rail), and Metro Rapid (express bus). Local municipal transportation agencies in the service area include the City of Santa Clarita Transit, the Antelope Valley Transit Authority, and Kern Transit, which provide both local routes, and regional connections, to Metro routes in the greater Los Angeles area.

Metrolink is a commuter rail service, governed by the Southern California Regional Rail Authority (SCRRA), which connects the Southern California region, including Los Angeles, Orange, Ventura, San Bernardino, and Riverside counties. Metrolink has 7 lines and 62 stations, and it serves 2,300 daily passengers, covering a network of 538 route-miles. Within the service area, the Antelope Valley Line connects downtown Los Angeles, Glendale, Burbank, Sun Valley, Sylmar/San Fernando, Newhall, Santa Clarita, Canyon Country, Vincent Grade/Acton, Palmdale, and Lancaster.

Amtrak is a national rail operator. The nearest Amtrak stations to the service area are in Lancaster and Palmdale (Amtrak 2021), with thruway bus connections provided north to Bakersfield and Metrolink connections provided south to Los Angeles.

Relevant Plans and Programs

County of Los Angeles General Plan 2035

The Mobility Element of the General Plan contains goals designed to further the County's mobility strategy pursuant to California Complete Streets Act of 2007. The Mobility Element addresses this requirement with policies and programs that consider all modes of travel, with the goal of making streets safer, accessible and more convenient to walk, ride a bicycle, or take transit (Los Angeles County 2015).

Antelope Valley Area Plan Mobility Element

The AVAP Mobility Element creates the framework for a balanced, multi-modal transportation system across the Antelope Valley through goals, policies, and local ordinances that address three key topics: regional movement of services and goods, local transportation meeting the needs of residents, and the balance required to meet the demands of both (Los Angeles County 2015).

Santa Clarita Valley Area Plan Circulation Element

The Santa Clarita Valley Area Plan Circulation Element plans for the continued development of efficient, cost-effective and comprehensive transportation systems that are consistent with regional plans, local needs, and the Santa Clarita Valley's community character. The Circulation Element identifies and promotes a variety of techniques for improving mobility that go beyond planning for construction of new streets and highways. These techniques include development of alternative travel modes and support facilities; increased efficiency and capacity of existing systems through management strategies; and coordination of land use planning with transportation planning by promoting concentrated, mixed-use development near transit facilities (Los Angeles County 2012).

Los Angeles County Bicycle Master Plan 2012 and Bicycle Master Plan Update

The Los Angeles County Board of Supervisors adopted the current Bicycle Master Plan in March 2012. Metro publishes the Metro Bike Map, a regional map that includes existing bicycle facilities within all jurisdictions of Los Angeles County. The Bike Map identifies Class II Bike Lanes, Class III Bike Routes, and Bicycle Boulevards throughout the County. There are limited designated, on-road bicycle facilities within the Project area, given the rural nature of the area.

On October 15, 2019, the Board of Supervisors directed Public Works to initiate an update to the 2012 Bicycle Master Plan in partnership with Regional Planning, Beaches and Harbors, Parks and Recreation, and the Sheriff's Department and Highway Patrol. The update is proposed to review and assess the list of bikeways for possible deletion or addition of new bikeways; consider design guidelines for Class IV bikeways and for inclusion of micro-mobility devices in bikeway infrastructure; and develop first/last mile bikeway improvements. As of this writing, no updates to the Bicycle Master Plan have been completed to date.

Step by Step Los Angeles County

In 2019, the Los Angeles County Board of Supervisors adopted Step by Step Los Angeles County: Pedestrian Plan for Unincorporated Communities, a policy framework for how the County proposes to get more people walking, make walking safer, and support healthy active lifestyles. It also includes Community Pedestrian Plans for the communities of Lake Los Angeles, Walnut Park, Westmont/West Athens, and Whitter-Los Nietos (of these communities, Lake Los Angeles is located within the Project area). The Step by Step pedestrian plan communities were selected based on key criteria that identified communities in unincorporated Los Angeles County with high rates of pedestrian collisions that resulted in death or injury. Step by Step outlines actions, policies, procedures, and programs that the County of Los Angeles will consider to enhance walkability across unincorporated communities. The pedestrian plans also provide guidance in developing a network of sidewalks, off-street paths, and trails and facilities (such as lighting, crosswalks and benches) that allow people to walk safely and comfortably to key destinations. It includes policies that address safety, traffic, education, and programs to promote a safe, walkable community (Los Angeles County Department of Public Health 2019).

Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS)

SCAG develops the RTP, which presents the transportation vision for Los Angeles, Orange, San Bernardino, Imperial, Riverside, and Ventura counties. Senate Bill (SB) 375 was enacted to reduce greenhouse gas emissions from automobiles and light trucks through integrated transportation, land use, housing and environmental planning. Under the law, SCAG is tasked with developing a Sustainable Communities Strategy (SCS), an element of the RTP that provides a plan for meeting emissions reduction targets set forth by the California Air Resources Board (CARB). The SCS outlines the plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. This overall land use development pattern supports and complements the proposed transportation network that emphasizes system preservation, active transportation, and transportation demand management measures.

The 2016 RTP/SCS identified priorities for transportation planning within the Southern California region, set goals and policies, and identified performance measures for transportation improvements to ensure that future projects are consistent with other planning goals for the area (SCAG 2016). The RTIP, also prepared by SCAG and based on the RTP, lists all of the regionally funded/programmed improvements within a 7-year horizon.

The 2020–2045 RTP/SCS, also known as Connect SoCal, is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, between planning strategies, and between the people whose collaboration can improve the quality of life for Southern Californians (SCAG 2020).

Analysis

The proposed Project would implement new waste collection practices that would result in increased waste diversion from landfills. The new services would include collection of recyclables, organic waste, bulky items, and illegally dumped items and the number of collection trucks circulating the Project area would increase relative to existing conditions. Under existing conditions, most areas are assumed to be served by collection trucks and bulky items trucks, with a route supervisor circulating the area to monitor service (equating to two types of collection trucks and one light-duty vehicle). Under proposed conditions, the Project area would be served by five types of collection trucks: trucks collecting refuse, recyclables, organic waste, bulky items, and illegal dumping. Rural, equestrian areas would also be served by a sixth type of truck that would collect manure. Public Works would also introduce three Field Monitors and two new office employees as part of the proposed Project. The Field Monitors would travel in light-duty trucks, and three Field Monitors are assumed to circulate the Project area per waste collection day, throughout the life of the Project.

As described in Chapter 2 (Table 2.2), it is anticipated that there would be an additional 69 daily trucks at the beginning of the contracts in 2023, 88 additional trucks by 2035 (represents the midpoint of the contracts), and 114 additional trucks by 2048 (represents the ending year of the contracts). This assumes that the solid waste collection service is provided 5 days per week, with an approximate equal number of customers served per day. The new Field Monitors and office employees (Public Works employees) would generate 10 daily trips. The office employees would commute to a County facility within the Project area, while the Field Monitors would commute from their residence to a waste hauling route and may therefore commute to a different location within the Project area each workday. It is likely that additional vehicle trips would also be generated by the waste haul employees (truck drivers) commuting to and from the service providers' yards. It is unknown where these employees would commute to, since the location of future service yards is unknown, speculative, and outside the scope of this analysis, as further discussed in Section 2.3. As further described in Section 3.17(b) below, the County would implement project design feature PDF-TR-1, which would limit the waste hauler employee trips to 49 commuter trips (i.e., 98 daily vehicle trips). The balance would be required to carpool or use public transportation. This provision will be included in the Invitation For Bids/Request for Proposals for waste haulers and would ensure that employee commuter trips are limited, thus limiting the Project's impacts to roadways where feasible and limiting the Project's overall contribution to vehicle miles traveled (VMT).

Each collection truck would begin its route at the provider's service yard and would then travel along a pre-determined route, collecting waste from customers. Each collection truck is expected to travel to the appropriate resource recovery or waste disposal facility once per day but may require two trips for more densely populated areas. Under the proposed Project, the routes that are driven from customer to customer are anticipated to remain the same as existing conditions. As the population expands in the Project area, the number of routes may increase over time. Because the waste haulers have not yet been selected, the location of future service yards is highly speculative at this time. Existing landfills within Los Angeles County and near the service areas include Lancaster Landfill, Antelope Valley Landfill, Chiquita Canyon Landfill, and Sunshine Canyon Landfill.

While the proposed Project would add additional vehicle and trucks trips to the service area, the Project would not alter the existing roadway network nor hinder the County's ability to emphasize a diversity of transportation modes or choices. The Project would not include site improvements that would extend into the public right-of-way or interfere with existing public transit, bicycle, or pedestrian facilities, or impede the construction of new or the expansion of such existing facilities in the future. There would be no conflict with the existing pedestrian or bicycle facilities in the area. Bicyclist and pedestrian safety would be maintained at existing levels in the area, as there would be no changes to the existing pedestrian or bicycle circulation system. Therefore, the proposed Project would not conflict with the adopted policies, plans, or programs described above, and impacts would be less than significant.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less Than Significant Impact. CEQA Guidelines Section 15064.3(b) focuses on Vehicle Miles Traveled (VMT) for determining the significance of transportation impacts. As shown in the analysis below, the Project would be screened from a project-level analysis, no impacts due to conflicts or inconsistencies with Section 15064.3(b) are presumed, and impacts would be less than significant.

The thresholds used in the analysis include guidance from the Los Angeles County Transportation Impact Analysis Guidelines (Los Angeles County 2020). The guidelines are generally based on the California State Office of Planning and Research's (OPR) Technical Advisory (OPR 2018), which provides guidance and tools to properly carry out the principles within SB 743 and to evaluate transportation impacts in CEQA.

Background

On September 27, 2013, SB 743 was signed into law, which creates a process to change the way that transportation impacts are analyzed under CEQA. SB 743 required the OPR to amend the CEQA Guidelines to provide an alternative to level of service (LOS) for evaluating transportation impacts. Under the new transportation guidelines, LOS, or vehicle delay, is no longer considered an environmental impact under CEQA and VMT has been adopted as the most appropriate measure of project transportation impacts for land use projects and land use plans. The updates to the CEQA Guidelines required under SB 743 were approved on December 28, 2018 and the guidelines must be implemented statewide by July 1, 2020.

The Updated CEQA Guidelines state that "…generally, vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts…" and define VMT as "…the amount and distance of automobile travel attributable to a project…". It should be noted that "automobile" refers to on-road passenger vehicles, specifically cars and light trucks. Per Section 21099 of the Public Resource Code, the selection of the VMT

criteria for determining the significance of transportation impacts was intended, in part, to promote reductions of greenhouse gas emissions, and pursuant to SB 375, the California Air Resources Board GHG emissions reduction targets for metropolitan planning organizations call for reductions in GHG emissions only from cars and light trucks. Heavy-duty truck VMT could be included for modeling convenience and ease of calculation (for example, where models or data provide combined auto and heavy truck VMT). Other relevant considerations may include the effects of the project on transit and non-motorized travel.

Screening Criteria

Consistent with OPR's Technical Advisory, the County of Los Angeles Transportation Impact Analysis Guidelines contain screening criteria to determine if a project generates a significant impact on VMT. A project need only meet one of the screening criteria to have a presumption of less than significance:

- Non-Retail Project Trip Generation (110 daily trips or less): If a development project generates 110 or less net daily vehicle trips, further analysis is not required, and a less than significant determination can be made. As described above, automobile VMT is the primary metric that should be evaluated and most appropriately meets the intent of SB 743. With implementation of the proposed GDD/RF contracts, there would be three new Field Monitors and two new office employees (County employees) that would generate 10 daily trips, commuting to and from County facilities and/or the start of their daily monitoring route. Because the waste haulers have not yet been selected, it is not known how many additional (if any) employees would be needed to operate the additional collection trucks that would be required based on the contract requirements. However, the County would implement PDF-TR-1, which would limit the waste hauler trips to 49 commuter trips (98 daily vehicle trips). The balance would be required to carpool or use public transportation. This provision will be included in the Invitation For Bids/Request for Proposals for waste haulers. With PDF-TR-1, the Project would generate a total of 108 daily trips, which would fall below the screening threshold of 110 daily trips. Thus, the Project would be screened from conducting a project-specific VMT analysis and impacts can be presumed to be less than significant.

PDF-TR-1 The Invitation For Bids/Request for Proposals for the new waste hauling contracts will limit total commuter trips for waste hauling employees to 49 employees. The balance will be required to carpool and/or use alternative modes of transportation (e.g., transit, walking, bicycling).

As described above, with PDF-TR-1, the Project trip generation falls below the threshold of 110 daily trips. Therefore, the Project would be screened from conducting a project-specific VMT analysis and impacts are presumed to be less than significant.

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact**.** The Project would not include construction of any new roadways, modifications to any existing roadway or intersection geometry, or require temporary road closures. Collection trucks would be traveling on public streets and along routes already used routinely by such vehicles; therefore, the proposed Project would not result in a significant design hazard or result in an incompatible use. Impacts would be less than significant.

d) Would the project result in inadequate emergency access?

Less Than Significant Impact**.** The proposed Project would not result in physical changes related to the basic methods used to collect solid waste in the Project area. Collection trucks would travel on public streets and along routes already used routinely by such vehicles; therefore, the proposed Project would not result in a significant impact to emergency access. Impacts would be less than significant.

References

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SCAG (Southern California Association of Governments). 2016. *The 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy: A Plan for Mobility, Accessibility, Sustainability and a High Quality of Life*. April 2016.

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3.18 Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

No Impact. While the Project area may encompass tribal cultural resources that could be listed or eligible for listing in the California Register of Historical Resources, or in a local register, the proposed Project would not result in any physical changes that could cause a substantial adverse change in the significance of any tribal cultural resource. The additional collection trucks that would circulate the roadway system as a result of the proposed Project and the addition of organic waste diversion and recycling services to the Project area would not lead to the physical destruction, relocation, or alteration of any tribal cultural resource or its immediate surroundings. The collection trucks would travel along designated roadways, consistent with existing or future traffic patterns. As such, new areas of ground disturbance would not occur. Furthermore, no construction activities would occur as part of the proposed Project such that impacts to any existing tribal cultural resources could result. As such, there would be no impact.

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

No Impact. The Project area may encompass tribal cultural resources that may have been (or will be in the future) determined by the County to be significant pursuant to Public Resources Code Section 5024.1.

However, as described in Section 3.18(a), the proposed Project would involve additional collection trucks circulating the roadway system in the Project area and the addition of organic waste diversion and recycling services to the Project area, which would not lead to the physical destruction, relocation, or alteration of any tribal cultural resource or its immediate surroundings. The collection trucks would travel along designated roadways, consistent with existing or future traffic patterns. As such, new areas of ground disturbance would not occur. Furthermore, no construction activities would occur as part of the proposed Project such that impacts to any existing tribal cultural resources could result.

On August 31, 2021, notification of the proposed Project was sent via certified mail to California Native American tribal representatives that are traditionally or culturally affiliated with the geographic area. Public Works received responses via email from two tribes: the Fernandeño Tataviam Band of Mission Indians and the San Manuel Band of Mission Indians. Both tribes stated that they do not have concerns with implementation of the proposed Project. As such, no concerns regarding potential effects to tribal cultural resources have been identified by California Native American tribes or by the County as part of the Assembly Bill 52 notification and consultation process. For the foregoing reasons, no impacts would occur.

References

None.

3.19 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☐	☒
c) 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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

No Impact. The proposed Project does not include any construction or new development that would increase the demand for water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications services. The proposed Project would include changes to existing waste collection practices and would result in an increase in collection trucks circulating the Project area. There are no proposed Project activities that would result in a significant increase in water usage or discharge of wastewater for Project operation. As discussed in Section 3.10, the proposed Project would not create new sources of runoff water that could exceed the capacity of existing infrastructure. For these reasons, the Project would not entail the relocation or construction of new or expanded water, wastewater treatment, or storm drainage facilities.

The proposed Project would increase natural gas and electricity usage in the Project area. Based on information from Public Works, some of the new vehicles associated with the Project would use natural gas, and some would be electric. (Specifically, 70% of the new fleet is anticipated to use natural gas and 3% is anticipated to be electric.) The total increase in natural gas and electricity consumption that is estimated for the proposed Project is shown in Section 3.6. As demonstrated therein, the natural gas and electricity estimated to be consumed by the Project would be minor relative to existing and future projected supplies and/or demands in the region. As such, new or expanded facilities are not anticipated to be needed.

Because the proposed Project does not propose any new development, the Project would not result in any significant new demand for utilities, particularly in the categories of water, wastewater, stormwater drainage, and telecommunications. Collection activities under the proposed Project would occur within areas of the County using existing infrastructure. The need for new service yards or other facilities for future waste haulers to serve the Project area is highly speculative at this time and thus, the utilities required for any such facilities is outside the scope of this analysis and therefore not considered herein. The Project, as proposed, would result in no impact related to the relocation or construction of new or expanded utilities infrastructure or facilities.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

No Impact. As discussed in 3.19(a), the proposed Project does not include any construction or new development that would substantially increase the demand for water. As such, there would be no impact to the availability of water supplies.

c) Would the project 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?

No Impact. As discussed in 3.19(a), the proposed Project does not include any construction or new development that would substantially increase wastewater generation. There would be no impact.

d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

No Impact. The proposed Project would collect solid waste generated by residences and commercial properties. The Project itself would not increase the amount of solid waste that is produced; rather, it would change how solid waste is collected and disposed. The Project would have a beneficial impact to solid waste reduction goals and to the capacity of local landfills because new collection trucks would collect recyclables and organic waste, allowing for the diversion of materials that would generally go to a landfill in the absence of the proposed Project. While deliveries to recycling and organic waste processing facilities would increase, the facilities that may be used for these purposes are outside of the scope of this Project and analysis (see Section 2.3 for further details). As described in Section 2.3, the facilities that may be used by the selected waste hauler(s) to service the Project area are unknown and speculative at this time. Waste haulers that respond to Public Works' Invitation for Bids/Request for Proposals may rely on existing, available infrastructure. Alternatively, they may also propose to develop new or expanded infrastructure for the purposes of serving the Project area. Whether new or expanded infrastructure would be required, as well as the scope, location, and development scenarios for any such infrastructure, is highly speculative at this time. In the event that new or expanded infrastructure is proposed by a selected waste hauler, the new or expanded infrastructure would be required to undergo local permitting and approval processes (including CEQA review), at the expense of the waste hauler. As such, while the Project could potentially result in the need for new or expanded infrastructure pertaining to the increased diversion of organic waste and recyclables from landfills, the future potential development of such infrastructure is currently unknown and would require environmental review, if it were to be proposed. Furthermore, on a long-term, regional scale, the need for new or expanded organic waste/recycling infrastructure would be balanced overtime by reduced demands on landfills and an associated reduction in future needs for new or expanded landfills.

The proposed Project would require waste collection practices in the unincorporated communities within Acton, Agua Dulce, and Antelope Valley to more closely align with current waste regulations, since recycling services may not be currently available for all single-family residences, and source-separated organic waste collection and diversion services are not generally available for residences or commercial properties. This Project would enable compliance with the County's Mandatory Organic Waste Disposal Reduction Ordinance, which is required per SB 1383. The Ordinance requires all businesses and residents in the

County unincorporated communities to subscribe to organic waste collection services, thereby enabling diversion of organic waste from landfills. Therefore, the proposed Project would assist in the attainment of state and local solid waste reduction goals. No impact would occur.

e) ***Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?***

No Impact. As discussed in 3.19(d) above, the proposed Project would divert materials that would otherwise go to the landfill in the absence of the proposed Project. This would allow the unincorporated communities in the Project area to better comply with existing solid waste regulations. Specifically, the addition of source-separated organic waste collection and diversion services to the area would facilitate compliance with SB 1383, which is a statewide effort to reduce emissions of short-lived climate pollutants (e.g. methane) by diverting organic waste from landfills. As such, the Project would support compliance with statutes and regulations related to solid waste, and no impact would occur.

References

None.

3.20 Wildfire

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

b) Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c) Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d) Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. As discussed in Section 3.9(g), the Project area contains areas designated as VHFHSZs by CAL FIRE, mostly located in the Acton/Ague Dulce service area (CAL FIRE 2021). The proposed Project would include changes to existing waste collection practices and would result in an increase in collection trucks circulating the Project area. The proposed Project would thus increase vehicle traffic on roadways within or near these VHFHSZs, thereby exposing drivers to potential wildfire hazards, or exacerbating wildfire hazards if Project vehicles suffer mechanical or equipment failures that could ignite the vehicle and surrounding vegetation. However, waste hauler(s) would be required to comply with all applicable fire prevention, response, and reporting requirements, which would minimize fire-related risks. Additionally, collection trucks would pick up illegally dumped waste such as debris piles that could act as fuel sources for wildfires, which may result in a beneficial impact. The proposed Project does not include any new development or installation of associated infrastructure. As discussed in Section 3.9(f), the proposed Project would not conflict with the County's emergency plan or any disaster routes. The GDD/RF agreements would require waste haulers to provide the County with maps of their collection routes and schedules, and the County would have the right to request changes to accommodate emergency evacuation plans or routes. No impacts would occur.

References

CAL FIRE (California Department of Forestry and Fire Protection). 2021. FHSZ Viewer. Accessed September 17, 2021. https://egis.fire.ca.gov/FHSZ/.

3.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

a) ***Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?***

Less Than Significant Impact. As discussed in Section 3.4, the additional collection trucks and field monitor vehicles associated with the Project would not be expected to have a significant adverse effect on existing biological resources because travel through the Project area would be intermittent in nature and limited to established, designated roadways that are already developed and regularly used by other motor vehicles. The use of the roadways for collection trucks and field monitor vehicles would be consistent with their existing and intended use. As such, impacts would be less than significant.

As discussed in Section 3.5, the proposed Project would not result in any physical changes that could cause a substantial adverse change in the significance of any historical or archaeological resources. No physical

destruction, relocation, or alteration of any historical resource or its immediate surroundings is proposed and no construction activities would occur as part of the Project such that impacts to any historical resources or archaeological resources could result. For these reasons, the proposed Project would not eliminate any important examples of major periods in California history or prehistory, and no impact would occur.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less Than Significant Impact. As discussed in the respective issue areas, the proposed Project would not result in any significant impacts to environmental resources. Compliance with standard measures and applicable federal, state, and local regulations would ensure that any impacts associated with the proposed Project are less than significant, and therefore would not result in any cumulatively considerable impacts.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact. As detailed throughout this IS/ND, the proposed Project would not result in significant impacts in the environmental categories typically associated with indirect or direct effects to human beings, such as aesthetics, air quality, hazards and hazardous materials, noise, or public services. As demonstrated herein, impacts in these categories would be below a level of significance. As such, impacts would be less than significant.

4 Preparers

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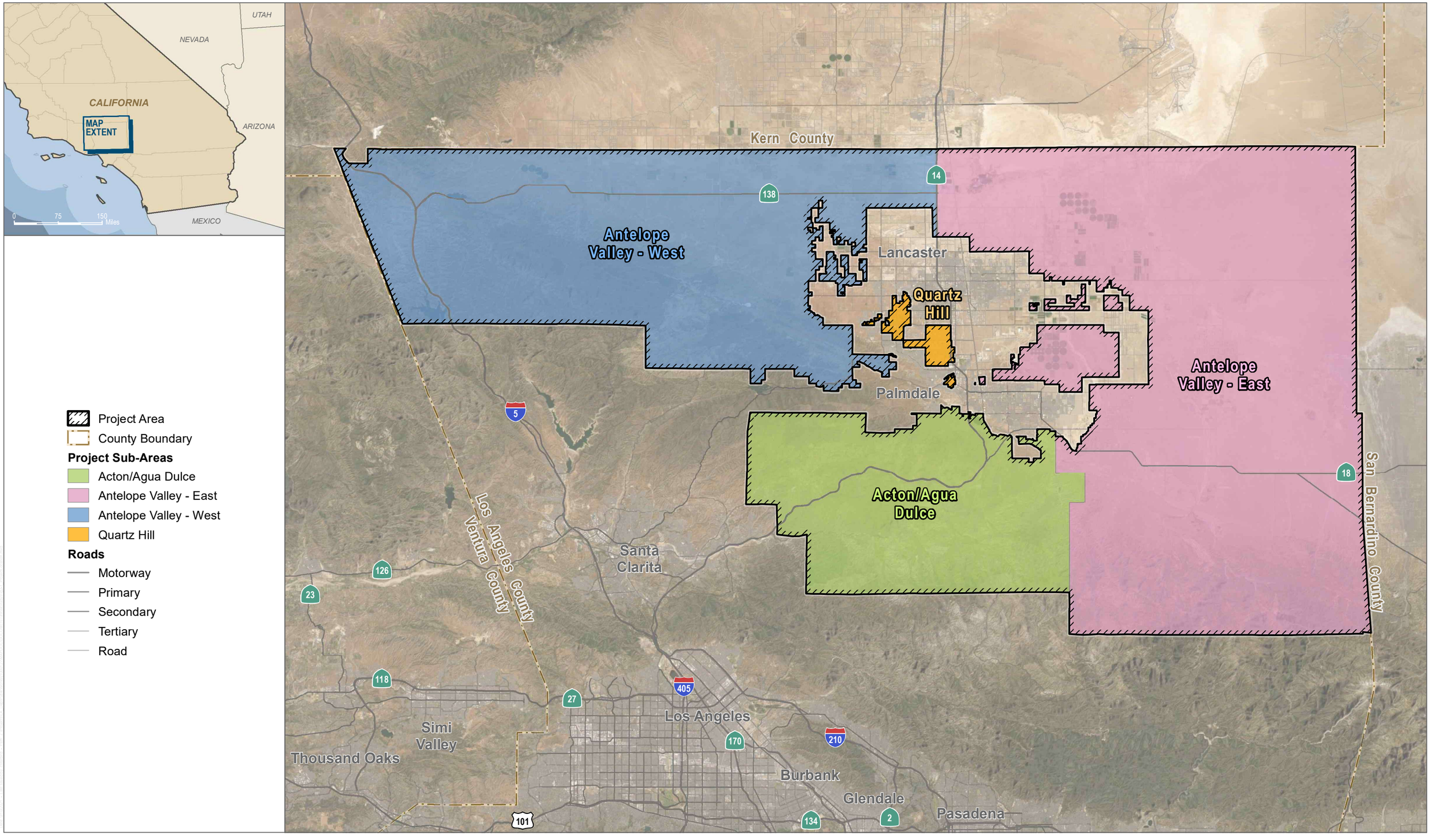

SOURCE: Esri and Digital Globe, OpenStreetMap

DUDEK 0 3 6 Miles

FIGURE 2-1

Project Area

Acton, Agua Dulce, and Antelope Valley Garbage Disposal District or Residential Franchise Contracts Project

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Appendix A

Air Quality, Greenhouse Gas Emissions, and Energy Data

Year 2023 - Proposed Project Operational Mobile Source Emissions Summary - EMFAC2021

Vehicle Type	EMFAC Class	Average Daily Trip Length (miles)	Avg. Daily Trips (trips/day)	Avg. Daily VMT (VMT/day)	Annual Trips (trips/year)	Annual VMT (VMT/year)	Idling Minutes per Day (min/day)	Emission Factors								
								ROG	NOx	CO	SOx	PM10	PM2.5	CO2	CH4	N2O
Passenger Vehicles								**Running Exhaust, Running Loss, Tire Wear, and Break Wear (grams/mile)**								
	LDA	21.5	108	2,322	39,420	847,530	N/A	0.003907	0.022665	0.53787	0.0022	0	0.000662	4.954881	0	0.02739
								Starting Exhaust, Hot Soak, Running Loss Evaporative (grams/trip)								
								0.455895	0.175108	1.923308	0.000548	0	0.001171	55.45919	0.043614	0.02739
								Resting Loss Evap and Diurnal Loss Evap (grams/vehicle/day)								
								1.392953	0	0	0	0	0	0	0	0
								Paved Road (PM only, grams/mile)								
								N/A	N/A	N/A	N/A	0.159576	0.039169	N/A	N/A	N/A
Trucks								**Running Exhaust, Running Loss, Tire Wear, and Break Wear (grams/mile)**								
	HHDT	200	69	13,800	17,940	3,588,000	60	0.03313	1.163879	6.084581	0.00408	0.175353	0.06284	1297.803	0.226881	0
								Starting Exhaust, Hot Soak, Running Loss Evaporative (grams/trip)								
								0	0.739187	0	0.00000	0.00000	0.00000	0	0	0
								Resting Loss Evap and Diurnal Loss Evap (grams/trip)								
								0	0	0	0	0	0	0	0	0
								Idling (grams/minute/vehicle)								
								0.015803	0.22193	0.587348	0.000303336	0.000203	0.00019	84.31764	0.002074	0.015705
								Paved Road (PM only, grams/mile)								
								N/A	N/A	N/A	N/A	0.894073	0.219454	N/A	N/A	N/A
Total:																
Passenger Vehicles and Trucks																

Year 2023 - Proposed Project Operational Mobile Source Emissions Summary - EMFAC2021

Vehicle Type	EMFAC Class	Average Daily Trip Length (miles)	Avg. Daily Trips (trips/day)	Avg. Daily VMT (VMT/day)	Annual Trips (trips/year)	Annual VMT (VMT/year)	Idling Minutes per Day (min/day)		Emissions - Daily (Pounds/day) ROG	NOx	CO	SOx	PM10	PM2.5	CO2	CH4	N2O	CO2e
Passenger Vehicles								**Running Exhaust, Running Loss, Tire Wear, and Break Wear**										
	LDA	21.5	108	2,322	39,420	847,530	N/A		0.020	0.116	2.753	0.011	-	0.003	25.365	-	0.140	66.87
								Starting Exhaust, Hot Soak, Running Loss Evaporative	0.109	0.042	0.458	0.000	-	0.000	13.205	0.010	0.007	15.37
								Resting Loss Evap and Diurnal Loss Evap	0.332	-	-	-	-	-	-	-	-	-
								Paved Road (PM only)	N/A	N/A	N/A	N/A	0.82	0.20	N/A	N/A	N/A	N/A
								Subtotal	**0.46**	**0.16**	**3.21**	**0.01**	**0.82**	**0.20**	**38.57**	**0.01**	**0.15**	**82.24**
Trucks								**Running Exhaust, Running Loss, Tire Wear, and Break Wear**										
	HHDT	200	69	13,800	17,940	3,588,000	60		1.008	35.410	185.116	0.124	5.335	1.912	39,484.118	6.903	-	39,642.88
								Starting Exhaust, Hot Soak, Running Loss Evaporative	-	0.112	-	-	-	-	-	-	-	-
								Resting Loss Evap and Diurnal Loss Evap	-	-	-	-	-	-	-	-	-	-
								Idling	0.144	2.026	5.361	0.003	0.002	0.002	769.579	0.019	0.143	-
								Paved Road (PM only)	N/A	N/A	N/A	N/A	27.20	6.68	N/A	N/A	N/A	N/A
								Subtotal	**1.15**	**37.55**	**190.48**	**0.13**	**32.54**	**8.59**	**40,253.70**	**6.92**	**0.14**	**39,642.88**
Total: Passenger Vehicles and Trucks								**Total**	**1.61**	**37.71**	**193.69**	**0.14**	**33.35**	**8.79**	**40,292.27**	**6.93**	**0.29**	**39,725.12**

Year 2023 - Proposed Project Operational Mobile Source Emissions Summary - EMFAC2021

Vehicle Type	EMFAC Class	Average Daily Trip Length (miles)	Avg. Daily Trips (trips/day)	Avg. Daily VMT (VMT/day)	Annual Trips (trips/year)	Annual VMT (VMT/year)	Idling Minutes per Day (min/day)		Emissions - Annual (Tons/yr) ROG	NOx	CO	SOx	PM10	PM2.5	CO2 (Metric Tons/yr)	CH4	N2O	CO2e
Passenger Vehicles								**Running Exhaust, Running Loss, Tire Wear, and Break Wear**										
	LDA	21.5	108	2,322	39,420	847,530	N/A		0.00	0.02	0.50	0.00	-	0.00	4.20	-	0.02	11.07
								Starting Exhaust, Hot Soak, Running Loss Evaporative	0.02	0.01	0.08	0.00	-	0.00	2.19	0.00	0.00	2.55
								Resting Loss Evap and Diurnal Loss Evap	0.06	-	-	-	-	-	-	-	-	-
								Paved Road (PM only)	N/A	N/A	N/A	N/A	0.15	0.04	N/A	N/A	N/A	N/A
								Subtotal	**0.08**	**0.03**	**0.59**	**0.00**	**0.15**	**0.04**	**6.39**	**0.00**	**0.02**	**13.62**
Trucks								**Running Exhaust, Running Loss, Tire Wear, and Break Wear**										
	HHDT	200	69	13,800	17,940	3,588,000	60		0.13	4.60	24.07	0.02	0.69	0.25	4,656.57	0.81	-	4,675.29
								Starting Exhaust, Hot Soak, Running Loss Evaporative	-	0.01	-	-	-	-	-	-	-	-
								Resting Loss Evap and Diurnal Loss Evap	-	-	-	-	-	-	-	-	-	-
								Idling	0.02	0.26	0.70	0.00	0.00	0.00	100.05	0.00	0.02	105.62
								Paved Road (PM only)	N/A	N/A	N/A	N/A	3.54	0.87	N/A	N/A	N/A	N/A
								Subtotal	**0.15**	**4.88**	**24.76**	**0.02**	**4.23**	**1.12**	**4,756.61**	**0.82**	**0.02**	**4,780.91**
Total: Passenger Vehicles and Trucks								**Total**	**0.23**	**4.91**	**25.35**	**0.02**	**4.38**	**1.15**	**4,763.00**	**0.82**	**0.04**	**4,794.53**

Operational year 2035 - Proposed Project Operational Mobile Source Emissions Summary - EMFAC2021

Vehicle Type	EMFAC Class	Average Daily Trip Length (miles)	Avg. Daily Trips (trips/day)	Avg. Daily VMT (VMT/day)	Annual Trips (trips/year)	Annual VMT (VMT/year)	Idling Minutes per Day (min/day)	Emission Factors								
								ROG	NOx	CO	SOx	PM10	PM2.5	CO2	CH4	N2O
Passenger Vehicles								**Running Exhaust, Running Loss, Tire Wear, and Break Wear (grams/mile)**								
	LDA	21.5	108	2,322	39,420	847,530	N/A	0.003907	0.022665	0.53787	0.0022	0	0.000662	222.5455	0	0.02739
								Starting Exhaust, Hot Soak, Running Loss Evaporative (grams/trip)								
								0.455895	0.175108	1.923308	0.000548	0	0.001171	55.45919	0.043614	0.02739
								Resting Loss Evap and Diurnal Loss Evap (grams/vehicle/day)								
								1.392953	0	0	0	0	0	0	0	0
								Paved Road (PM only, grams/mile)								
								N/A	N/A	N/A	N/A	0.159576	0.039169	N/A	N/A	N/A
Trucks								**Running Exhaust, Running Loss, Tire Wear, and Break Wear (grams/mile)**								
	HHDT	200	88	17,600	22,880	4,576,000	60	0.014155	0.575497	3.890435	0.003274	0.166945	0.059153	1068.292	0.197509	0
								Starting Exhaust, Hot Soak, Running Loss Evaporative (grams/trip)								
								0	0.692447	0	0.00000	0.00000	0.00000	0	0	0
								Resting Loss Evap and Diurnal Loss Evap (grams/trip)								
								0	0	0	0	0	0	0	0	0
								Idling (grams/minute/vehicle)								
								0.014802	0.202438	0.582977	0.000248556	0.000208	0.000193	75.21483	0.001805	0.014118
								Paved Road (PM only, grams/mile)								
								N/A	N/A	N/A	N/A	0.894073	0.219454	N/A	N/A	N/A
Total:																
Passenger Vehicles and Trucks																

Operational year 2035 - Proposed Project Operational Mobile Source Emissions Summary - EMFAC2021

Vehicle Type	EMFAC Class	Average Daily Trip Length (miles)	Avg. Daily Trips (trips/day)	Avg. Daily VMT (VMT/day)	Annual Trips (trips/year)	Annual VMT (VMT/year)	Idling Minutes per Day (min/day)		Emissions - Daily (Pounds/day) ROG	NOx	CO	SOx	PM10	PM2.5	CO2	CH4	N2O	CO2e
Passenger Vehicles								**Running Exhaust, Running Loss, Tire Wear, and Break Wear**										
	LDA	21.5	108	2,322	39,420	847,530	N/A		0.020	0.116	2.753	0.011	-	0.003	1,139.241	-	0.140	1,180.74
								Starting Exhaust, Hot Soak, Running Loss Evaporative	0.109	0.042	0.458	0.000	-	0.000	13.205	0.010	0.007	15.37
								Resting Loss Evap and Diurnal Loss Evap	0.332	-	-	-	-	-	-	-	-	-
								Paved Road (PM only)	N/A	N/A	N/A	N/A	0.82	0.20	N/A	N/A	N/A	N/A
								Subtotal	**0.46**	**0.16**	**3.21**	**0.01**	**0.82**	**0.20**	**1,152.45**	**0.01**	**0.15**	**1,196.12**
Trucks								**Running Exhaust, Running Loss, Tire Wear, and Break Wear**										
	HHDT	200	88	17,600	22,880	4,576,000	60		0.549	22.330	150.954	0.127	6.478	2.295	41,451.214	7.664	-	41,627.48
								Starting Exhaust, Hot Soak, Running Loss Evaporative	-	0.134	-	-	-	-	-	-	-	-
								Resting Loss Evap and Diurnal Loss Evap	-	-	-	-	-	-	-	-	-	-
								Idling	0.172	2.356	6.786	0.003	0.002	0.002	875.532	0.021	0.164	-
								Paved Road (PM only)	N/A	N/A	N/A	N/A	34.69	8.52	N/A	N/A	N/A	N/A
								Subtotal	**0.72**	**24.82**	**157.74**	**0.13**	**41.17**	**10.81**	**42,326.75**	**7.68**	**0.16**	**41,627.48**
Total: Passenger Vehicles and Trucks								**Total**	**1.18**	**24.98**	**160.95**	**0.14**	**41.99**	**11.02**	**43,479.19**	**7.70**	**0.31**	**42,823.60**

Operational year 2035 - Proposed Project Operational Mobile Source Emissions Summary - EMFAC2021

Vehicle Type	EMFAC Class	Average Daily Trip Length (miles)	Avg. Daily Trips (trips/day)	Avg. Daily VMT (VMT/day)	Annual Trips (trips/year)	Annual VMT (VMT/year)	Idling Minutes per Day (min/day)		Emissions - Annual (Tons/yr) ROG	NOx	CO	SOx	PM10	PM2.5	CO2 (Metric Tons/yr)	CH4	N2O	CO2e
Passenger Vehicles								**Running Exhaust, Running Loss, Tire Wear, and Break Wear**										
	LDA	21.5	108	2,322	39,420	847,530	N/A		0.00	0.02	0.50	0.00	-	0.00	188.62	-	0.02	195.49
								Starting Exhaust, Hot Soak, Running Loss Evaporative	0.02	0.01	0.08	0.00	-	0.00	2.19	0.00	0.00	2.55
								Resting Loss Evap and Diurnal Loss Evap	0.06	-	-	-	-	-	-	-	-	-
								Paved Road (PM only)	N/A	N/A	N/A	N/A	0.15	0.04	N/A	N/A	N/A	N/A
								Subtotal	**0.08**	**0.03**	**0.59**	**0.00**	**0.15**	**0.04**	**190.80**	**0.00**	**0.02**	**198.03**
Trucks								**Running Exhaust, Running Loss, Tire Wear, and Break Wear**										
	HHDT	200	88	17,600	22,880	4,576,000	60		0.07	2.90	19.62	0.02	0.84	0.30	4,888.56	0.90	-	4,909.35
								Starting Exhaust, Hot Soak, Running Loss Evaporative	-	0.02	-	-	-	-	-	-	-	-
								Resting Loss Evap and Diurnal Loss Evap	-	-	-	-	-	-	-	-	-	-
								Idling	0.02	0.31	0.88	0.00	0.00	0.00	113.82	0.00	0.02	120.21
								Paved Road (PM only)	N/A	N/A	N/A	N/A	4.51	1.11	N/A	N/A	N/A	N/A
								Subtotal	**0.09**	**3.23**	**20.51**	**0.02**	**5.35**	**1.41**	**5,002.38**	**0.91**	**0.02**	**5,029.55**
Total: Passenger Vehicles and Trucks								**Total**	**0.18**	**3.26**	**21.09**	**0.02**	**5.50**	**1.44**	**5,193.18**	**0.91**	**0.05**	**5,227.58**

Operational year 2048 - Proposed Project Operational Mobile Source Emissions Summary - EMFAC2021

Vehicle Type	EMFAC Class	Average Daily Trip Length (miles)	Avg. Daily Trips (trips/day)	Avg. Daily VMT (VMT/day)	Annual Trips (trips/year)	Annual VMT (VMT/year)	Idling Minutes per Day (min/day)	Emission Factors								
								ROG	NOx	CO	SOx	PM10	PM2.5	CO2	CH4	N2O
Passenger Vehicles								**Running Exhaust, Running Loss, Tire Wear, and Break Wear (grams/mile)**								
	LDA, LDT1, LDT2	21.5	108	2,322	39,420	847,530	N/A	0.003907	0.022665	0.53787	0.0022	0	0.000662	222.5455	0	0.02739
								Starting Exhaust, Hot Soak, Running Loss Evaporative (grams/trip)								
								0.455895	0.175108	1.923308	0.000548	0	0.001171	55.45919	0.043614	0.02739
								Resting Loss Evap and Diurnal Loss Evap (grams/vehicle/day)								
								1.392953	0	0	0	0	0	0	0	0
								Paved Road (PM only, grams/mile)								
								N/A	N/A	N/A	N/A	0.159576	0.039169	N/A	N/A	N/A
Trucks								**Running Exhaust, Running Loss, Tire Wear, and Break Wear (grams/mile)**								
	LHDT1, LHDT2, MHDT, HHDT	200	114	22,800	29,640	5,928,000	60	0.010552	0.450239	3.411242	0.003209	0.164468	0.058365	1069.549	0.261483	0
								Starting Exhaust, Hot Soak, Running Loss Evaporative (grams/trip)								
								0	0.674691	0	0.00000	0.00000	0.00000	0	0	0
								Resting Loss Evap and Diurnal Loss Evap (grams/trip)								
								0	0	0	0	0	0	0	0	0
								Idling (grams/minute/vehicle)								
								0.017258	0.235548	0.694443	0.000276581	0.000272	0.000252	83.7554	0.00239	0.015722
								Paved Road (PM only, grams/mile)								
								N/A	N/A	N/A	N/A	0.894073	0.219454	N/A	N/A	N/A
Total:																
Passenger Vehicles and Trucks																

Operational year 2048 - Proposed Project Operational Mobile Source Emissions Summary - EMFAC2021

Vehicle Type	EMFAC Class	Average Daily Trip Length (miles)	Avg. Daily Trips (trips/day)	Avg. Daily VMT (VMT/day)	Annual Trips (trips/year)	Annual VMT (VMT/year)	Idling Minutes per Day (min/day)		Emissions - Daily (Pounds/day) ROG	NOx	CO	SOx	PM10	PM2.5	CO2	CH4	N2O	CO2e
Passenger Vehicles								**Running Exhaust, Running Loss, Tire Wear, and Break Wear**										
	LDA, LDT1, LDT2	21.5	108	2,322	39,420	847,530	N/A		0.020	0.116	2.753	0.011	-	0.003	1,139.241	-	0.140	1,180.74
								Starting Exhaust, Hot Soak, Running Loss Evaporative	0.109	0.042	0.458	0.000	-	0.000	13.205	0.010	0.007	15.37
								Resting Loss Evap and Diurnal Loss Evap	0.332	-	-	-	-	-	-	-	-	-
								Paved Road (PM only)	N/A	N/A	N/A	N/A	0.82	0.20	N/A	N/A	N/A	N/A
								Subtotal	**0.46**	**0.16**	**3.21**	**0.01**	**0.82**	**0.20**	**1,152.45**	**0.01**	**0.15**	**1,196.12**
Trucks								**Running Exhaust, Running Loss, Tire Wear, and Break Wear**										
	LHDT1, LHDT2, MHDT, HHDT	200	114	22,800	29,640	5,928,000	60		0.530	22.631	171.468	0.161	8.267	2.934	53,761.365	13.144	-	54,063.67
								Starting Exhaust, Hot Soak, Running Loss Evaporative	-	0.170	-	-	-	-	-	-	-	-
								Resting Loss Evap and Diurnal Loss Evap	-	-	-	-	-	-	-	-	-	-
								Idling	0.260	3.552	10.472	0.004	0.004	0.004	1,263.001	0.036	0.237	-
								Paved Road (PM only)	N/A	N/A	N/A	N/A	44.94	11.03	N/A	N/A	N/A	N/A
								Subtotal	**0.79**	**26.35**	**181.94**	**0.17**	**53.21**	**13.97**	**55,024.37**	**13.18**	**0.24**	**54,063.67**
Total: Passenger Vehicles and Trucks								**Total**	**1.25**	**26.51**	**185.15**	**0.18**	**54.03**	**14.17**	**56,176.81**	**13.19**	**0.38**	**55,259.78**

Operational year 2048 - Proposed Project Operational Mobile Source Emissions Summary - EMFAC2021

Vehicle Type	EMFAC Class	Average Daily Trip Length (miles)	Avg. Daily Trips (trips/day)	Avg. Daily VMT (VMT/day)	Annual Trips (trips/year)	Annual VMT (VMT/year)	Idling Minutes per Day (min/day)		Emissions - Annual (Tons/yr) ROG	NOx	CO	SOx	PM10	PM2.5	CO2 (Metric Tons/yr)	CH4 (Metric Tons/yr)	N2O (Metric Tons/yr)	CO2e (Metric Tons/yr)
Passenger Vehicles								**Running Exhaust, Running Loss, Tire Wear, and Break Wear**										
	LDA, LDT1, LDT2	21.5	108	2,322	39,420	847,530	N/A		0.00	0.02	0.50	0.00	-	0.00	188.62	-	0.02	195.49
								Starting Exhaust, Hot Soak, Running Loss Evaporative	0.02	0.01	0.08	0.00	-	0.00	2.19	0.00	0.00	2.55
								Resting Loss Evap and Diurnal Loss Evap	0.06	-	-	-	-	-	-	-	-	-
								Paved Road (PM only)	N/A	N/A	N/A	N/A	0.15	0.04	N/A	N/A	N/A	N/A
								Subtotal	**0.08**	**0.03**	**0.59**	**0.00**	**0.15**	**0.04**	**190.80**	**0.00**	**0.02**	**198.03**
Trucks								**Running Exhaust, Running Loss, Tire Wear, and Break Wear**										
	LHDT1, LHDT2, MHDT, HHDT	200	114	22,800	29,640	5,928,000	60		0.07	2.94	22.29	0.02	1.07	0.38	6,340.36	1.55	-	6,376.01
								Starting Exhaust, Hot Soak, Running Loss Evaporative	-	0.02	-	-	-	-	-	-	-	-
								Resting Loss Evap and Diurnal Loss Evap	-	-	-	-	-	-	-	-	-	-
								Idling	0.03	0.46	1.36	0.00	0.00	0.00	164.19	0.00	0.03	173.42
								Paved Road (PM only)	N/A	N/A	N/A	N/A	5.84	1.43	N/A	N/A	N/A	N/A
								Subtotal	**0.10**	**3.43**	**23.65**	**0.02**	**6.92**	**1.82**	**6,504.55**	**1.55**	**0.03**	**6,549.43**
Total: Passenger Vehicles and Trucks								**Total**	**0.19**	**3.45**	**24.24**	**0.02**	**7.07**	**1.85**	**6,695.35**	**1.56**	**0.06**	**6,747.46**