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MEMORANDUM

DATE: October 1, 2019

TO: John Arnau, OC Waste & Recycling

FROM: Dean Arizabal, LSA

SUBJECT: Traffic Impact Analysis for the Continuation of Operations at the Olinda Alpha Landfill

BACKGROUND

Final Environmental Impact Report (EIR) 588, which was approved by the Orange County Board of Supervisors on April 17, 2007, analyzed the significant environmental impacts and provided mitigation measures for the build out of the Olinda Alpha Landfill development plan, including a 33-acre expansion area, to a maximum landfill design elevation of 1,415 feet above mean sea level. Final EIR 588 concluded that the landfill would likely reach capacity in 2021; however, the EIR also indicated this would depend on when the landfill reached the 1,415-foot elevation and thereby completed the landfill development plan.

Since the approval of Final EIR 588, a great recession occurred that has resulted in decreased tonnage along with significant increases in recycling, thereby further diverting solid waste from the Olinda Alpha Landfill. Similarly, OC Waste & Recycling has employed more efficient landfill operating practices, including the use of tarps to cover refuse at the end of the working day, thereby saving additional landfill capacity. As a result, the landfill has considerably more capacity in 2019 than was originally envisioned. As a result, the landfill will operate many additional years past the 2021 closure date projected in Final EIR 588.

Based on the current and continued average daily tonnage of approximately 6,900 to 7,000 tons per day (tpd), the Olinda Alpha Landfill will reach capacity on approximately December 31, 2036. The landfill currently also receives approximately 5,700 tpd of exempt waste (i.e., soil, asphalt, and processed green material). The daily volume of exempt waste tonnage is not anticipated to increase in the future.

PROJECT DESCRIPTION

OC Waste & Recycling proposes to evaluate the potential impacts related to the extension of the life of the Olinda Alpha Landfill. With the anticipated closure in 2036, OC Waste & Recycling would like to determine whether there are any new significant environmental impacts that were not identified in Final EIR 588.

EXISTING ENVIRONMENTAL SETTING

Please refer to Section 5.5 of Final EIR 588 for a summary of the existing environmental setting related to Transportation and Circulation. Section 5.5 is based on the Traffic Analysis prepared by Bryan A. Stirrat & Associates (2004). The primary network of streets serving the existing landfill includes Lambert Road–Carbon Canyon Road, Valencia Avenue, and Imperial Highway. Regional access to the site is provided by State Route 57 (SR-57) to the west.

FINAL EIR 588 TRAFFIC ANALYSIS

The traffic analysis in Final EIR 588 (Section 5.5 – Transportation and Circulation) examined potential traffic impacts under existing (2004) and future (2021) conditions. Future year 2021 represented build out of the surrounding land uses and circulation network.

The project consisted of an increase in the landfill to accommodate an additional 14.2 million tons of municipal solid waste, which extended the life of the landfill from a permitted closure date of 2013 to a new date of 2021. The maximum daily and annual average daily tonnage limits did not change. The project did not include any change in the existing operating schedule, number of employees, or types and maximum numbers of pieces of equipment at the landfill. Between the time the expansion occurred and the anticipated closure date of 2021, the daily number of trips to and from the landfill was anticipated to remain the same between 2013 and 2021. Therefore, the landfill trip generation under both existing and future conditions was 210 a.m. peak-hour trips and 2,447 daily trips.

The levels of service (LOS) at eight study area intersections in the City of Brea were evaluated. The study area intersections included the following:

- Valencia Avenue/Lambert Road–Carbon Canyon Road
- Valencia Avenue/Birch Street–Rose Avenue
- Valencia Avenue/Imperial Highway
- Kraemer Boulevard/Imperial Highway
- Placentia Avenue/Imperial Highway
- Associated Road/Imperial Highway
- SR-57 northbound ramps/Imperial Highway
- SR-57 southbound ramps/Imperial Highway

Under existing 2004 conditions, all study area intersections operated at satisfactory LOS. Based on the results of the future 2021 analysis, the project had two significant impacts (and required mitigation to address these impacts) at the following intersections:

- **Valencia Avenue/Imperial Highway:** The Integrated Waste Management Department (IWMD) contributed a 9.2 percent fair share of the cost to modify the southbound Valencia Avenue approach at Imperial Highway. The proposed modifications included one additional southbound

left-turn lane and reconfiguration of the rest of the southbound lanes (i.e., one through lane and one right-turn lane) to one through lane and one shared through/right-turn lane. This was accomplished with restriping only and with no additional street widening.

- **Kraemer Boulevard/Imperial Highway:** The IWMD contributed a 100 percent fair share to the cost to modify the eastbound Imperial Highway approach at Kraemer Boulevard. The proposed modification was to provide an eastbound right-turn only lane. This required widening on the south side and relocation of street light poles and other street furniture.

Final EIR 588 concluded that the mitigation measures described above for Valencia Avenue/Imperial Highway and Kraemer Boulevard/Imperial Highway would mitigate the significant landfill traffic impacts to below a level of significance.

ANALYSIS OF PROJECT CHANGES

Based on the current project description, the landfill is estimating closure in 2036. Final EIR 588 anticipated that the landfill would reach capacity in 2021. Since approval of Final EIR 588, the economic recession has resulted in decreased tpd and increases in recycling has diverted waste from the landfill. Similarly, OC Waste & Recycling has employed more efficient landfill operating practices that preserve landfill capacity. For these reasons, the landfill has more capacity in 2019 than initially projected. As a result, the landfill may operate many years past the Final EIR 588 closure date.

Although the project would be extending the closure date by approximately 15 years, this is due to the fact that the landfill processes less tpd and generates less traffic than originally expected and analyzed in Final EIR 588. Because the project would not be increasing the tpd, additional traffic will not be generated to or from the project site. Therefore, continuation of landfill operations at the Olinda Alpha Landfill would not result in any new significant traffic impacts. Furthermore, the required traffic mitigation measures identified in Final EIR 588 have been implemented.

The Environmental Checklist questions provided in the County of Orange Local CEQA Procedures Manual (2014) have been answered below to demonstrate that the traffic impacts associated with the extension of the life of the landfill would not be substantially different from what was disclosed in Final EIR 588.

a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

The project would not include any change in the existing operating schedule, number of employees, or types and maximum numbers of pieces of equipment at the landfill. The continuation of landfill operations would not change or increase the maximum tpd or traffic volumes to and from the project site. As such, the project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. Furthermore, both mitigation measures identified in Final EIR 588 have

already been implemented. Therefore, the proposed extension of landfill operations would not result in a new significant impact or a more severe impact related to traffic and circulation.

b. *Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?*

The project would not include any change in the existing operating schedule, number of employees, or types and maximum numbers of pieces of equipment at the landfill. The continuation of landfill operations would not change or increase the maximum tpd or traffic volumes to and from the project site. As such, the project would not conflict with any congestion management program, including LOS standards and travel demand measures, or other standards. Furthermore, both mitigation measures identified in Final EIR 588 have already been implemented. Therefore, the proposed extension of landfill operations would not result in a new significant impact or a more severe impact related to traffic and circulation.

c. *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

The continuation of landfill operations would not result in a change in air traffic patterns. The nearest airport is the Fullerton Municipal Airport located approximately 11 miles southwest of the project site. Therefore, the proposed extension of landfill operations would not result in a new significant impact or a more severe impact related to traffic and circulation.

d. *Substantially increase hazards due to a design feature (e. g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

The project would not include any change in the existing operating schedule, number of employees, types and maximum numbers of pieces of equipment, design features, or uses at the landfill. Therefore, the proposed extension of landfill operations would not result in a new significant impact or a more severe impact related to traffic and circulation.

e. *Result in inadequate emergency access?*

The project would not include any change in the existing operating schedule, number of employees, types and maximum numbers of pieces of equipment, or access points at the landfill. The extension of the landfill closure date would not result in any change to current landfill operations, including access points. As such, the project would not result in inadequate emergency access. Therefore, the proposed extension of landfill operations would not result in a new significant impact or a more severe impact related to traffic and circulation.

f. *Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)?*

The project would not include any change in the existing operating schedule, number of employees, or types and maximum numbers of pieces of equipment at the landfill. The extension of the landfill closure date would not change or increase the maximum tpd or traffic volumes to and from the project site. As such, the project would not conflict with any adopted policies plans, or programs regarding public transit, bicycle, or pedestrian facilities. In addition, the project would not conflict with the performance or safety of alternative transportation

facilities. Furthermore, both mitigation measures identified in Final EIR 588 have already been implemented. Therefore, the proposed extension of landfill operations would not result in a new significant impact or a more severe impact related to traffic and circulation.

FINDINGS

Based on the previous analysis and information, none of the conditions identified in CEQA Guidelines Section 15162 exist that would trigger the need to prepare a Subsequent EIR, a Supplemental EIR, or other environmental documentation to evaluate project impacts or mitigation measures with regard to transportation and traffic. Specifically, there have not been: (1) changes to the project that require major revisions of the previous Final EIR 588 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects: (2) substantial changes with respect to the circumstances in which the project is undertaken that require major revisions of the previous Final EIR 588 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or (3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that was not known and could not have been known when the Final EIR 588 was certified as complete.

Based on the discussion above, no new significant impacts or more severe impacts would occur by extending landfill operations.