# INITIAL STUDY

*The Department of Toxic Substances Control (DTSC) has completed the following Initial Study for this project in accordance with the California Environmental Quality Act (§ 21000 et seq., California Public Resources Code) and implementing Guidelines (§15000 et seq., Title 14, California Code of Regulations).*

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*I. PROJECT INFORMATION*

Project Name: Advanced Environmental Inc. Fontana

Site Address: 13579 Whittram Ave.

City: Fontana State: CA Zip Code: 92335 County: San Bernardino

Company Contact Person: Rosemary Domino

Address: 13579 Whittram Ave.

City: Fontana State: CA Zip Code: 92335 Phone Number: (909) 356-9025

Project Description:

**DISCRETIONARY ACTION**

In accordance with Health and Safety Code (HSC) section 25200, the Department of Toxic Substances Control (DTSC) is considering the approval of a Series B Standardized Permit (Permit) for the Advanced Environmental, Inc. (AEI) facility (EPA I.D. Number CAT 080025711). If the permit is approved, AEI will be authorized to continue to operate a hazardous waste storage and transfer facility (the Facility) in Fontana, San Bernardino County, California to collect, bulk store, and transfer waste oil, waste antifreeze, oil contaminated solid waste and oily water from offsite generators. The Permit would also authorize AEI to construct a new tank farm that will increase the maximum existing storage capacity by 12 percent. The new tank farm will replace existing tank farms and consolidate new and existing tanks into one confined area. The existing tank farms will be closed as a condition of this Standardized Permit. No recycling or treatment of any waste, including used oil, is allowed under the Permit and all waste oil must be shipped offsite to a permitted hazardous waste transfer, treatment, storage, or disposal facility.

**SITE HISTORY**

The Facility began operating under ownership of Lakewood Oil Company (Lakewood) in the late 1960's as a collection and treatment center for used motor oil. The Facility used heat to separate oil and water, producing a fuel oil. In 1982, DTSC allowed Lakewood to refine and store waste oil and treat and dispose wastewater generated at the Facility. In September 1989, Lakewood sold the Facility to Petroleum Recycling Corporation (PRC). In 1991, DTSC issued an interim status document (ISD) to PRC for treatment of petroleum wastes using filtration, thermal and chemical gravity separation, atmospheric distillation, vacuum distillation, and centrifuge enhanced phase separation. PRC continued operations until late 1993, after which the Facility operations were ceased. In October 1995, AEI acquired PRC and in 1999 AEI decided the Facility would operate only as a transfer facility and applied for a Standardized Permit.

AEI is a subsidiary of parent company, DeMenno-Kerdoon (DK). Asbury Oil Company, another subsidiary of DK, is allowed to temporarily store liquid wastes in containers at the Facility for less than 10 days from date of receipt of waste to date of transfer offsite. This type of temporary storage for less than 10 days is exempt from RCRA permitting requirements. The Asbury container storage area is separate from any AEI storage area that is authorized by the Permit.

**DESCRIPTION OF EXISTING FACILITY**

Location.

The existing AEI Facility is located at 13579 Whittram Avenue in the town of Fontana in San Bernardino County (see Figure 1), California in an area zoned for mixed-use (see Figure 1-a,b,c and d) The property is zoned as regional

industrial use. The regional industrial class is the heaviest zoning district available in the county. San Bernardino County is in the process of redeveloping the immediate area, including both sides of Whittram Avenue. The redevelopment plan calls for the removal of non-conforming uses, such as residential, and the conversion of the area to 100% industrial use.

The Facility is located on an irregularly shaped site of approximately three acres. It is bordered: on the north by Whittram Avenue; Fat Fenders Hot Rod Shop and J.L. Johnson Tractor, Trailer, and Tire Maintenance Co. on the north side of Whittram Avenue; and, it is bordered on the south by the Santa Fe and Metrolink railroad tracks. Further south is the California Speedway car racing facility and Kaiser Steel Company. Vista Metal Inc., an aluminum smelter, borders the Facility to the west. Hickman, Williams & Company, a distributor of carbon black, borders the Facility on the east. The San Sevaine dry wash crosses under the railroad tracks due south of the Facility. The Facility is located at latitude N34 degrees, 3 minutes, 39 seconds, and longitude W117 degrees, 30 minutes, and 30 seconds.

The Facility is paved throughout except for concrete structures (i.e. building foundations and tank storage containment wall footings). The site is sloped to capture drainage and is underlain by a system of drains and sumps. A security fence encloses the entire facility and access is strictly controlled. Two office buildings house staff that manages the incoming receipt and outgoing shipments.

General Site Areas.

The Facility consists of the following existing areas: (See Figure 2, Facility Plot Plan)

- Parking for employees and visitors
- Offices and Truck Scale
- Existing Hazardous Waste Storage Tanks, Containment Structures, and Loading/Unloading Racks
- Centralized Storage, Maintenance Building and Laboratory, and Truck Wash
- Containment Structures
- Roll-Off Bin Storage Area

Parking

Employee parking is located between the street and the outside the main wall of the facility on the north side. It provides parking for the Facility's its employees and visitors to the facility.

Offices and Truck Scale

There are two office structures, one small office located between the two gates on the north side of the facility and a larger portable office building structure in the northeast corner of the facility. The larger portable office building space houses the systems administration, sales, accounting, and customer services.

Existing Hazardous Waste Storage Tanks, Containment Structures, and Loading/Unloading Racks

The following are the five existing permitted units:

- Existing Unit 8, Tanks TK-1001 through TK-1005 (See Figures 5), is located within Tank Farm "A".
- Existing Unit 9, Tanks T-451 through T-454 (See Figure 6), is located within Tank Farm "C".
- Existing Unit 10, Tank T-501 (See Figure 7), is located within Tank Farm "D".
- Existing Unit 11, Tanks T-651 and T-652 (See Figure 8), is located within Tank Farm "C".
- Existing Unit 12, Tanks V-511 through V-513 (See Figure 9), is located within Tank Farm "B".

The specifications of these existing units (tank number, waste streams, maximum permitted storage capacity, diameter and total height) are contained in Table 6 of this Initial Study. Table 2 shows secondary containment calculations for the Tank Farms.

Figure 2, the Facility plot plan drawing, shows the existing hazardous waste storage tanks and containment structures. Figure 2 shows the Loading/Unloading Rack (Rack #1) for Unit #12, existing Loading/Unloading Rack (Rack #2) for Unit #9, #10, and #11, and existing Loading/Unloading Rack (Rack # 3) for Unit #8.

Centralized Storage, Maintenance Building and Laboratory, and Truck Wash

This area is centrally located within the confines of the site and includes a large building containing a maintenance area, control room and lab. To the west and next to this building is a Truck Wash area.

Containment Structures

A containment area (Tank Farm B) to the east of the Maintenance/Lab Building includes existing permitted Unit #11. Existing tanks and their associated secondary containment structures are located along the west side and south side of the facility along the perimeter (see Figure 2). Existing permitted Unit #8 is located in the northwest corner and Units #9, and #10 and #11 are located along the south side of the facility. Unit #12 is centrally located.

## AREAS OF CONCERN AND SOLID WASTE MANAGEMENT UNITS

A RCRA Facility Assessment (RFA) was conducted in June 1993 at the Facility. The RFA identified five solid waste management units (SWMU) and three areas of concern (AOC) on the facility site where the release of hazardous waste or hazardous waste constituents was suspected. The SWMU and AOC units are identified in Figure 10.

In 1996, DTSC entered into a Corrective Action Consent Agreement (Agreement) with AEI that required further investigation of SWMU-1, SWMU-2, SWMU-5 and all three AOCs. The Agreement identified four groups of hazardous waste and hazardous waste constituents that are of concern at the Facility. Those groups are petroleum hydrocarbons such as TPH, metals (arsenic, cadmium, lead, and copper), aromatic hydrocarbons (toluene, xylenes, and ethylbenzene), and oil and grease. Additionally, the Agreement identified Northwest Tank Farm (Tank Farm A) and Underground Storage Tank Locations as units within the Facility requiring further investigation. These underground storage tank locations are shown as dotted geometrical figures on Figure 10.

A RCRA Facility Investigation (RFI) was conducted in several phases. The RFI Phase III Report proposed that no further investigation is required for SWMU-1, SWMU-2, AOC-1 and AOC-3. Further investigation is required for SWMU-3, SWMU-4, SWMU-5 and AOC-2 locations. DTSC approved the RFI Phase III Report on August 5, 2003.

DTSC will prepare a separate CEQA Initial Study for the remedy selection phase of the corrective action investigations at the Facility.

## PROJECT ACTIVITIES:

EXISTING AUTHORIZED (PERMITTED) UNITS AND OPERATIONS.

Existing Permitted Units. The Facility currently has a total of 15 hazardous waste storage tanks within five (5) existing permitted units (Units #8 through #12), with a total maximum permitted capacity of 423,240 gallons. The five (5) existing permitted units are described in Table 6, which identifies the permitted unit by number, the existing tanks within each permitted unit, storage capacities and dimensions of each permitted tank. See Figures 5 through 9 for photographs of these tanks. Figure 2 identifies the current location of these existing units and tanks at the facility.

The existing units and tanks listed in Table 6 will be authorized under the new proposed Permit but will cease operating before the new proposed Tank Farm is operational. As a condition of the new Permit, these existing units must cease operations within 18 months of the effective date of the Permit.

Current Operations. The existing Facility accepts deliveries of hazardous wastes from independent certified hazardous waste haulers only. Wastes accepted at the Facility cannot be stored for a period greater than one year from date of receipt at the Facility.

Trucks enter and exit the Facility from Whittram Avenue, a two-lane road designed to adequately handle the truck traffic to and from the Facility. Approximately 50 incoming round-trip truck shipments are received and about 20 outbound round trip truck shipments are made from the Facility on a daily basis. In addition, approximately 25 employees travel to and from the Facility daily.

The Facility utilizes a pre-approval process for hazardous waste deliveries to its Facility. Under this process, haulers who typically collect from regular customers (generators) can have a Generator's Waste Profile Worksheet (GWPW) on file

with the Facility. The GWPW includes information concerning the generator, the waste stream, lab analysis, and a certification by the generator. The lab analysis includes physical characteristics (color, odor, sediment, pH, gravity, etc.), and chemical composition of the waste (halides, inorganic, PCBs, etc.). When loads are received by AEI from an approved hauler (GWPW on file with Facility), AEI personnel must take a fingerprint sample of the load before offloading. Fingerprint testing includes the following "tests" for the 7 waste streams accepted at the Facility:

- Waste Stream 1 - Used oil
- Waste Stream 2 - Contaminated petroleum products
- Waste Stream 3 - Oily waste
  [The fingerprint tests for Waste Streams 1-3 include odor, color, total organic halides, pH, and flash point]

- Waste Stream 4 - Oily water
  [The fingerprint test for Waste Stream 4 includes odor, color, pH, bottom sediment and water, and API gravity]

- Waste Stream 5 - Used antifreeze
  [The fingerprint test for Waste Stream 5 includes odor, color, pH, bottom sediment and water, and specific gravity]

- Waste Stream 6 - Oily solids and antifreeze contaminated debris
  [The fingerprint test for Waste Stream 6 includes odor, color, and free liquids]

- Waste Stream 7 - Used oil filters
  [The fingerprint test for Waste Stream 7 includes free liquids]

Table 3 shows the accepted Testing Methods for the various tests applied to a particular waste stream. The requirement standards for acceptance of waste streams are contained in Table 4.

The representative sample may be provided by the generator, with certification that it is representative of the actual waste stream and was taken and preserved in accordance with 40 CFR 261, Appendix 1. AEI personnel may, at times, sample the waste stream regardless of the hauler/generator having a GWPW on file.

For un-approved trucks (no GWPW on file with Facility), all loads are subject to a complete analysis by the facility lab.

Hazardous waste operations are conducted primarily in the three truck loading and unloading areas (Rack #1, #2, #3) located near the storage tank areas and the centralized storage and maintenance/lab building. Here in the Racks, the tanker trucks are positioned within a containment system where adequate bonding/grounding of trucks must be established prior to connection to the fuel transfer point. All feed lines to tanks are equipped with manually operated isolation valves and transfer pumps to allow for manual shut down. All loading and unloading Racks drain into a secondary containment system.

The liquid waste streams are pumped to the specific permitted storage tanks containing similar waste from tanker trucks through an overhead piping manifold system. The loading/unloading is performed only by AEI technical operators. AEI is required to maintain operational procedures detailing the specific steps required for safely handling the receipt of wastes which is contained in the Permit operation plan.

Closure of Existing Units. Existing Tanks T-451 through 454, T-501, T651, T-652, and V-511 through V-513 must cease operation within 18 months after the Permit is issued. Later, tank contents will need to be removed and tanks need to be sheared and handled as scrap metal pursuant to a closure plan. The Facility will be required to submit a closure plan for review and approval by DTSC. The closure will be required to address, at a minimum, tank decontamination, tank demolition and subsurface soil characterization. The closure plan for these tanks will be evaluated under a separate CEQA review.

PROPOSED NEW PERMITTED UNITS AND OPERATIONS.

Proposed New Permitted Units. The proposed project authorizes the construction and operation of a new Tank Farm including tank Units #1 through #4, a new Roll-Off Bin Storage Area (Unit #6), and a Drum Storage Area (Unit #7). Figure 3 shows the layout of the Facility based on the proposed changes to the existing Facility.

New Tank Farm (Tank Units #1 through #5)

The new Tank Farm (see Figure 3) will replace the existing hazardous waste storage tank units, containment structures and truck loading/unloading areas. The existing tank storage system (Units #8 through #12) will cease operations within 18 months of effective date of the permit. At no time will both systems operate at the same time. The new Tank Farm will consist of 19 hazardous waste storage tanks (14 new storage tanks and 5 existing storage tanks) with a total maximum permitted storage capacity of 472,560 gallons which is an increase of 49,310 gallons or about 12% of the existing storage capacity.

The Tank Farm will include the following designated permitted units, tanks and areas (see also Table 5):

- Unit #1: Tanks T-1001 through T-1005
- Unit #2: Tanks T-471 through T-478
- Unit #3: Tanks T-479 through T-480
- Unit #4: Tanks T-481 through T-482
- Unit #5: Tanks T-483 and T-484
- Unit #7: Drum Storage Area
- Rack Area #4
- Rack Area #5

The new Tank Farm will be constructed within the existing Facility site and will be situated in an area just east of the middle of the Facility (see Figure 3). The area upon which the new tank farm will be constructed has previously been characterized and it has been determined by DTSC that there are no releases of hazardous constituents. No new soil sampling will be conducted during this construction phase.

The dimensions of the new Tank Farm are 61 ft. by 143 ft. Construction activities will consist of site preparation/excavation for construction of the tank farm foundation slabs and associated utility lines. Excess soils will be disposed of in a municipal landfill. General construction of the Tank Farm will include preparation of the concrete foundation, installation of above ground tanks and associated instrumentation. The Tank Farm shall have sufficient secondary containment consisting of 2 foot high wall. Tank Farm foundations will require excavation to a depth of 4-5 feet. All project construction activities must comply with the Uniform Building Code and Health and Safety Code requirements. Once the new Tank Farm area has been constructed, storage tanks in Units #8 through #12 must be taken out of service before the new tanks can be put into service. The construction of the new tanks in compliance with the operation plan design must be certified by a licensed professional engineer in the State of California.

The new Tank Farm will house permitted tanks TK-1001 through TK-1005 (Unit #1), Tanks TK-471 through TK-478 (Unit #2), Tanks TK-479 and TK-480 (Unit #3), Tanks TK-481 and TK-482 (Unit #4) and Tanks TK-483 and TK-484 (Unit #5). There will also be two Loading/Unloading Racks constructed as attached structures to the new Tank Farm called the North Truck Loading & Unloading Rack (Rack #4) and the South Truck Loading/Unloading Rack (Rack #5). These Racks must be constructed with a secondary containment curb 6 inches wide and 6 inches high (See Figure 4). The dimensions of Rack #4 (North side) are 12 ft × 142 ft, and Rack #5 (South side) is 12 ft × 73 ft. The construction of the racks must be designed for slope to a collection area (sump) and must consist of a containment wall six inches high.

Roll-Off Bin Storage Area (Unit #6)

The new Roll-Off Bin Storage Area is identified as Unit #6 and will be located to the south of the existing Maintenance Area as shown on Figure 3. There will be no construction activities associated with the authorization of Unit #6. The construction of the Roll-Off Bin Storage Area involves the placement of additional asphalt on the existing asphalt surface to create berms on three sides and a ramp (i.e. bump) for fork lift trucks to drive over to place the roll-off bins within the bermed area. Roll-off bins accepted and stored in this area may only store solid wastes authorized under the new Permit. The maximum storage capacity shall be 52,800 gallons or 240 cubic yards. All roll-off bins (maximum bin size = 40 cubic yards) will be located in this area and shall not be stacked more than one (1) container high. A minimum aisle space of two (2) feet shall be maintained in the Roll-Off Bin Storage Area to allow for movement of emergency equipment and personnel.

Drum Storage Area: Solid and Liquid Waste (Unit #7)

The new drum storage area (200 fifty-five gallon containers) will be located within the new Rack #4 and Rack #5 Loading/Unloading areas (See Figure 4). These areas will have a secondary containment structure. A curb will be provided that is 6" wide and 6" high along the perimeter of both areas.

The new Unit #7 Drum Storage Areas will be located within the areas identified as the North (Rack #4) and South (Rack #5) Loading/Unloading Racks as described in the previous section. These North and South Loading Racks will serve a dual-function as a loading/unloading area and as a storage location for storing solid and liquid waste (used oil, oily wastewater and waste antifreeze) in 55-gallon drums. This unit will also be constructed to serve as the North and South Loading/Unloading Racks where trucks will operate to load and off-load hazardous wastes.

All containers stored in the North and South Rack areas (Unit #7) must be fifty-five gallon steel drums with proper sealed covers in accordance with California Code Regulations, title 22, section 66263.16. The maximum permitted storage capacity for Unit #7 is 200 fifty-five gallon drums or 11,000 gallons. Construction of Unit #7 will coincide with the construction activities of the Tank Farm.

Proposed Operations. The new Permit will authorize the Facility to utilize the existing storage tanks while the new Tank Farm is being constructed. The new Permit will also allow the Facility to continue to receive the currently accepted waste streams as identified in Table 1. No new waste streams are authorized to be accepted by the Facility under the new Permit. All loads of hazardous waste shall continue to be examined by AEI authorized and trained technical operators. All loads will be required to be tested by on-site laboratory chemists in accordance with current fingerprint testing procedures. The Facility Operations Plan includes safety, waste handling and other procedures that must be followed by all employees of the Facility who are familiar with and are trained in all safety and waste handling procedures. Only trained personnel will be allowed to operate equipment and machinery on the facility site. Although storage capacity will increase by about 12 percent under the new Permit, the numbers of truck deliveries will not increase from current operational levels.

*II. DISCRETIONARY APPROVAL ACTION BEING CONSIDERED BY DTSC*

| | | |
|---|---|---|
| ☒ Initial Permit Issuance | ☐ Closure Plan | ☐ Removal Action Workplan |
| ☐ Permit Renewal | ☐ Regulations | ☐ Interim Removal |
| ☐ Permit Modification | ☐ Remedial Action Plan | ☐ Other (Specify) |

Program/ Region Approving Project: Standardized Permits and Corrective Action / Berkeley

DTSC Contact Person: Waqar Ahmad

Address: 700 Heinz Avenue

City: Berkeley State: CA Zip Code: 94710 Phone Number: (510) 5403932

*III. ENVIRONMENTAL RESOURCES POTENTIALLY AFFECTED*

The boxes checked below identify environmental resources in the following ENVIRONMENTAL SETTING/IMPACT ANALYSIS section found to be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact."

| | | |
|---|---|---|
| ☒ None Identified | ☐ Aesthetics | ☐ Agricultural Resources |
| ☐ Air Quality | ☐ Biological Resources | ☐ Cultural Resources |
| ☒ Geology And Soils | ☐ Hazards and Hazardous Materials | ☐ Hydrology and Water Quality |

☐ Land Use and Planning ☐ Mineral Resources ☐ Noise

☐ Population and Housing ☐ Public Services ☐ Recreation

☐ Transportation and Traffic ☐ Utilities and Service Systems

*IV. ENVIRONMENTAL IMPACT ANALYSIS*

The following pages provide a brief description of the physical environmental resources that exist within the area affected by the proposed project and an analysis of whether or not those resources will be potentially impacted by the proposed project. Preparation of this section follows guidance provided in DTSC's California Environmental Quality Act Initial Study Workbook [Workbook]. A list of references used to support the following discussion and analysis are contained in Attachment A and are referenced within each section below.

Mitigation measures which are made a part of the project (e.g.: permit condition) or which are required under a separate Mitigation Measure Monitoring or Reporting Plan which either avoid or reduce impacts to a level of insignificance are identified in the analysis within each section.

## 1. Aesthetics

*Project activities likely to create an impact*:

- Construction of Tank Farm
- Relocation of Tanks

*Description of Environmental Setting*:

The existing AEI Facility is located in an industrial setting. It is surrounded by small industries and vacant lots. The project site is screened from street view by walls and a covered fence. Five existing tanks will be relocated from their current location once new tank farm is constructed. Ten existing tanks will be dismantled and removed from the site. The new tank farm will consist of 19 tanks similar in size to the current existing tanks. New tanks will have similar color and physical dimensions, thus not affecting aesthetics. Some the tanks will be visible from the road as is currently the case.

Analysis of Potential Impacts. Describe to what extent project activities would:

a. Have a substantial adverse effect on a scenic vista.

   No impact. This project is located in an industrialized area of the city/county within an area zoned as commercial/industrial and not located on or near a scenic vista.

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

   No impact. The Facility site is not located within an area of a scenic highway. The nearest highways I-10 and I-15 are approximately 1.5 miles from the facility and neither is listed as a scenic highway. Neither Interstate-10 nor Interstate-15 is listed as designated scenic highway in accordance with the California Department of Transportation website which lists scenic highways in California. All Facility construction activities will take place within the confines of the existing facility site plot plan and, thus, not impact trees, rock outcroppings and historic buildings within a state scenic highway.

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

   No impact. The project is an existing facility and all project construction activities will occur onsite. The new Tank Farm will be constructed within the existing Facility and will be constructed with materials similar to those already used. New tanks and structural supports will be similar in height and design as existing structures. The current Closure Plan stipulates that the existing permitted units will be closed within 180 days of the last receipt of hazardous wastes.

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

No impact. No new light sources are planned under the project's construction plans. All construction activities will take place during daylight hours and, therefore, will not create substantial light or glare.

*Specific References*:

- Advanced Environmental, Inc. (AEI), Hazardous Waste Storage and Transfer Facility, Operation Plan, Standardized Permit Application, Sections I-III, Volume 1 of 2, Jan 14, 2005
- AEI, Hazardous Waste Storage and Transfer Facility, Operation Plan, Standardized Permit Application, Sections IV-XII, Volume 2 of 2, Jan 14, 2005
- AEI, Fontana, Environmental Information, May 3, 2002
- City of Fontana, Community Design Element, Chapter 6, City of Fontana General Plan; Figure 6-1 Community-wide Design Features
- City of Fontana, Economic Development Element, Chapter 7, City of Fontana General Plan

*Findings of Significance:*

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigated
☐ Less Than Significant Impact
☒ No Impact

## 2. Agricultural Resources

*Project activities likely to create an impact*:

- None

*Description of Environmental Setting*:

Citrus orchards, vineyards, livestock and poultry farming have been the principal forms of agriculture found in Fontana. While prominent in the city's past, these agricultural practices have declined in response to population growth and land development pressures, and are no longer a significant element of the local economy. The remaining, undeveloped land considered suitable for farming purposes is planned for a variety of urbanized uses, including residential, commercial and industrial development. Agricultural resources are not included as a component of the proposed open space and conservation plan of the city as there is minor level of investment in existing agricultural operations, limited supply of suitable farmland and the city's preference for accommodation of population growth and economic development.

The area around the project is generally industrial land use. There is no land zoned for agriculture use near the project site. The project site is located on land zoned commercial/industrial. Therefore, there will be no impacts to agricultural resources and no further analysis of impacts is necessary.

Analysis of Potential Impacts. Describe to what extent project activities would:

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.

   Not applicable

b. Conflict with existing zoning or agriculture use, or Williamson Act contract.

   Not applicable

c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural uses.

   Not applicable

*Specific References*:

- Advanced Environmental, Inc. (AEI), Hazardous Waste Storage and Transfer Facility, Operation Plan, Standardized Permit Application, Sections I-III, Volume 1 of 2, Jan 14, 2005
- AEI, Hazardous Waste Storage and Transfer Facility, Operation Plan, Standardized Permit Application, Sections IV-XII, Volume 2 of 2, Jan 14, 2005
- AEI, Fontana, Environmental Information, May 3, 2002
- City of Fontana, Open Space & Conservation Element, Chapter 9, City of Fontana General Plan; Figure 9-1 Open Space and Conservation Framework; Figure 9-3 Natural Biotic Communities; Figure 9-5 Historic Era Development and Potential Prehistoric Sites

*Findings of Significance:*

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigated
☐ Less Than Significant Impact
☒ No Impact

## 3. Air Quality

*Project activities likely to create an impact*:

- Emission from mobile sources (truck deliveries) as part of the facility's normal operations,
- Temporary impacts from stationary emission sources as a result of potential small construction activities, and
- continued storage of used oil, and other waste streams in tanks and drums

*Description of Environmental Setting*:

The City of Fontana is located in the South Coast Air Basin (Basin) which is characterized as having a "Mediterranean" climate (a semi-arid environment with mild winters, warm summers and moderate rainfall). The Basin is a 6,600-square mile area bounded by the Pacific Ocean to the west and south and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Gorgonio Pass area in Riverside County. Its terrain and geographical location determine the distinctive climate of the Basin, as the Basin is a coastal plain with connecting broad valleys and low hills. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The extent and severity of the air pollution problem in the Basin is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall and topography all affect the accumulation and/or dispersion of pollutants throughout the Basin.

Moderate temperatures and comfortable humidities characterize the climate with precipitation limited to a few storms during the winter season (November through April). The average annual temperature varies little throughout the Basin, averaging 75 degrees Fahrenheit. However, with a less pronounced oceanic influence, the eastern inland portions of the Basin show greater variability in annual minimum and maximum temperatures. All portions of the Basin have had recorded temperatures over 100 degrees in recent years. January is usually the coldest month at all locations, while July and August are usually the hottest months of the year. Although the Basin has a semiarid climate, the air near the surface is moist because of the presence of a shallow marine layer. Except for infrequent periods when dry, continental air is brought into the Basin by off-shore winds, the ocean effect is dominant. Periods with heavy fog are frequent; and low stratus clouds, occasionally referred to as "high fog" are a characteristic climate feature. Annual average relative humidity is 70 percent at the coast and 57 percent in the eastern part of the Basin.

One of the most important climatic factors is the direction and intensity of the prevailing winds. With very light average wind speeds (five to seven miles per hour), the Basin has a limited capability to disperse air contaminants horizontally. Typically, the net transport of air on-shore is greater in the summer, while the net off-shore transport is greater in the winter. Whether there is air movement or stagnation during the morning and evening hours (before these dominant patterns take effect) is one of the critical factors in determining the smog situation on any given day. For the most part, the on-shore winds transport pollutants inland. Since the night drainage winds are less intense, only a limited amount of

this pollution is returned to the coastal areas during the summer, leaving a significant amount of pollutants in the inland areas.

Winter storms that bring rainfall benefit air quality, since they tend to "scrub" gaseous or particulate pollutants from the air. Precipitation is typically 9 to 14 inches annually in the Basin and is rarely in the form of snow or hail due to typically warm weather. The frequency and amount of rainfall is greater in the coastal areas of the Basin.

Ambient Air Quality

Ambient air quality is described in terms of compliance with Federal and State standards. Ambient air quality standards are the levels of air pollutant concentration considered safe to protect the public health and welfare. They are designed to protect people most sensitive to respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. The Federal Clean Air Act, enforced by the U.S. Environmental Protection Agency (US EPA), established National Ambient Air Quality Standards (NAAQS) for human health for six criteria pollutants:

- sulfur dioxide
- carbon monoxide
- ozone
- nitrogen dioxide
- lead
- respirable particulate matter ($PM_{10}$)

NAAQS represent the maximum levels of background pollution considered safe to protect human health. These standards may not be exceeded more than once per year for an area to be considered in attainment of the NAAQS.

The Federal Clean Air Act also allows states to adopt ambient air quality standards provided they are as stringent as the federal standards. The California Clean Air Act established California Ambient Air Quality Standards (CAAQS). The NAAQS and CAAQS are shown in Table 1. The California Air Resources Board has authority for establishing CAAQS and has designated the South Coast Air Quality Management District (SCAQMD) as the local agency for enforcing the standards for stationary sources. The California Air Resources Board maintains regulatory authority over mobile source emissions statewide.

**TABLE 1**

**NATIONAL AND CALIFORNIA AIR QUALITY STANDARDS**

| Objective | Measurement | National | California |
|---|---|---|---|
| **$PM_{10}$ - Particulate Matter Less Than 10 Microns** | | | |
| To improve visibility & prevent health effects | Annual Arithmetic Mean(2) | 50 micro g/$m^3$ | 20 micro g/$m^3$ |
| | 24 hour concentration(3) | 150 micro g/$m^3$ | 50 micro g/$m^3$ |
| **$PM_{25}$ - Particulate Matter Less Than 2.5 Microns** | | | |
| To improve visibility & prevent health effects | Annual Arithmetic Mean(2) | 15 micro g/$m^3$ | 12 micro g/$m^3$ |
| | 24 hour concentration(3) | 65 micro g/$m^3$ | **-----** |
| **Ozone** | | | |
| To prevent eye irritation and breathing difficulties | One hour concentration(1) | 0.12 ppm<br>235 micro g/$m^3$ | 0.09 ppm<br>180 micro g/$m^3$ |

| | | | |
|---|---|---|---|
| **Nitrogen Dioxide** | | | |
| To prevent health risk and improve visibility | Annual Arithmetic Mean(4) | 0.053 ppm<br>100 micro g/$m^3$ | ----- |
| | One hour | ----- | 0.25 ppm<br>470 micro g/$m^3$ |
| **Sulfur Dioxide** | | | |
| To prevent increase in respiratory disease, crop damage, and odor problems | Annual Arithmetic Mean(2) | 0.03 ppm<br>80 micro g/$m^3$ | ----- |
| | 24 hour mean concentration(3) | 0.14 ppm<br>365 micro g/$m^3$ | 0.04 ppm<br>105 micro g/$m^3$ |
| | One hour mean concentration | ----- | 0.25 ppm<br>655 micro g/$m^3$ |
| **Carbon Monoxide** | | | |
| To prevent carboxyhemoglobin levels greater than 2% | 8 hour mean concentration(3) | 9 ppm<br>10 micro g/$m^3$ | 9 ppm<br>10 micro g/$m^3$ |
| | One hour concentration(3) | 35 ppm<br>40 micro g/$m^3$ | 20 ppm<br>23 micro g/$m^3$ |
| **Lead** | | | |
| To prevent health problems | 30-day | ----- | 1.5 micro g/$m^3$ |
| | 3 month mean concentration(2) | 1.5 micro g/$m^3$ | ----- |

ppm - parts per million
micro g/$m^3$ - micro grams per cubic meter

(1) not to be exceeded on more than one day per year, average over 3years
(2) not to be exceeded
(3) not to be exceeded more than once per year

The California Air Resource Board is required to designate areas of the State as attainment, non-attainment, or unclassified for any State standard. An “attainment” designation for an area signifies that pollutant concentrations did not violate the standard for that pollutant in that area. A “non-attainment” designation indicates that a pollutant concentration violated the standard at least once, excluding those occasions when a violation was caused by an exceptional event, as defined in the criteria. An “unclassified” designation signifies that the data does not support either an attainment or non-attainment status.

State and Federal ambient air quality standards have been established for the following pollutants: ozone ($O_3$), carbon monoxide (CO), nitrogen dioxide ($NO_2$), sulfur dioxide ($SO_2$), fine particulate matter ($PM_{10}$) and lead (Pb). For some of these pollutants, notably $O_3$ and $PM_{10}$, the State standards are more stringent than the Federal standards. The State has also established ambient air quality standards for sulfates, hydrogen sulfide, and vinyl chloride and are generally known as “criteria pollutants.”

Despite implementing many strict controls, the Basin still fails to meet both Federal and State air quality standards for three of the six criteria pollutants: ozone ($O_3$), carbon monoxide (CO) and particulate matter ($PM_{10}$). Because these

pollution standards have not been achieved, the Basin is considered a non-attainment area for Federal and State standards for these pollutants. The entire Basin is currently designated as a serious non-attainment area for these pollutants.

The SCAQMD operates several air quality monitoring stations within the Basin. The City of Fontana is located within Source Receptor Area (SRA) 34, one of several areas under the jurisdiction of the SCAQMD. The communities within an SRA are expected to have similar climatology and subsequently, similar ambient air pollutant concentrations. The ambient air monitoring station within SRA 34 is within the Central San Bernardino Valley designated area.

Existing Facility.

This project will allow continued minor VOC emissions from loading and unloading activities and breathing losses from the tanks. The Facility will continue its operational activities at current levels resulting in no increases in emissions. However, there will be a net decrease in truck emissions in the greater air basin. This net decrease is due to a reduction in total truck miles due to improved truck routing by AEI. For example, instead of small 2000 gallon trucks picking up used oil, etc. from automotive oil change facilities and driving long distances directly to the authorized disposal facilities, AEI uses larger (approximately 7000 gallon) trucks to ship the contents of the tanks at the facility to authorized recycling or disposal facilities. Therefore, fewer 7000 gallon truck trips would be made versus multiple 2000 gallon truck trips. This will cause a reduction in truck traffic and associated emissions.

This facility has air quality management district permits for the existing fifteen (15) storage tanks and will be required to obtain permits for the nineteen (19) new storage tanks and the new loading racks. South Coast Air Quality Management District (SCAQMD) is the issuing agency. These permits will specify whether air emission abatement devices are required or not. AEI cannot operate these tanks until it receives these permits from SCAQMD.

Airborne emissions are and will be minimal. Management practices, safe operating procedures and an inspection program, are all specified in the operation plan, which will become part of the permit by reference. Compliance with the operations plan will help ensure there are minimal air emission releases to the environment. The used oil, waste antifreeze and non-RCRA oily wastewater are typically handled using hoses to transfer from trucks to tanks, which minimizes the possibility for spills and air releases. Fluids handled have low vapor pressure (less than 1.5 psia), and therefore, have relatively low potential for emission of vapors into the atmosphere.

Equipment used for the transfer of waste materials is designed to reduce the risk of explosion, implosion, fire, emission of hazardous vapors, and spillage of hazardous materials due to overfilling of tanker trucks or drainage from product transfer systems. The operator must stop the activity if leakage is detected. Any leakage must be contained by the concrete containment area surrounding the storage. The Facility is required to clean-up spills promptly. All containers must be closed when not engaged in the transfer of waste.

Currently, there are 25 employee automobiles at the facility each day and approximately 5 visitors vehicles. There are 50 incoming trucks (approximately 2500 gallon capacity) each day and 20 outgoing trucks (approximately 6000 gallon capacity) each day. Even though the new tank storage system will be 12% larger in capacity than the current tank system there is no anticipated increase in vehicle traffic. The increase in capacity provides more operational flexibility.

During construction of various phases of the new Tank Farm system and the roll-off bin asphalt berms over a six month period there will be an increase in vehicular traffic. Also, at various times there will be approximately 10 to 15 construction laborer automobiles, and heavy equipment. The heavy equipment will consist of a backhoe, front-end loader, dump trucks, crane, concrete-mix trucks during pouring of foundations, and flat-bed delivery trucks for materials. The estimated additional number of construction vehicles is approximately 5 to 10 per day (an assortment of the above stated vehicle types) on days when construction is in progress.

Analysis of Potential Impacts. Describe to what extent project activities would:

a. Conflict with or obstruct implementation of the applicable air quality plan.

   No impact. This project will be a minor source of air emissions. Any emissions will primarily be from transportation activities. Prior to AEI's acquisition, the Facility was operated as a treatment and storage facility from the late 1960's to 1993 when the facility ceased to operate. AEI took over operations in 1995 and has been operating solely as a transfer facility since 1999 when it applied for a Standardized Permit. The most recent Air Quality Management Plan (AQMP) was published by the South Coast Air Quality Management District in 1997. The 1997 AQMP was adopted

by the California Air Resources Board on January 23, 1997. Potential air emissions from industrial facilities such as AEI and its predecessors have been taken into account in the 1997 AQMP. As mentioned, activities at the AEI facility prior to 1999 included treatment processes. However, these treatment operations ceased and the facility is currently operating solely as a transfer facility.

Temporary construction activities will involve a backhoe, 2 dump trucks and 4 cement trucks to construct a 66 ft. by 143 ft. tank farm, drum storage areas and the roll-off bin storage area. A crane and associated 19 delivery trucks to install 19 storage tanks are not expected to conflict with or obstruct implementation of the applicable air quality plan.

b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation.

No impact. The project involves the permit determination for continuing operations of a transfer facility. AEI is currently in compliance with air permits issued by the SCAQMD. Approval of the project will not violate any air quality standard or contribute substantially to an existing or projected air quality violation. The project also involves the construction of a 66 ft by 143 ft tank farm, drum storage area, and roll-off bin storage area, but will not result in significant impacts to air quality because the construction activity will be short term (lasting intermittently for less than 180 days/ 6 months). Construction activities will only require approximately 10 workers and 6 cement trucks, a crane and 19 associated delivery trucks to perform all construction activities.

The project includes construction of a 61 feet by 143 feet New Tank Farm, a 12 feet by 143 feet North Truck Loading & Unloading Rack including a Drum Storage Area, a 12 feet by 73 feet South Truck Loading & Unloading Rack including a Drum Storage Area, Roll-Off Bin Storage Area, and relocation of existing tanks.

Construction may involve breaking up the existing asphalt in the area with a jackhammer. The construction activity will be short term (lasting 3-5 days). The construction activities will generate some dust into the air, however, this activity will last for only 3 to 4 hours per day and the amount of dust generated will be minimal. Any fugitive emission will be controlled by the addition of water. There is not expected to be any significant increase in the number of truck trips to the Facility because oily wastes are already being brought to the facility on a transfer basis. The waste streams the Facility handles have low vapor pressure (low volatility) and, therefore, will not emit any significant vapors into the air. Emissions from truck traffic associated with construction activities are limited to the minutes it takes for the trucks to arrive and leave the facility. The Facility site is completely covered by either asphalt or concrete.

c. Result in 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors).

No impact. The project is a permit determination for an already existing facility with no significant change to existing facility operations. The project also involves construction of a new tank farm, roll-off bin storage area and drum storage areas. The construction activities will generate some dust into the air, however, this activity will last for a short period, approximately one week during initial soil excavation for tank foundation construction. The amount of dust generated will be minimal. Any temporary fugitive dust emissions from construction activities will be controlled by the addition of water. There is not expected to be any significant increase in the number of truck trips to the Facility, since the proposed permit will not authorize activities that will increase the number of truck trips to and from the Facility.

d. Expose sensitive receptors to substantial pollutant concentrations.

No impact. Sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. Sensitive populations are more susceptible to the effects of air pollution than is the general population. This project is located in an area zoned as Regional Industrial with no nearby sensitive receptors.

The nearest sensitive receptors to the AEI Facility are Redwood Elementary School located approximately 1.6 miles, KinderCare Learning Center 2.4 miles, and Jurupa Hills Regional Park approximately 5.0 miles from the AEI Facility. The AEI Facility handles used oil, oily water, waste antifreeze, and drummed oily solid waste. These wastes are considered to be low hazard and have low vapor pressures (low volatility) and, therefore, will not emit any significant vapors into the air. Emissions from truck traffic are limited to the minutes it takes for the trucks to arrive and leave the facility. Facility operation procedures require that truck engines be shut off during loading and unloading of tank

operations. The operations of the Facility are not expected to change under the proposed permit. Therefore, approval of the project is not expected to expose sensitive receptors to substantial pollutant concentrations.

e. Create objectionable odors affecting a substantial number of people.

No impact. The AEI facility manages used oil, oily water, waste antifreeze, and drummed oily solid waste. These wastes are considered to be low hazard with low vapor pressures (low volatility) and, therefore, will not emit any significant vapors into the air. Odors from truck traffic emissions are limited to the minutes it takes for the trucks to arrive and leave the facility. The facility staff includes 25 people with no more than 8 employees near the delivery trucks loading/unloading wastes. The facility is located in an industrial area with regular truck and automobile emissions. The nearest location of significant numbers of people is approximately 4 miles from the facility. Therefore, the project will not create objectionable odors affecting a substantial number of people.

f. Result in human exposure to Naturally Occurring Asbestos (see also Geology and Soils, f.).

No impact. The Facility's site is unlikely to contain naturally occurring asbestos and no naturally occurring asbestos have been observed during soil sampling. Thus, the project will not result in human exposure to naturally occurring asbestos. (See Report of Finding, RCRA Facility Investigation, Phase 1A, Regional Subsurface Data, February 2002, prepared by the Kendall/Adams Group Inc.) In addition, the AEI site is completely covered by either asphalt or concrete. Construction of the Tank Farm and drum storage areas will be limited to disturbance of the asphalt and approximately 18 inches of soil in a 90 foot by 150 foot area. With the limited extent of excavation activities, the short duration of disturbance to soils, and mitigation measures (watering) to reduce release of fugitive dust during excavation, the potential for human exposure is minimal.

*Specific References*:

- Advanced Environmental, Inc. (AEI), Hazardous Waste Storage and Transfer Facility, Operation Plan, Standardized Permit Application, Sections I-III, Volume 1 of 2, Jan 14, 2005
- AEI, Hazardous Waste Storage and Transfer Facility, Operation Plan, Standardized Permit Application, Sections IV-XII, Volume 2 of 2, Jan 14, 2005
- AEI, Fontana, Environmental Information, May 3, 2002
- Air Quality and Emissions, California Air Resources Board website, http://www.arb.ca.gov/html/age&m.htm
- City of Fontana, Air Quality Element, Chapter 13, City of Fontana General Plan

*Findings of Significance:*

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigated
☐ Less Than Significant Impact
☒ No Impact

## 4. Biological Resources

*Project activities likely to create an impact*:

- None

*Description of Environmental Setting*:

The City of Fontana contains eight different plant communities that range from disturbed and ornamental plant communities in the developed portions of the city to more diverse, native plant communities, mainly north of Interstate 15 (I-15). These communities are northern mixed chaparral, Riverside Sage Scrub, Riversidean Alluvial Fan Sage Scrub (RAFSS), California Walnut Woodland, Southern Cottonwood-Willow Riparian Forest, Southern Sycamore-Alder Riparian Woodland, Non-native Annual Grasslands, Ornamental Woodland, and development/disturbed.

The vegetation communities and location of the City of Fontana provide habitat for a wide variety of animal species. The highest concentrations are found in the alluvial fans and streamside woodlands. Although unique species are not known to occur, there are several populations of lizards with unique genetic forms.

Common birds in the area include the roadrunner, horned lark, scrub jay, plain tit-mouse, verdin, wrentit, Bewick's wren, California thrasher, American goldfinch, Brown California towhee, lesser goldfinch, song sparrow, California ground squirrels, desert cottontail rabbits, striped skunk, and opossum.

Smaller mammals still persist in the streamside woodland areas within the northern limits of the City of Fontana and within the city's sphere of influence. Pocket Gopher, California Pocket Mouse, Kangaroo Rats, various White-Footed Mice, California Vole, Black-Tail Jackrabbit, Brush Rabbit, and Cottontail Rabbit are typically found in undisturbed areas containing RAFSS.

Nine sensitive plant species are listed in the California Natural Diversity Database (CNDDB) as potentially occurring in the vicinity of the City of Fontana. Although there has been no observation of any of these species, suitable habitat for five of these species occurs within the city boundary; each species is described below; Plummer's Mariposa Lily, Parry's Spineflower, Lemon Lily, Slender-horned Spineflower, Pringle's Monardella.

Twenty-two (22) sensitive wildlife species have been identified in the CNDDB as occurring in the vicinity of the City of Fontana. There is suitable habitat for 15 of these species within the City of Fontana and 10 of these species have been observed recently. The fifteen species include the Delhi Sands Flower-loving Fly, Coastal California Gnatcatcher, San Bernardino Kangaroo Rat, Burrowing Owl, Golden Eagle, Cooper's Hawk, Northern Harrier, Logger-headed Shrike, Bell's Sage Sparrow, Southern California Rufous-Crowned Sparrow, Los Angeles Pocket Mouse, Northwestern San Diego Pocket Mouse, San Diego Horned Lizard, Orange-throated Whiptail, and the California Mastiff Bat.

The project re-authorizes an existing facility located on a developed industrialized area zoned for heavy manufacturing that has been operating at this location since the late 1960's. The property is zoned as regional industrial use. The regional industrial class is the heaviest zoning district available in the county. San Bernardino County is in the process of redeveloping the immediate area, including both sides of Whittram Avenue. The redevelopment plan calls for the removal of non-conforming uses, such as residential, and the conversion of the area to 100% industrial use.

The Facility is bordered: on the north by Whittram Avenue; Fat Fenders Hot Rod Shop and J.L. Johnson Tractor, Trailer, and Tire Maintenance Co. on the north side of Whittram Avenue; and, it is bordered on the south by the Santa Fe and Metrolink railroad tracks. Further south is the California Speedway car racing facility and Kaiser Steel Company. Vista Metal Inc., an aluminum smelter, borders the facility to the west. Hickman, Williams & Company, a distributor of carbon black, borders the facility on the east. The San Sevaine dry wash crosses under the railroad tracks due south of the facility.

The site is completely void of any plant or animal habitat. The entire facility site is covered with asphalt pavement, buildings and storage tanks. All project construction activities will take place on the existing facility property, centrally located on the site. A review of the CNDDB (Guasti Quad) reveals there are no threatened or endangered plants or animals within the Facility site or within the immediate area. Based on this information regarding this project, no further analysis of potential impacts is necessary.

Analysis of Potential Impacts: Describe to what extent project activities would:

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.

   No candidate, sensitive, or special status species will be impacted by the project.

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.

   No riparian habitat or other sensitive natural community will be impacted by the project.

c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

No federally protected wetlands will be impacted by the project.

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

The project will not interfere with migratory fish or wildlife.

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

The project will not conflict with local policies/ordinances.

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.

The project will not conflict with habitat conservation plan.

*Specific References*:

- Advanced Environmental, Inc. (AEI), Hazardous Waste Storage and Transfer Facility, Operation Plan, Standardized Permit Application, Sections I-III, Volume 1 of 2, Jan 14, 2005
- AEI, Hazardous Waste Storage and Transfer Facility, Operation Plan, Standardized Permit Application, Sections IV-XII, Volume 2 of 2, Jan 14, 2005
- AEI, Fontana, Environmental Information, May 3, 2002
- City of Fontana, Open Space & Conservation Element, Chapter 9, City of Fontana General Plan
- California Department of Fish and Game, California Natural Diversity Database, September 9, 2004

*Findings of Significance:*

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigated
☐ Less Than Significant Impact
☒ No Impact

## 5. Cultural Resources

*Project activities likely to create an impact*:

- None

*Description of Environmental Setting*:

The prehistoric era involved occupation by semi-nomadic people who subsisted by hunting and gathering. The historic era spans hundreds of years from the time of the Spanish occupation, to the beginnings of what is now known as Fontana. Contemporary cultural resources include a range of unique sites and structures that have special meaning for Fontana residents, such as the Old Kaiser Steel Plant site, eucalyptus tree rows, the Almenia underpass on Foothill Boulevard, etc.

The historic era sites consist mainly of residential areas, although irrigation systems, transportation features, and other types of resources are also present. These sites are scattered virtually throughout the entire Fontana planning area. The historic U.S. Route 66 (now Foothill Blvd.), the Former Kaiser Steel Mill, and the Boulder- Los Angeles Power Transmission Lines are among the better known of these historic era sites. The Southern Pacific Railway (now Union Pacific), completed in the 1870'3, and the Atchison, Topeka and Santa Fe Railway (now Burlington Northern and Santa Fe), completed in the 1880's have also been recorded as historic-era archaeological sites.

The foothills along the San Gabriel and Jurupa Mountains are most sensitive for possible archaeological remains from the prehistoric period. In particular, moderately sloping fans with deep soil near the mouths of canyons or springs are very likely to contain prehistoric archaeological/cultural sites of potential significance.

The AEI facility is an existing facility on a site that has experienced previous vegetation clearance, surface grading and subsurface excavation during prior construction activities. This permit involves no new offsite construction and, therefore, will not involve any disturbance of surrounding property that might have the potential for impacts to cultural resources. The limited construction activities involving the new Tank Farm will have minimal impacts to previously disturbed surface soils. Construction activities will include disturbance to the existing asphalt and the top 18 inches of soil surface. Based on these factors, it is determined that this project would not create a potential for any adverse impacts to cultural resources and, therefore, no further analysis of potential impacts is necessary.

Analysis of Potential Impacts: Describe to what extent project activities would:

a. Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5.

   No impacts to historical resources.

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

   No potential for impacts to archaeological resources.

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

   No impacts to paleontological resources or site or unique geologic feature.

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

   No potential for disturbing human remains, including those interred outside of formal cemeteries.

*Specific References*:

- Advanced Environmental, Inc. (AEI), Hazardous Waste Storage and Transfer Facility, Operation Plan, Standardized Permit Application, Sections I-III, Volume 1 of 2, Jan 14, 2005
- AEI, Hazardous Waste Storage and Transfer Facility, Operation Plan, Standardized Permit Application, Sections IV-XII, Volume 2 of 2, Jan 14, 2005
- AEI, Fontana, Environmental Information, May 3, 2002
- City of Fontana, Open Space & Conservation Element, Chapter 9, City of Fontana General Plan; Figure 9-5, Historic Era Development and Potential Prehistoric Sites

*Findings of Significance:*

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigated
☐ Less Than Significant Impact
☒ No Impact

## 6. Geology and Soils

*Project activities likely to create an impact*:

- Minor excavation related to related to construction of 11,500 square foot Tank Farm

*Description of Environmental Setting*:

The City of Fontana and its sphere of influence are located in the central part of the upper Santa Ana River Valley, a region that has been referred to as the “Fontana Plain”. This part of the valley is defined by the steeply rising range front of the Eastern San Gabriel Mountains on the north, Lytle Creek Wash on the east, and the Jurupa Mountains on the south.

Seismic Hazards. The Cucamonga and San Jacinto faults, two of the most active faults in southern California, extend across the northern portion of the city of Fontana. Three possible faults have been mapped at depth under the city of Fontana and its area of interest. Two of these form groundwater barriers. The third feature (Fontana Seismic Trend) is delineated by a pronounced concentration of small earthquakes, and may be expressed at the surface by a series of northeast trending lineaments that have not been investigated previously. The city of Fontana also lies within few miles of the San Andreas fault. As a result, the entire study area is susceptible to very strong ground shaking, and some areas of the city can be impacted by surface fault rupture. Given that groundwater may occur within 40 feet of the surface in that portion of the Lytle Creek channel located within the city, the channel is considered susceptible to liquefaction. A maximum magnitude earthquake on any of the three faults close to the city (Cucamonga, San Jacinto and San Andreas faults) has the potential to generate significant damage to wood-frame, reinforced concrete and steel structures, and to mobile homes.

Geologic Hazards. The City of Fontana is largely situated on the surface of young alluvial fans emanating from the San Gabriel Mountains. The valley is underlain by thick deposits of alluvium consisting primarily of poorly to crudely stratified sand, gravel, and boulders. The northern and southern edges of the city encroach onto or near hillside areas consisting of dense crystalline bedrock. These hillsides are vulnerable to slope instability due primarily to the fractured, crushed and weathered condition of the bedrock, and the steep terrain. Over-steepened slopes are also locally susceptible to failure. The probability of large bedrock landslides occurring is relatively low.

The project is an existing facility which has 15 permitted storage tank units located throughout the facility site. Project activities will involve minor excavation for construction of the new Tank Farm containing the new 19 tank foundations and secondary containment which will be located within the existing site plot plan. The construction activities involve Tank Farm pad/foundations and the secondary containment wall. Construction activities will include minor excavation to a depth of approximately 18 inches and an area of approximately 11,500 square feet for construction and placement of the Tank Farm foundation within the confines of the existing site plot plan.

Ongoing Corrective Action activities which may require excavation in the future will be addressed after further investigation is conducted through the Corrective Action process. Any future Corrective Action activities (remedy selection) would require a separate CEQA analysis and determination. The Closure activities may require soil excavation to characterize soil contamination.

The Facility is located at the west end of the Upper Santa Ana Valley, on a broad alluvial plain within the Santa Ana River drainage. The valley is an extensive, down-warped alluvial basin bounded on the north by the San Gabriel and San Bernardino Mountains, on the east by the San Jacinto Fault, on the south of the Jurupa Mountains and on the west by the Chino Fault. The present-day valley floor has been formed by numerous south-trending drainages, including San Antonio Creek, Cucamonga Creek, Deer Creek, Day Creek and Etiwanda Creek, which exit the nearby mountain block to the north, and have deposited a series of thick coalescing alluvial fans.

The alluvial deposits underlying the study area consist of an upper, unconsolidated unit of Holocene alluvium underlain by semi-consolidated terrace deposits and older alluvium of late Pleistocene age, reaching a combined maximum thickness on the order of 1,400 feet. Beneath the alluvial sequence is a basement complex of non-water bearing granite, volcanic and metamorphic rock.

Alluvial lithologies directly beneath the subject facility are predominantly granular in character, consisting of tan brown and gray, fine to coarse grained sand and silty sand, with scattered pebbles and gravel and occasional, non-extensive cobble layers. The silty sand units tend to be very micaceous and, on an infrequent basis, approach a sandy silt classification. In addition, several past drilling efforts have encountered minor, localized clay layers.

According to seismic information in the report “Geologic Hazards in Southwestern San Bernardino County, California”, 1976, California Division of Mines and Geology, Special Report 113, there are no known Holocene age faults within 3000 feet of the Fontana facility.

According to the data provided in the report, at least four major active or potentially active fault zones are found within the Upper Santa Ana Valley in southwestern San Bernardino County. These faults include the San Jacinto, the Chino-Corona segment of the Elsinore, the Cucamonga, and the San Andreas.

The two nearest faults to the facility are the Central Avenue Fault, located approximately fifteen miles southwest of the facility, and the little known Red Hill Fault located approximately six miles north of the facility.

A review of the 1997 California Division of Mines and Geology, Special Publication 42, Fault-Rupture Zones in California (with supplements 1 and 2 added in 1999) indicates that there is no Official Earthquake Fault Hazard Zone map that includes the area within 3000 feet of the facility.

Analysis of Potential Impacts. Describe to what extent project activities would:

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- *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).*

  It is impossible to eliminate or avoid seismic hazards within Southern California. Earthquakes are a common occurrence in Southern California. Therefore, the project area does not pose any seismic hazard risks that would be considered unusual for the area. The project will involve the construction and placement of 15 new storage tanks and the relocation of 4 existing tanks to a new Tank Farm. The tanks, foundations and related secondary containment will be engineered and constructed to meet California Code of Regulations, title 22 requirements. The existing tanks have been and the new tank farm tanks will be certified by an independent, professional engineer, in accordance with section 66264.191 and 66264.192, California Code of Regulations, title 22. The engineering certification is an assessment that the tanks were designed for its intended use and were constructed in accordance with the California Building Code.

  The seismic analysis performed by William A. Tiepe and Associates (see AEI, Operation Plan, Section 4-Facility Design) took into consideration the possibility of tanks overturning, the buckling potential during a seismic event.

  If any waste is released from the tanks, the waste would be contained within the secondary containment system. The secondary containment system consists of cinder block walls ranging varying in height from 1 foot to 3 feet in height surrounding the tanks. The Tank Farm containment areas must meet the requirement of section 66264.193, California Code of Regulations, title 22.

  The construction of the Roll-off Bin Area involves the placement of additional asphalt on the existing asphalt surface to create berms on three sides and a ramp (i.e. drive-over bump) for forklift trucks to drive over to place the roll-off bins within the bermed area. The construction of these berms and ramp will involve only approximately two trucks with asphalt and the forming and placement on the existing asphalt surface. Construction duration should be less than one week. In addition to the “drive-over” berm, steel barrier posts will be located at the outside corners as a barrier to vehicle traffic. A concrete sealant will be applied to the entire exposed interior surface area. No liquid waste will be stored in this area. Solid wastes placed in this area are stored in Department of Transportation approved containers. The drums may tip over in case of a seismic event; however, since the drums are closed and sealed, no waste is expected to be released. If a drum were to open during a seismic event, the content may be released to the environment. Since no liquids are contained in the drums, the waste will be swept up and placed into a new empty drum once the seismic event had subsided.

  Drum storage areas for liquid waste must be designated within the new proposed loading/unloading areas (Rack #4 and #5) for the new tank farm. The loading/unloading areas are used for transfer of waste from drums, or truck to tanks. The liquid waste drum storage area will have a maximum permitted storage capacity of 11,000 gallons (200 55-gallon drums). The maximum size of the containers will be 55-gallons. The loading/unloading area is graded toward a sump for collecting any spills that potentially could occur during transfer operations and has a adequate secondary containment capacity. The liquid waste drum storage area is located within the truck loading/unloading area, which has been certified by an independent qualified professional engineer, registered in California, to be suitably designed and constructed to achieve the containment requirements of the section 66264.175, California Code of Regulations, title 22.

  In the event of a seismic event, the drums may tip over and waste may be released. Any release would be contained within the loading/unloading area. Once the seismic event has subsided, any released waste will be pumped into the appropriate storage tank.

No earthquake faults run underneath the facility. The nearest earthquake fault, is approximately 5 miles from the facility. Therefore, the potential impact due to exposing people to a rupture of a known earthquake fault is less than significant.

- *Strong seismic ground shaking.*

  None. See above discussion

- *Seismic-related ground failure, including liquefaction*.

  Liquefaction occurs in areas underlain by water-saturated granular soils, particularly in the alluvial and former slough areas. See above discussion. The AEI Facility is not located within a liquefaction hazard zone.

- Landslides.

  The facility site is located on relatively flat terrain. The project will involve minor excavation to a depth of 18 inches and will have a negligible impact to soils and, therefore, will have not have impacts to soils resulting in landslides.

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

   The project site is located in an area zoned as heavy industrial use. The project activities that require a minimal amount of onsite excavation will not result in soil erosion or loss of topsoil because the site is primarily covered by concrete and asphalt.

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.

   The existing facility site is made up of primarily concrete foundations and asphalt. The Facility is not located on a present or former landfill. Project activities involve a minimal amount of excavation and construction which will not result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

   The project is not located on a geologic unit or soil that is unstable, or that would become unstable. Additionally the tanks are designed and constructed in accordance with the California Building Code. Any liquid releases would be contained in secondary containment. Therefore, any potential impact is less than significant.

d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.

   See discussion in 6a and 6c. The project construction activities and tank relocation will be located on the existing facility site. All tank structures will be constructed to meet the Uniform Building Code requirements and also meet the design, engineering and construction required of H&SC.

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 water.

   The project does not involve use of septic tanks or alternative waste water disposal systems.

f. Be located in an area containing naturally occurring asbestos.

   An investigation of regional subsurface soil stratigraphy has not indicated the presence of naturally occurring asbestos.

Specific References:

- Advanced Environmental, Inc. (AEI), Hazardous Waste Storage and Transfer Facility, Operation Plan, Standardized Permit Application, Sections I-III, Volume 1 of 2, Jan 14, 2005
- AEI, Hazardous Waste Storage and Transfer Facility, Operation Plan, Standardized Permit Application, Sections IV-XII, Volume 2 of 2, Jan 14, 2005

- AEI, Fontana, Environmental Information, May 3, 2002
- City of Fontana, Safety Element, Chapter 11, City of Fontana General Plan; Figure 11-1, Fault Map 11-1; Figure 11-2, Liquefaction Susceptibility Map; Figure 11-3, Slope Distribution; Figure 11-4, Slope Instability Map; Figure 11-5, FIRM Flood Zone

*Findings of Significance:*

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigated
☐ Less Than Significant Impact
☒ No Impact

## 7. Hazards and Hazardous Materials

*Project activities likely to create an impact*:

- Transportation of hazardous waste to and from the Facility
- Storage and transfer of hazardous waste at the Facility

*Description of Environmental Setting*:

**Hazardous Materials.**

The unhealthful effects of certain chemicals and substances have led to extensive regulation of hazardous materials. Nevertheless, there is a potential for hazardous materials to be released into the environment, whether as a result of an accident, carelessness, or intention release. Two major freeways (I-10 and I-15) extend across portions of the City of Fontana and several railroad spurs extend across the study area. Both freeways and many of the railroad spurs are used to transport hazardous materials, posing a potential for spills or leaks from non-stationary sources to occur within city limits.

In addition to these non-stationary sources, the U.S. Environmental Protection Agency (EPA) has identified fifteen superfund sites in the City of Fontana; thirteen of these are “archive” or No Further Remedial Action Plan (NFRAP) sites, while two are still on the active list. These archive sites have been cleaned to levels below the National Priority List (NPL) levels, and the EPA has determined that no immediate or long-term risks to human health or to the environment are associated with these sites. The two active sites are not on the NPL; one is still being investigated to assess the extent of contamination while no further site assessment work is reportedly necessary at the second site.

The EPA data available also indicate that there are eighteen large quantity generators, about 130 small quantity generators, and three transporters of hazardous materials in the Fontana study area. Twenty-seven facilities in the study area were listed in the Toxic Release Inventory (TRI) for the year 2000 because they have had at least one release of toxic chemicals into the air, water, or onto the soil. Many of these TRI sites are located in the sphere of influence rather than in the City of Fontana while several others are located in the southwestern, industrial portion of the city. According to the data from the State Water Resources Control Board, fifty-four leaking underground storage tank facilities have been reported in the Fontana area. It appears that all cases involved only soil contamination, with no impact to the ground water, presumably because ground water in most parts of the Fontana area occurs at depths of more than 100 feet below ground surface.

The Riverside-San Bernardino area experienced good air quality only approximately 40 percent of the time in year 2000. In fact, the data indicate that this is the metropolitan area in the United States with the highest number of days with ozone levels above the federal standards. EPA records indicate that there are approximately 13 facilities in the Fontana area that have a permit to release emissions into the air. These facilities include restaurants, dry cleaners, and other small businesses. The South Coast Air Quality Management District has enforcement oversight and closely monitors the emissions form these facilities to ensure that their annual limits are not exceeded.

The project will be the approval of a Standardized Hazardous Waste Facility permit by the Department of Toxic Substances Control for AEI, the Facility, to continue operating as a used oil, oil water, oily waste and waste antifreeze transfer facility. The types of hazardous wastes that are handled at this facility are:

1. Used Oil/Waste Oil. Examples include used oil, contaminated petroleum products, contaminated crude oil, oil field wastes, refinery wastes, hydrocarbon solvents (non-RCRA), oil spill cleanup, and used heat transfer fluids.

2. Used Antifreeze (Glycols). Examples include used antifreeze coolant, used glycols, waste glycol from polyester production, used glycol heat transfer fluids, and waste glycol from gas dehydration.

3. Oily Water. Examples include water mixtures that have been contaminated with used oil /waste oil or used antifreeze (glycols) including rain water, spill cleanup, bilge water, clarifier cleanout, tank cleanout, and wastewaters from general maintenance activities.

4. Oily Solids. Examples include solids that have been contaminated with used oil/waste oil or used antifreeze (glycols) including dirt, adsorbents, personal protective equipment, trash, debris, and solids from general maintenance activities.

These wastes are commonly generated by home/car owners, gasoline stations, automobile repair shops, oil changers, etc. and are considered to be "low risk." The characteristics of the waste handled at the AEI Facility are discussed below:

Used Oil

Used oil (also called used engine or motor oil) is a mineral oil-based, brown-to-black, oily liquid removed from the engine of a motor vehicle when the oil is changed. It is similar to unused oil except it contains additional chemicals from its use as an engine lubricant. Examples of used oil are spent lubricating fluids that have been removed from an engine crankcase, transmission, gear box, or differential of an automobile, bus, truck, vessel, plane, heavy equipment, or machinery powered by an internal combustion engine.

Used oil may include used industrial oils such as hydraulic oil, compressor oil, turbine oils, bearing oils, gear oils, transformer (dielectric) oils, refrigeration oils, metalworking oils, and railroad oils. However, the majority of the used oil handled at the AEI Facility is used motor oil.

The chemicals in oil include hydrocarbons, which are distilled from crude oil, and various additives that improve the oil's performance. Used oil contains chemicals formed when the oil is exposed to high temperatures and pressures inside an engine. It also contains some metals form engine parts and small amounts of gasoline, antifreeze, and chemicals that come from gasoline when it burns inside the engine.

The chemicals found in used mineral-based crankcase oil vary depending on the brand and type of oil, whether gasoline or diesel fuel was used, the mechanical condition of the engine that the oil came from, and the amount of use between oil changes. However, used oil handled by the AEI Facility must meet the following criteria standards:

- Minimum flash point of 100 degree Fahrenheit;
- Total halogen content of 1000 mg/kg (ppm) or less;
- Total polychlorinated biphenyls (PCBs) concentration of 5 mg/kg (ppm) or less; and
- Not mixed with hazardous waste, as defined in Title 22, California Code of Regulations, other than minimal amounts of vehicle fuel.

The health effects of used mineral-based crankcase oil vary depending on the brand and type of oil used and the characteristics of the engine it came from.

Mechanics and other autoworkers that are exposed to used mineral-based crankcase oil from a large number of cars have experienced skin rashes, blood effects (anemia), headaches, and tremors. However, these workers are also exposed to other chemicals, which may have caused these health effects.

Volunteers who breathed mists of used mineral-based crankcase oil for few minutes had slightly irritated noses, throats, and eyes. They are few toxicological studies of animals exposed to mineral-based crankcase oils. Animals that ate large amounts of this oil developed diarrhea. Thus, people who swallow used mineral-based crankcase oil may also have diarrhea.

Studies of rats ingesting large single doses (9,000-22,500 mg/kg) of used mineral-based crankcase oil found no adverse health effects other than diarrhea.

Waste Antifreeze

Antifreeze (commonly ethylene glycol) is added to car/truck radiators to keep the fluid from freezing in winter and overheating in summer. Ethylene glycol is a clear, colorless, slightly syrupy liquid at room temperature. Ethylene glycol has a sweet smell and taste. Ethylene glycol has a relatively high boiling point and a low freezing point. Ethylene glycol is not considered reactive, corrosive, or ignitable. Ethylene glycol is also not hazardous based on standards for inhalation toxicity, acute aquatic toxicity, or carcinogenicity.

Ethylene glycol is widely sold in grocery stores and in automobile supply, discount, pharmacy, and other stores throughout the United States for general use as an antifreeze/coolant in automobile radiators. Additionally, it is used as manufacturing or blending of polyester products; aircraft and runway de-icing fluids; heat transfer fluids used in heating, ventilation, and air conditioning systems; polyester resin; humectants; alkyd-type resins; plasticizers; electrolytic capacitors; low freeze dynamite; and brake and shock solutions. Ethylene glycol is also used in the production of artificial mists or fogs.

Before use, antifreeze is considered a hazardous material due to its toxicity. After antifreeze goes through a radiator it may become contaminated with gasoline, oils, and metals. Many of these contaminants, particularly metals and benzene (from gasoline) are also toxic. Some of the metals commonly found in used antifreeze include lead, mercury, cadmium, chromium, copper, and zinc. However, most antifreeze does not contain these contaminants at levels which will exceed federal or state hazardous waste standards.

Information regarding health effects of ethylene glycol following inhalation exposure is limited. Throat and upper respiratory tract irritation was observed after 1.5 minutes of inhalation exposure of volunteers exposed to a concentration of 55 parts per million (ppm) of ethylene glycol. Doses above 79 ppm were very irritating and were not tolerated for more than 1 minute. Because of the low vapor pressure of ethylene glycol, however, the potential inhalation hazard in the vicinity of a hazardous waste facility is considered to be low.

Dermal exposure through activities such as changing antifreeze is the most likely route of human exposure to ethylene glycol, but dermal exposure is not likely to lead to toxic effects. Only oral exposure, through accidental or incidental ingestion, is likely to lead to such effects, and then only if a sufficient amount is swallowed at one time.

Eating or drinking large amounts of ethylene-glycol can result in death while large amounts can result in nausea, convulsions, slurred speech, disorientation, heart and kidney problems.

Female animals that ate large amounts of ethylene glycol had babies with birth defects, while male animals had reduced sperm counts. However, these effects were seen at very high levels and would not be expected in people exposed to lower levels.

Ethylene glycol affects the body's chemistry by increasing the amount of acid, resulting in metabolic problems.

The United States Department of Health and Human Services (DHHS), the International Agency for Research on Cancer (IARC), and the United States Environmental Protection Agency have not classified ethylene glycol for carcinogenicity.

Oily Wastewater

Oily wastewater is water contaminated with minimal quantities (typically up to 10%) of used oil. Oily wastewater is generated in many types of industrial situations as washing garage floors, cleaning of engines, etc.

If the quantity of used oil in the oily wastewater is high enough, the health effect will be similar to that of used oil.

Oily Solid Waste

The AEI Facility is proposing to store oily solid waste such as soil and debris contaminated with oil (e.g., oily rags, cat litter used to absorb small oil spills at gas stations, etc.) in 55-gallon drums. If the quantity of used oil in the oily solid waste is high enough, the health effect will be similar to that of used oil.

**Risk of Upset**

The major risk of upset at the Facility is the risk of a spill of hazardous waste, oils, or antifreeze from a tanker truck or a hose. These spills can occur due to equipment malfunction or operator error. Design and operational measures are in place to prevent spills or to assure that releases would not affect the environment. The maximum amount that could be released would be approximately 6000 gallons if the release occurred from a truck. This is the size of the largest incoming truck with wastes. The existing storage tanks are built with bermed concrete secondary containment areas to contain spills and releases. The new tank storage facility will also have the secondary containment system. The truck loading/unloading area has adequate secondary containment capacity. Measures to minimize the potential for accidental releases include weekly inspections of the hoses and secondary containment systems, and operator training.

Facility personnel are required to supervise all waste transfer activities. The Facility must have a Contingency Plan in place that outlines the response procedures that personnel must utilize in the event of a release. Spill containment equipment is required to be kept at the Facility. All secondary containment areas must have an epoxy industrial coating to facilitate cleanup of any releases.

Private registered transporters will bring waste to the Facility in trucks. All truck transporters are required to maintain proper certification of transporting hazardous waste. The certification is issued by the California Highway Patrol. Additionally, pursuant to Department of Transportation (DOT) regulations (Code of Federal Regulations Title 49), trucks that transport hazardous wastes must pass annual inspections for integrity of the tank and of the vehicle and its operating systems. The owner of the truck must provide $1,000,000 of procedures and in contingency procedures to minimize exposures in case a release does occur. All Facility employees are required to receive training in the appropriate responses in a case of an emergency.

The Facility is required to file a Business Plan with the San Bernardino County. The Business Plan includes a Contingency Plan for releases. All employees at the Facility are required to be trained to properly respond to an upset or release. This includes 40 hours of HAZWOPR training, and training in safety rules and response plans specific to the Facility.

**Public Health and Safety**

The Facility is fenced and has warning signs clearly posted. All gates must be closed and locked, except the front gate which has guards. Workers are required to be trained in the proper use of equipment and in the identification of hazards. The pumping equipment is designed to minimize vapor release. Secondary containment in place around the trucks is required to contain any spillage. Spillage must be cleaned up as soon as possible to minimize potential for releases to the environment. Employees are provided with appropriate personal protection equipment. An emergency eye wash and safety shower is located inside the laboratory.

The project will neither result in the creation of any additional health hazard nor exposure of people to potential health hazards. To assure that wastes are handled appropriately, conditions in the permit and a DTSC approved waste analysis plan must be implemented to protect worker safety and public health and the environment. Measures in effect to minimize the potential for releases are discussed in the analysis of Risk of Upset. These measures are required to ensure that any possible release would not leave the Facility, so that people working in surrounding areas are not at risk. The primary risk associated with operations at this Facility is the exposure of people to petroleum products and antifreeze, and the contamination of soil by these substances. Measures in effect to minimize the potential for releases are:

1. Secondary containment is provided
2. Employees will be trained in the handling of hazardous waste
3. A health and safety plan and a contingency plan have been prepared for the Facility.

No health hazards are expected as long as impervious gloves, eye protection, good hygiene principles, and safe handling precautions are used. All employees will be aware of the location of the safety shower, and eye wash. Employees must be supplied with appropriate personal protection equipment. All employees will be trained on the inherent hazards associated with used oil, non-RCRA oily wastewater, and waste antifreeze and will be required to attend an initial 40-hour safety training and 8-hour annual updates.

*Analysis of Potential Impacts: Describe to what extent project activities would*:

a. Create a significant hazard to the public or the environment throughout the routine transport, use or disposal of hazardous materials.

All transporters are required to maintain proper certification of transporting hazardous waste. The certification is issued by the California Highway Patrol. Additionally, pursuant to Department of Transportation (DOT) regulations (Code of Federal Regulations Title 49), trucks that transport hazardous wastes must pass annual inspections for integrity of the tank and of the vehicle and its operating systems. The owner of the truck must provide $1,000,000 of procedures and in contingency procedures to minimize exposures in case a release does occur. Facility employees are required to receive training in the appropriate responses in a case of an emergency.

DTSC concludes that the project will not create a significant hazard to the public or the environment throughout the routine transport, use or disposal of hazardous materials. Therefore, the potential for impact is determined to be less than significant.

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.

The major foreseeable risk of upset or accident at the facility is a spill of used oil or antifreeze from a tanker truck or a hose. These spills can occur due to equipment malfunction or operator error. Design and operational measures are in place to prevent spills or to assure that releases would not affect the environment. The maximum amount that could be released would be approximately 6,000 gallons if the release occurred from a tanker truck. This is the size of the largest outgoing truck with wastes. The existing storage tanks are built with bermed concrete secondary containment areas to contain spills and releases. The truck loading/unloading areas have a capacity of 6,381 gallons (north side) and 3,276 gallons (south side). The secondary containment would prevent any releases from running offsite. Additionally, air emissions from the waste would be minimal since used oil and waste antifreeze are not very volatile (low vapor pressures) and the waste would be promptly cleaned up.

AEI Facility personnel supervise all waste transfer activities. The facility has a Contingency Plan included in the Facility's Operation Plan that outlines the response procedures that personnel must utilize in the event of a release. Spill containment equipment must be kept at the facility in a maintenance equipment building to ensure a rapid response.

Fire may also create a major risk of upset since used oil accepted at the facility can have flash points as low as 100 degrees Fahrenheit ($^{o}$F). Flash point is the lowest temperature at which a liquid can form an ignitable mixture in air near the surface of the liquid. The lower the flash point, the easier it is to ignite the material. For comparison, gasoline has a flash point of -40 $^{o}$F. Gasoline can be ignited with a small flame source such as a spark or match. Most used oil accepted at AEI have flash point of 250 to 400 $^{o}$F. Each incoming load must be tested for flash point. An incoming load is required to be rejected (i.e. not accepted) if the flash point is 100 degrees Fahrenheit or less. Used oil would have to have a flame applied directly to it to ignite. Having a low flash point in and of itself is not cause for concern. In order for a fire to start, an ignition source would be needed such as an open flame. For a fire to occur, all the following would have to occur: (1) a significant quantity of used must be spilled; (2) no personnel is at the point of spill and the spill is not cleaned up; (3) a flame source must be nearby; and (4) the flame source must be applied to the used oil spill. This scenario is not likely since facility personnel or truck driver are required to be present during loading/unloading operations. Any spill is required to be cleaned up immediately. No smoking is allowed on site and no smoking signs are clearly posted at the facility. There are no flame sources near the hazardous waste management units.

Therefore, DTSC has determined the potential for impacts in the event of upset conditions at the facility to be less than significant.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school.

No impact. There are no schools within 2000 feet of the project. The nearest school is Redwood Elementary School located 1.6 miles from the Facility. The school is a neighborhood school not located along any of the transportation routes used by trucks traveling to and from the Facility.

d. Be located on a site which 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 public or the environment.

No. This project is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5. In addition, preliminary RCR Facility Investigation soil and groundwater sampling at this Facility indicate that groundwater has not been impacted and that there is only one area where soils with total petroleum hydrocarbons (as diesel) at levels less than 1000 parts per million were encountered at a depth of approximately 40 to 50 feet below ground surface. These soils would not create a significant hazard to public health as the levels are below that which are considered hazardous to humans.

e. Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.

No. This is an existing facility and has been in operation since the late 1960's. Construction activities allowed by the Permit are limited to the construction of the new Tank Farm, new Loading and Unloading Rack Areas (Racks #4 and #5), a bermed asphalt Roll-Off Bin Storage Area and Drum Storage within the Loading and Unloading Rack Areas. These new tanks will increase storage capacity by 12%. However, this increase will not have an impact on the emergency response plan as the level of operations at the Facility will not be changing. The Facility is required to have a Contingency Plan that specifies emergency preparedness and response procedures at the Facility. California Code of Regulations, title 22, section 66264.56 specifies emergency procedures that must be followed at hazardous waste management facilities. These procedures include an emergency coordinator being designated prior to beginning facility operation. If there is an imminent or actual emergency situation, the emergency coordinator or designee shall immediately activate internal Facility alarms or communication systems and notify Facility personnel. The appropriate State or local agencies with designated response roles are then notified, if needed.

If the emergency coordinator determines there has been a release that could affect human health or the environment outside the Facility, the coordinator shall immediately notify the State Office of Emergency Services and assess the need for evacuation of local areas. As appropriate, the emergency coordinator shall immediately notify the appropriate local authorities and be available to help local officials determine areas to be evacuated.

The Facility is required to submit copy of its Contingency Plan to local Emergency Response agencies and nearby hospitals.

Therefore, the project will not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. The potential for impacts is determined to be less than significant.

*Specific References*:


- Advanced Environmental, Inc. (AEI), Hazardous Waste Storage and Transfer Facility, Operation Plan, Standardized Permit Application, Sections I-III, Volume 1 of 2, Jan 14, 2005
- AEI, Hazardous Waste Storage and Transfer Facility, Operation Plan, Standardized Permit Application, Sections IV-XII, Volume 2 of 2, Jan 14, 2005
- AEI, Fontana, Environmental Information, May 3, 2002
- Revised Work Plan for RCRA Facility Investigation (RFI)AEI, Fontana, October 2001 (Kendall/Adams Group, Inc. San Clemente, California)
- Report of Findings, RFI, Phase IA, Regional Subsurface Data and revised Phase IB Work Plan, AEI, Fontana, February 2002 (Kendall/Adams Group, Inc. San Clemente, California)
- Report of Findings, RFI, Phase IB, Delineation of Lithology and Assessment of Area of Concern AOC-3, AEI, Fontana, May 2002 (Kendall/Adams Group, Inc. San Clemente, California)
- Amendment No. 1, Soil Vapor Survey Work Plan, RFI, Phase II Exploration, AEI, Fontana, May 2002 (Kendall/Adams Group, Inc. San Clemente, California)
- Report of Findings, RFI, Phase II, Soil Vapor Survey, AEI, Fontana, September 2002 (Kendall/Adams Group, Inc. San Clemente, California)
- Report of Findings, RFI, Phase III Exploration, West and Southwest Tank Farms and Area of Concern AOC-1, AEI, Fontana, July 2003 (Kendall/Adams Group, Inc. San Clemente, California)
- Work Plan, RFI, Phase IV-A Exploration, AEI, Fontana, September 2003 (Kendall/Adams Group, Inc. San Clemente, California)

- Public Health Statement for Used Mineral-based Crankcase Oil, September 1997, Agency for Toxic Substances and Disease Registry (ATSDR) website, http://www.atsdr.cdc.gov/toxprofiles/phs102.html
- Toxicological Profile for Ethylene Glycol and Propylene Glycol, September 1997, ATSDR website, http://www.atsdr.cdc.gov/toxprofiles/tp96.html
- ToxFAQs for Ethyelene Glycol and Propylene Glycol, September 1997, ATSDR website, http://www.atsdr.cdc.gov/tfacts96.html
- City of Fontana, Safety Element, Chapter 11, City of Fontana General Plan, Figure 11-6 Distribution of Hazardous Material Sites By Census Tract

*Findings of Significance:*

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigated
☒ Less Than Significant Impact
☐ No Impact

## 8. Hydrology and Water Quality

*Project activities likely to create an impact*: None

*Description of Environmental Setting*:

There are no naturally occurring permanent surface water features within the City of Fontana.

Occurrence of Groundwater:

The site is located within the Chino groundwater basin, which occupies an area of approximately 300 square miles across the western portion of the Upper Santa Ana River Basin. Based on information available from the Chino Basin Watermaster groundwater elevations in the vicinity of the subject property are on the order of 740 feet, mean sea level. With ground surface elevations across the facility ranging from 1135 to 1140 feet, the corresponding depth to groundwater beneath the study area is on the order of 400 feet below ground surface.

The general groundwater flow direction is to the south-southwest at a nominal gradient of 16 feet per mile. Reportedly, groundwater investigations conducted by J.M. Montgomery, Consulting Engineers at the Kaiser Steel Plant directly south of the facility have determined that groundwater is unconfined, with no indications of local perched water in the area. Site specific and regional subsurface soils stratigraphy information was collected during RCRA facility investigations at this AEI site. The findings of the subsurface conditions are included in the "Report of Findings, RCRA Facility Investigation, Regional Subsurface Data, February 2002", prepared by the Kendall/Adams Group.

Site Hydrogeology:

The site is situated three miles south from the base of the San Gabriel Mountains, on an alluvial apron created by coalescing drainages of Etiwanda Creek and Day Creek. Historically, natural drainage patterns across alluvial apron trended from north to south, discharging heavy runoff form the nearby mountains into the north central portion of what is known as the Upper Santa Ana River Basin. However, the current hydrogeologic setting is controlled by engineered improvements that evolved with development of the Fontana area.

Proximate to the subject facility, surface drainage is generally west-trending, flowing towards the Etiwanda San Sevaine Flood Control Channel located approximately 1500 feet west of the site. The principle features that control drainage outside the facility are Whittram Avenue and consequently do not influence drainage within the facility property. In summary, the facility is designed to neither receive nor discharge uncontrolled surface water runoff.

The Facility manages used oil, waste antifreeze, and oily water in 19 tanks. Wastes are brought to the facility in tanker trucks or containers. The contents of the tanker trucks and containers are pumped into the storage tanks. During the transfer of wastes from the tanker trucks and containers to the storage tanks, tank capacity and pumping activities are monitored to prevent overfill. The pumping procedure is performed under the supervision of a trained operator. Overfill of the tanks is prevented by first ensuring the tank has adequate capacity to accommodate the content of the truck before beginning the transfer and by visual observation during the transfer. During normal operating conditions, no hazardous

waste is discharged from the facility. In the unlikely event that a spill should occur, any spilled material will be captured by the secondary containment system surrounding the storage tanks. This will minimize any potential for violating water quality standards.

Analysis of Potential Impacts. Describe to what extent project activities would:

a. Violate any water quality standards or waste discharge requirements.

None. During normal operating conditions, no hazardous waste is discharged from the facility. Oily water and wastewater are shipped offsite in trucks to appropriate treatment or disposal facilities. In the unlikely event that spill should occur, any spilled material will be captured by the secondary containment system surrounding the storage tanks. Since the project does not discharge any hazardous waste and any spills are captured in the secondary containment system, the project will not violate any water quality standards or waste discharge requirements.

b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficient in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).

None. The project does not involve pumping of groundwater.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site.

None. The project will involve construction of a tank farm, drum storage areas, and roll-off bin storage area. The onsite existing drainage pattern will be slightly altered but only in a localized area of the site. Overall drainage pattern of the site will remain unchanged. This project does not include any expansion of the current facility beyond its current boundaries and, therefore, will not have an impact on existing drainage patterns in the area of the facility site.

d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site.

None. The project will involve construction of a tank farm, drum storage areas, and roll-off bin storage area. The onsite existing drainage pattern will be slightly altered but only in a localized area of the site. Overall drainage pattern of the site will remain unchanged. This project does not include any expansion of the current facility beyond its current boundaries and, therefore, will not have an impact on existing drainage patterns in the area of the facility site.

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

None. The project involves the permit determination for an existing used oil transfer and storage facility. The project will authorize construction of a tank farm, drum storage areas, and roll-off bin storage area. The onsite existing drainage pattern will be slightly altered but only in a localized area of the site. Overall drainage pattern and runoff from the site will remain unchanged. The entire site is paved with asphalt and runoff is collected in an onsite sump. Therefore, this project will not create or contribute runoff water that will exceed the capacity of existing or planned storm water discharge systems or provide substantial sources of polluted runoff.

f. Otherwise substantially degrade water quality.

None. During normal operating conditions, no hazardous waste is discharged from the facility. Oily water and wastewater are shipped offsite in trucks to appropriate treatment or disposal facilities. In the unlikely event that a spill should occur, any spilled material is required to be captured by the secondary containment system surrounding the storage tanks. Because the project does not allow discharge of any hazardous waste and requires any spills to be captured in the secondary containment system, the project will not degrade water quality.

Findings from the RCRA Facility Investigations have indicated that ground water has not been impacted at this facility.

g. Place within a 100-flood hazard area structures which would impede or redirect flood flows.

None. The facility is not in a 100-year flood zone.

h. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.

None. The general area and facility are not subject to inundation associated with dam failure.

i. Inundation by sieche, tsunami or mudflow.

None. Due to the distance of the City of Fontana from the Pacific Ocean, the City of Fontana has not been vulnerable to storm surge inundation. Therefore, the potential for tsunamis within the City is negligible. Additionally, the absence of any large bodies of water within Fontana, preclude the possibility of damage from sieche effects.

The topography of the facility site and surrounding area is flat. Areas surrounding the facility are developed for industrial use. Since the area is flat and developed, the potential for inundation by mudflow is negligible.

*Specific References*:

- Advanced Environmental, Inc. (AEI), Hazardous Waste Storage and Transfer Facility, Operation Plan, Standardized Permit Application, Sections I-III, Volume 1 of 2, Jan 14, 2005
- AEI, Hazardous Waste Storage and Transfer Facility, Operation Plan, Standardized Permit Application, Sections IV-XII, Volume 2 of 2, Jan 14, 2005
- AEI, Fontana, Environmental Information, May 3, 2002

*Findings of Significance:*

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigated
☐ Less Than Significant Impact
☒ No Impact

## 9. Land Use and Planning

*Project activities likely to create an impact*:

- None

*Description of Environmental Setting*:

Fontana has 20 approved specific plans governing land use development in designated areas throughout the City. The majority of these Plans are built out or building out now. The City has also approved five community plans. Community plans were used in the past to guide single family detached development in Residential-Planned Community designated areas in Fontana, for projects less than 160 acres in size.

Zoning Code. Zoning is a primary mechanism for implementing the general plan providing development standards, allowable uses, and other regulations that directly implement the general plan.

Subdivision Ordinance. Fontana's Subdivision Ordinance ensures that all subdivisions within the City are designed with the infrastructure necessary to support the proposed development, including road access, drainage, parks, school sites, utilities and related easements, and lot size and configuration.

Land Use Designations. Each of the land use designations is mapped on the City's General Plan land Use map. These include residential, commercial, industrial, public, open space, overlay designations.

The facility is located in a mixed-use area. The property is zoned as regional industrial. The regional industrial class is the heaviest zoning district available in the County. The County is in the process of redeveloping the immediate area, including both sides of Whittram Avenue. The redevelopment plan calls for the removal of non-conforming uses, such as residential, and the conversion of the area to 100% manufacturing uses.

Whittram Avenue borders the facility to the north, Fat Fendered Hot Rod Shop and L.J. Johnson, Trailer, and Tire maintenance shop border Whittram to the north. The Santa Fe and Metrolink railroad tracks border the facility to the south. The California Speedway car racing facility and Kaiser Steel occupy 300 acres south of the railroad tracks. The San Sevaine dry wash crosses under the railroad tracks due south of the facility. The San Sevaine dry wash borders the facility to the east. Hickman, Williams & Company, a distributor carbon black, is located east of the wash. A single resident dwelling (which has been purchased for conversion to permanent, non-residential use), a junk/scrap yard, and Vista metals, an aluminum recycler, lie due west in that order. There are no schools, prisons or other mobile populations located within the 2000-foot radius of the facility.

The existing and proposed facility operations do not require a conditional use permit since the facility is consistent with the current land use.

Analysis of Potential Impacts. Describe to what extent project activities would:

a. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

   None. As an existing facility, it is consistent with existing land use. The construction of the New Tank Farm, Loading/Unloading areas, and roll-off bin berms do not require a modified land use permit.

b. Conflict with any applicable habitat conservation plan or natural community conservation plan.

   None. There is no habitat conservation or natural community conservation plan within which the project site lies.

*Specific References*:

- Advanced Environmental, Inc. (AEI), Hazardous Waste Storage and Transfer Facility, Operation Plan, Standardized Permit Application, Sections I-III, Volume 1 of 2, Jan 14, 2005
- AEI, Hazardous Waste Storage and Transfer Facility, Operation Plan, Standardized Permit Application, Sections IV-XII, Volume 2 of 2, Jan 14, 2005
- AEI, Fontana, Environmental Information, May 3, 2002
- City of Fontana, Land Use Element, Chapter 3, City of Fontana General Plan; Figure 3-1 Redevelopment Project Areas, Figure 3-3 Community Structure, Figure 3-4 General Plan Land Use

*Findings of Significance:*

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigated
☐ Less Than Significant Impact
☒ No Impact

## 10. Mineral Resources

*Project activities likely to create an impact*:

- None

*Description of Environmental Setting*:

Mineral resources include any form of natural rock materials that have commercial value. In the planning area, the most significant mineral resource consists of sand and gravel deposits in the alluvial fan that extends southward from the base of the San Gabriel Foothills. There are no active sand and gravel mining operations in the city limits and there is no active operation in the sphere of influence, south of the Fontana Speedway in an industrial area. There are no pending proposals to establish any new surface mining operations within the planning area.

There are no known significant mineral resources under the or near the project site. AEI cannot identify any activities that might impact mineral resources.

All facility activities are conducted aboveground with the exception of the construction of tanks farm and roll-off bins storage area. This construction will be limited to disturbance of no more than 8 inches of the asphalt and soil. Therefore, the project will not result in any loss of availability of known mineral resources or locally-important mineral resource recovery site and no further analysis if necessary.

Analysis of Potential Impacts. Describe to what extent project activities would:

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.

   None.

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.

   None.

*Specific References*:

- Advanced Environmental, Inc. (AEI), Hazardous Waste Storage and Transfer Facility, Operation Plan, Standardized Permit Application, Sections I-III, Volume 1 of 2, Jan 14, 2005
- AEI, Hazardous Waste Storage and Transfer Facility, Operation Plan, Standardized Permit Application, Sections IV-XII, Volume 2 of 2, Jan 14, 2005
- AEI, Fontana, Environmental Information, May 3, 2002

*Findings of Significance:*

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigated
☐ Less Than Significant Impact
☒ No Impact

## 11. Noise

*Project activities likely to create an impact*:

- Vehicles entering and leaving the facility
- Pumps transferring wastes from tanker trucks and containers to storage tanks
- Pumps transferring waste from storage tanks to larger tank trucks
- Construction of the roll-off bin storage area, new tank farm and relocation of oil storage tanks
- Closure of regulated units.

*Description of Environmental Setting*:

Noise within the City of Fontana is generated by numerous sources, the foremost of which is vehicle travel on public roadways. Aircraft operations associated with the operation of Ontario International Airport and the Rialto Airport also add

to the ambient noise as do railroad operations conducted along both the Metrolink and Union Pacific Railroad lines. The City also includes stationary noise sources including factories, the California Speedway, and various school sites.

MOBILE-SOURCE NOISE:

TRAFFIC NOISE: The most prevalent source of noise within the City of Fontana is from the operation of on-road motor vehicles that operate on City streets and the local freeways.

AIRCRAFT NOISE: The City of Fontana is located in the flight path of Ontario International Airport (ONT) located to the west of the City of Fontana. The flight path follows Santa Ana Avenue. The Airport's 65 dBA CNEL follows Santa Ana Avenue and lies within the City of Fontana just east of Etiwanda Avenue. The area within this 65 dBA is zoned for general industrial and the land use is compatible with airport operations. Noise contours prepared for the year 1990 show the entirety of the 65-dBA CNEL contour to lie within the City of Rialto. The 60-dBA CNEL protrudes into the City of Fontana just west of Encinitas Court between Baseline Avenue and Whately Avenue.

RAILROAD NOISE: Another prevalent source of noise in the City is from railroad operations. Both the Metrolink and Union Pacific have rail lines run through the City. Currently, daily trains produce noise that may disrupt activities in proximity to railroad tracks. For example, trains are required to sound their horns at all at-grade crossings and the sound of train horns is a common occurrence within the City. Additionally, trains may also be required to slow their speed through residential areas. These types of noise disturbances can interfere with activities conducted on noise-sensitive land uses.

STATIONARY SOURCE NOISE:

At the present time, the City has well demarked general industrial areas. These areas are buffered form residential uses through land use zoning that places either light industrial or commercial uses between the major manufacturers involved in heavy industrial uses and local residents. Thus, noise intrusion on conforming land uses is not a problem at this time.

CALIFORNIA SPEEDWAY: One major attraction in the City is the California Speedway located in the industrial area north of San Bernardino and west of Cherry Avenue. The County operating permit requires that the racetrack adhere to County-mandated noise levels for an industrial area. The track is not allowed to exceed a noise level of 70 decibels during any operation.

SCHOOLS: While considered as a sensitive land use, schools can be source of nuisance on neighboring residential uses. The City's noise ordinance does prohibit the creation of any excessive noise adjacent to any school while the premises are in use.

NOISE SENSITIVE LAND USES

A series of land uses have been deemed sensitive by the State of California. These land uses require a serene environment as part of the overall facility or residential experience. These uses include schools, hospitals, rest homes, long term care facilities, mental care facilities, residential uses, places of worship, libraries, and passive recreation areas.

NOISE COMPATIBILITY

The Noise Element of the City's General Plan is closely related to the Land Use Element because of the effects that noise has on sensitive land uses.

VIBRATION:

Another community annoyance related to noise is vibration. As with noise, vibration can be described by both its amplitude and frequency. Vibration can be felt outdoors, but the perceived intensity of vibration impacts are much greater indoors, due to the shaking of the structure. Some of the most common sources of vibration come from trains and/or transit vehicles, construction equipment, airplanes, and large vehicles.

The area around the project site is general industrial. The regional industrial class is the heaviest zoning district available in the county. There are no sensitive noise receptors near the project site. The primary source of noise is traffic on Whittram Avenue, a truck route.

The facility will normally operate from 8 A.M. to 6 P.M., on weekdays. Noise generated by trucks, pumps, and related activities at the site are considered minimal and not excessive for the area, which is zoned industrial. The ambient noise level around the facility is light street traffic noise. The only noise producing units at the Facility are the pumps and vehicles.

The current sources of noise would be from trucks entering the facility and from pumps operated at the loading/unloading areas. These areas are generally located within the southwest corner of the facility near the property line that faces the railroad tracks and open area. With the construction of the new Tank Farm and Loading/Unloading Rack areas, temporary noise would be generated from the middle of the property during construction. Ongoing operational noise (trucks and pumping machines) will continue to be generated from a more centrally located area of the facility. There are 10 foot high 8 inch thick cinder block walls at the north and west property lines. The cinder block walls not only serve to obstruct the view of the facility from the outside, but also serve as sound-walls to attenuate noise levels to any offsite receptors. The onsite office buildings also serve to attenuate noise to offsite receptors.

Analysis of Potential Impacts: Describe to what extent project activities would:

a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

   No. Within the AEI facility, the primary sources of noise are the vehicle traffic and pumps transferring waste to and from the storage tanks. Sound levels from pumps are estimated to be 70 to 80 Dba. However, due to attenuation due to distance to the offsite receptors, the 10-foot cinder block, and buildings between the source and offsite receptors, the noise level to offsite receptors is expected to be near ambient levels. Additionally, the pumps only operate when necessary to transfer waste. Therefore, any noise from pumps, if any, will be limited in duration.

   The project will also allow AEI to construct a new Tank Farm, Loading and Unloading Rack Areas and an asphalt bermed Roll-Off Bin Storage Area on the site. Source of noise from construction will be limited to jack hammering, pouring of concrete, and vehicle traffic associated with the construction. Impacts from the construction will be limited to the estimated 2 to 3 days needed to complete construction.

   Therefore, the project will not expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordnance.

b. Exposure of persons to or generation of excessive groundbourne vibration or groundbourne noise levels.

   No. The only groundbourne vibration or noise would be during the construction of the new Tank Farm, Truck Loading and Unloading Rack Areas, Roll-Off Bin Storage Area berm construction, and relocation of tanks. Jack hammering would be limited to the first day of construction in the new Tank Farm and Truck Loading and Unloading Rack Areas. Construction workers would be required to wear hearing protection during the construction. Distance to offsite receptors, the 10-foot high cinder block wall, and buildings would attenuate noise to ambient level at the receptor's locations.

c. Cause a substantial permanent increase in ambient noise levels in the vicinity above levels existing without the project.

   No. This Facility has been operating at this location since the 1980's and noise from the Facility may be considered to be ambient. Noise sources from the Facility would be limited to vehicle traffic and the pumps used to transfer waste. The Facility will normally operate weekdays from 8:00 A.M. to 6:00 P.M. Noise associated with vehicle traffic is generally limited to 8:00 a.m. to 9:30 a.m. and 2:00 p.m. to 6:00 p.m. time periods when trucks are leaving the Facility to pick up wastes and returning to the Facility. Noise levels from these trucks would not be any higher than noise from trucks along Whittram Avenue. With the approval of the permit, AEI does not expect to have an substantial increase in the number of truck deliveries to the Facility. Operations (truck and automobile traffic to and from the site and pumping activities) will remain the same in spite of a 12% increase in storage capacity at the site. Therefore, ambient levels at the site will remain the same.

d. Cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

   No. See answers to 11.b and 11.c above.

*Specific References*:

- Advanced Environmental, Inc. (AEI), Hazardous Waste Storage and Transfer Facility, Operation Plan, Standardized Permit Application, Sections I-III, Volume 1 of 2, Jan 14, 2005
- AEI, Hazardous Waste Storage and Transfer Facility, Operation Plan, Standardized Permit Application, Sections IV-XII, Volume 2 of 2, Jan 14, 2005
- AEI, Fontana, Environmental Information, May 3, 2002
- City of Fontana, Noise Element, Chapter 12, City of Fontana General Plan; Figure 12-1, Land Use Compatibility for Community Noise Exposure; Figure 12-2, Common Noise Sources and Noise Levels; Figure 12-3, Future Noise Contours; Figure 12-4, Noise Monitoring Locations; Figure 12-5, Airport Noise Contours

*Findings of Significance:*

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigated
☐ Less Than Significant Impact
☒ No Impact

## 12. Population and Housing

*Project activities likely to create an impact*:

- None

*Description of Environmental Setting*:

Fontana is a rapidly growing, dynamic community, and an increasingly powerful development center in the Inland Empire. The City experienced a 35% increase in population within its incorporated boundaries in the period between 1990 and 2001, growing from 87,535 persons to 135,100 persons. This is significant as cities west of Interstate 15 experienced a lower 29.8% gain during the same period. The City experienced another 8% gain, increasing to a population of 145,770, in 2003. Fontana's employment increased from 24,593 jobs in 1991, to 41,377 jobs in 2000. The City's yearly job growth in 1999 and 2000 far exceeded the job growth rate of the Inland Empire as a whole. At build-out the City's land use plan has the capacity to generate a 1.6 job-to-housing unit ratio.

Fontana is a young, rapidly-growing and ethnically diverse community. Its largest ethnic group is Hispanic/Latino (58% of population). The City's population as a whole is younger – with its 2000 Census median age of 26.2 – than even San Bernardino County, the youngest county in southern California. Its households are fairly large – 3.85 people per household – compared to the regional figure of 3.12. Its median income per family - $45,782 according to the 2000 US Census – is higher than the county's figure of $42,066.

The project consists of making a permit determination to allow an existing facility to continue used oil storage and transfer operations. No construction will occur offsite. No housing or people would be displaced. AEI employs approximately 25 persons for operation of the facility. Approval of this project is expected to neither increase nor decrease the size of the workforce and, therefore, no further analysis is needed.

Analysis of Potential Impacts: Describe to what extent project activities would:

a. Induce substantial population growth in area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).

   No impact.

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

   No impact.

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

No impact.

*Specific References:*

- Advanced Environmental, Inc. (AEI), Hazardous Waste Storage and Transfer Facility, Operation Plan, Standardized Permit Application, Sections I-III, Volume 1 of 2, Jan 14, 2005
- AEI, Hazardous Waste Storage and Transfer Facility, Operation Plan, Standardized Permit Application, Sections IV-XII, Volume 2 of 2, Jan 14, 2005
- AEI, Fontana, Environmental Information, May 3, 2002
- City of Fontana, Land Use Element, Chapter 3, City of Fontana General Plan

*Findings of Significance:*

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigated
☐ Less Than Significant Impact
☒ No Impact

## 13. Public Services

*Project activities likely to create an impact*:

- None

*Description of Environmental Setting*:

FIRE PROTECTION: The City is served by the Central Valley Fire Protection District (CVFPD) that is part of the San Bernardino County Fire Department. The fire district operates seven stations within or adjacent to the City and, in addition to responses to fires, conducts paramedic and rescue services, hazardous materials handling, structure inspection and education programs.

LAW ENFORCEMENT: The Fontana Police Department provides law enforcement services within the corporate boundaries of the city. Unincorporated areas are served by the San Bernardino County's Sheriff's Office. These agencies operate independently within their respective service areas, although cooperation between them is required between them is required under the State Mutual Aid Pact and has been effectively undertaken.

SCHOOLS: The planning area is serviced by five school districts: Fontana Unified, Rialto Unified, Colton Joint Unified, and Etiwanda School Districts, as well the Chaffey Joint Union High School District. Fontana Unified School District covers the largest portion of the city of Fontana and its sphere area to the west. It contains 35 schools, serving a pre-school through adult education population, with 26 elementary schools, seven middle schools, three high schools and three alternate programs.

LIBRARY SERVICES: Library service in the City is provided by the San Bernardino County Library system. The original Fontana Branch Library, located east of City Hall, is a 13,000 square foot building constructed in 1963. The County also maintains 5,500 square feet of part time library service at Kaiser High School via a joint use agreement with Fontana Unified School District. The facility is available to the public after school, evenings and Saturdays.

HEALTH SERVICES: There are five major health care facilities within 12 miles of the City planning area that provide full health care and emergency coverage on a 24-hour basis. The only hospital facility within the City is the Kaiser Foundation Hospital that contains 465 licensed beds.

The existing Facility is located in a general industrial area. The project consists of making a permit determination to allow an existing facility to continue used oil storage and transfer operations. The nearest fire station is the Central Valley Fire Department which is 3.5 miles. The nearest police station is the Fontana Police Department which is 4.9 miles away. Based on the review and analysis of this information, the DTSC has determined that this project will have no potential impacts to Public Services and, therefore, no further analysis is necessary.

Analysis of Potential Impacts. Describe to what extent project activities would:

a. Result in substantial adverse physical impacts associated with the provision of new or physically altered government 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 following public services:

- Fire protection

  No impact.

- Police protection

  No impact.

- Schools

  No impact.

- Parks

  No impact.

- Other public facilities

  No impact.

*Specific References*:

- Advanced Environmental, Inc. (AEI), Hazardous Waste Storage and Transfer Facility, Operation Plan, Standardized Permit Application, Sections I-III, Volume 1 of 2, Jan 14, 2005
- AEI, Hazardous Waste Storage and Transfer Facility, Operation Plan, Standardized Permit Application, Sections IV-XII, Volume 2 of 2, Jan 14, 2005
- AEI, Fontana, Environmental Information, May 3, 2002
- City of Fontana, Public Facilities, Services & Infrastructure, Chapter 8, City of Fontana General Plan; Figure 8-1, School District Boundaries and Facilities; Figure 8-2, Public Facilities and City Facilities; Figure 8-3, City's Water System; Figure 8-4, City's Sewer System; Figure 8-5, City's Flood Control System

*Findings of Significance:*

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigated
☐ Less Than Significant Impact
☒ No Impact

## 14. Recreation

*Project activities likely to create an impact*:

- None

*Description of Environmental Setting*:

The City of Fontana's existing and planned parks are identified in City's General Plan. These facilities have a mixture of passive and active recreational uses. Also, the City has one regional park – the Martin Tudor-Jurupa Hills Regional Park – which contains over 700 acres of natural open space. The Fontana Skate Park was opened in 2002. In 1998, as part of its Park and Recreation Master Plan, the City commissioned an analysis and future demand for various types of park

facilities. The study uncovered a number of deficiencies and projects future need, enabling the City to adequately plan for future facilities. A complication in park planning for Fontana is the fact that major portions of areas identified as "under-served" in the Master Plan are actually in unincorporated County land. The spillover demand from these areas creates extra pressure on existing parks within Fontana.

The project consists of making a permit determination to allow an existing facility to continue used oil storage and transfer operations. No additional increases in operations will occur and no increase in workforce will result from the approval of the permit. The Facility is located in a general industrial (heavy industrial) area. There are no residential areas of significant population existing in the area surrounding the Facility. Therefore, it is determined that no impacts to parks and recreational facilities would occur as a result of the approval of this project and, therefore, no further analysis is necessary.

Analysis of Potential Impacts. Describe to what extent project activities would:

a. 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.

b. Include recreational facilities or require construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

No impact.

*Specific References*:

- Advanced Environmental, Inc. (AEI), Hazardous Waste Storage and Transfer Facility, Operation Plan, Standardized Permit Application, Sections I-III, Volume 1 of 2, Jan 14, 2005
- AEI, Hazardous Waste Storage and Transfer Facility, Operation Plan, Standardized Permit Application, Sections IV-XII, Volume 2 of 2, Jan 14, 2005
- AEI, Fontana, Environmental Information, May 3, 2002
- City of Fontana, Parks, Recreation & Trails Element, Chapter 10, City of Fontana General Plan; Figure 10-2 Existing and Future Parks; Figure 10-3 Underserved Areas and Park Deficiencies

*Findings of Significance:*

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigated
☐ Less Than Significant Impact
☒ No Impact

## 15. Transportation and Traffic

*Project activities likely to create an impact*:

- Vehicle traffic carrying wastes and workers to and from the facility
- Temporary construction vehicle traffic to and from the facility

*Description of Environmental Setting*:

BUS SERVICE: Public transportation in the Fontana area is provided by Omnitrans, the regional public transit operator for San Bernardino County. Omnitrans functions as a joint powers agency supported by the county of San Bernardino and all cities in the east and west San Bernardino valley. The city of Fontana is represented on the Omnitrans Board. Omnitrans service in Fontana is primarily oriented in the east-west direction, connecting the city to the adjacent communities of Rialto, San Bernardino and Colton to the east and Rancho Cucamonga, Ontario, Montclair, and Pomona to the west. A north-west connection across the I-10 Freeway is provided on Sierra Avenue.

COMMUTER RAIL: Commuter rail service is provided by the Southern California Regional Rail Authority (SCRRA) which operates the Metrolink train service.

TERMINALS-INTERCITY TRANSPORTATION

BUSES: There are two existing bus transit terminals in the city of Fontana; the Fontana Metrolink station and the South Fontana Transfer Center. Both serve as locations where numerous Omnitrans routes intersect with timed transfer opportunities (i.e., schedules of the routes are coordinated to facilitate transfers with limited waiting).

PARK-AND-RIDE: A future park-and-ride facility is proposed near the interchange of the I-15 and 215 Freeways.

RAIL: There is a rail terminal in the city of Fontana served by the Southern California Regional Rail Authority (SCRRA) which operates the Metrolink commuter rail system. The nearest public rail access for longer-distance passenger train service is at the Amtrak station located in San Bernardino.

TRUCKS:

The many industrial facilities within Fontana and neighboring communities create significant truck travel. The location of these industrial facilities results in a high volume of trucks intermixing with local residential traffic. These truck trips originate from the I-10, I-15, SR-210 and SR-260 freeways, as well as the neighboring communities via the arterials. Many of the arterials are not appropriately designed to accommodate the volume and size of trucks currently using these facilities. Heavy truck volumes at the freeway interchanges along the I-10 freeway contribute to the congestion at those locations. The new and redesigned freeway interchanges are being designed to better accommodate the heavy truck volumes. To optimize the circulation pattern and protect the residential areas within Fontana, certain arterials have been designated as truck routes.

Primary access roads in the vicinity of the Facility are east-west Whittram Avenue and the north-south Etiwanda Avenue. Interstates 10 and 15 provide the primary freeway access to the facility which is 3 miles northeast of their intersection.

This project would allow the Facility to continue to generate the following estimated traffic in and around the facility:

(1) 26 employee vehicle round trips to and from the site;
(2) About 50 tanker trucks with incoming waste shipments per day based on an estimated average of 2,000 gallons per truck;
(3) About 20 tanker trucks with outbound waste shipments per day based on an estimated average of 6,000 gallons per truck; and
(4) Approximately two miscellaneous deliveries by US Mail and UPS per day.

In addition, there would be no more than ten additional vehicles during the construction phase, which will last no more than six months. Additional miscellaneous visitor traffic to the Facility will be minimal.

All truck transporters making deliveries to the Facility are required to maintain proper certification for transporting hazardous waste, as required by the Health and Safety Code and California Highway Patrol.

*Analysis of Potential Impacts: Describe to what extent project activities would*:

a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections).

No impact. See explanation under section 3 (Air Quality) wherein a description of the current vehicular traffic and additional vehicular traffic during the six-month construction phase is provided.

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

No impact. The additional 12 to 20 automobiles, trucks and heavy equipment that would visit the site during various times of the construction phase are similar to any small construction project.

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

No impact. The project does not involve making any alteration to areas along the property boundaries nor any streets or roadways near the facility.

d. Result in inadequate emergency access.

No impact. The construction of the new Tank Farm, Loading/Unloading Areas, and Roll-Off Bin Storage Area berms would not restrict emergency vehicle access since the same in-facility traffic areas would be maintained. There are currently vacant areas of the site available for the new Tank Farm construction, thus allowing for adequate room for vehicle circulation.

e. Result in inadequate parking capacity.

No impact. The project is an existing facility with adequate parking for employees and visitors located in the front of the facility. All tank trucks visiting the facility park within the facility. No AEI trucks are parked on the street. This project does not involve an increase in the numbers of vehicles operating at the AEI facility as the project does not authorize an expansion of operations. Therefore, no potential impacts are expected from the project which would result in inadequate parking capacity.

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

No impact. The City of Fontana General Plan identifies truck routes for the city. The current and future levels of truck traffic, including the six-month period during which construction of the new facility will occur, will not impact public transportation nor conflict with alternative transportation options such as local bus service. AEI is an existing facility that has been in operation since 1980s. All vehicles entering and leaving the facility are privately owned. No significant expansion of the facility is planned. Therefore, the project will not conflict with adopted policies, plans, or programs supporting alternative transportation.

*Specific References*:

- Advanced Environmental, Inc. (AEI), Hazardous Waste Storage and Transfer Facility, Operation Plan, Standardized Permit Application, Sections I-III, Volume 1 of 2, Jan 14, 2005
- AEI, Hazardous Waste Storage and Transfer Facility, Operation Plan, Standardized Permit Application, Sections IV-XII, Volume 2 of 2, Jan 14, 2005
- AEI, Fontana, Environmental Information, May 3, 2002
- City of Fontana, Circulation Element, Chapter 4, City of Fontana General Plan; Figure 4-2, Designated Truck Routes

*Findings of Significance:*

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigated
☒ Less Than Significant Impact
☐ No Impact

## 16. Utilities and Service Systems

*Project activities likely to create an impact*:

- None

*Description of Environmental Setting*:

WATER RESOURCES: Water is provided to the City primarily by three agencies: The Fontana Water Company (FWC), Cucamonga County Water District (CCWD) and the West San Bernardino County Water District (WSBCWD).

WASTEWATER: The City maintains more than 250 miles of 6'-42" sewer lines and six sewage pump stations, as well as provides industrial wastewater permitting and enforcement pursuant to the Clean Water Act of 1972. Regional domestic wastewater services are provided under the Regional Sewer Service Contract in which several agencies currently contract with the Inland Empire Utilities Agency (IEUA). These agencies include Fontana, Cucamonga County Water District, Montclair, Upland, Chino, Chino Hills and Ontario.

SOLID WASTE: Solid waste disposal services for Fontana are provided by Burrtec Waste Industries, a private company under franchise with the City of Fontana. Burrtec also operates the City's curbside recycling (including green waste recycling) program. Currently, the Mid-Valley landfill located adjacent to the City of Fontana, in Rialto, is the primarily solid waste depository for the area.

FLOOD CONTROL: Both the City and the San Bernardino County Flood Control District provide flood control facilities for Fontana. The Flood Control District agency is responsible for the construction of dams, containment basins, channels and storm drains to intercept and convey flood flows through and away form developed area. The City implements construction and maintenance of local storm drains that feed into the County's area wide system.

GAS SERVICE: Southern California Gas Company provides gas service within the City of Fontana. Its supplies and services are adequate and expandable to meet any foreseeable demands imposed by future development.

POWER: The Southern California Edison Company provides electric power for Fontana. Service is provided to newly developed areas, as part of a service contract, and generating capacity for the area is sufficient to accommodate future growth.

The project site and surrounding area are served by electricity, telephone, water, paved streets, and flood control. There is no sewer system for domestic or industrial wastewater in this area.

The project involves making a permit determination on an existing used oil transfer facility. Utility hookups already exist. No new utilities or alterations of existing facilities will be required as a result of this project. The facility does not discharge wastewater or oily water into a wastewater treatment facility. All wastewater and oily water is shipped offsite to an authorized facility. The project will not involve nor result in any significant alteration of the existing demand for energy. Electricity is used at the facility for lighting and pump operation.

*Analysis of Potential Impacts: Describe to what extent project activities would*:

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

No impact. The project does not discharge wastewaters or oily water to any wastewater treatment facility. Any rainfall collected in the secondary containment system will be managed in accordance with the Regional Water Quality Control Board requirements.

b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

No impact.

c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

No impact.

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

Yes. The water supply is currently supplied by the California Water Service Company. Water is used at the facility for restroom facilities and washing of trucks and equipment. The water supply is currently adequate for AEI's needs. There are no plans to use or request additional water supplies. No new water supplies will be required by the project.

e. Result in determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments.

No impact. The project does not discharge wastewater or oily water to any wastewater treatment facility.

f. Be served by a landfill with sufficient permitted capacity to accommodate the projects' solid waste disposal needs.

Yes. During construction and demolition phases non-hazardous waste would be disposed of at a local municipal landfill. These non-hazardous wastes would be disposed of at the Mid-Valley landfill located in Rialto. For a demolition project of this size, it would generate approximately 5-10 truck loads of non-hazardous waste for disposal at this landfill.

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

Department of Toxic Substances Control inspectors will audit AEI's manifests to ensure that hazardous wastes are shipped to a permitted disposal or treatment facility as required by law.

*Specific References*:

- Advanced Environmental, Inc. (AEI), Hazardous Waste Storage and Transfer Facility, Operation Plan, Standardized Permit Application, Sections I-III, Volume 1 of 2, Jan 14, 2005
- AEI, Hazardous Waste Storage and Transfer Facility, Operation Plan, Standardized Permit Application, Sections IV-XII, Volume 2 of 2, Jan 14, 2005
- AEI, Fontana, Environmental Information, May 3, 2002
- City of Fontana, Public Facilities, Services & Infrastructure Element, Chapter 8, City of Fontana General Plan; Figure 8-1, School District Boundaries and Facilities; Figure 8-2, Public Facilities and City Facilities; Figure 8-3, City's Water System; Figure 8-4, City's Sewer System; Figure 8-5, City's Flood Control System
- City of Fontana, Open Space & Conservation Element, Chapter 9, City of Fontana General Plan; Figure 9-2, Water Service Districts

*Findings of Significance:*

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigated
☐ Less Than Significant Impact
☒ No Impact

## 17. Mandatory Findings of Significance

The existing facility has been storing hazardous waste oil, wastewaters and waste anti-freeze in a 15 tank system. Additional construction authorized by the proposed permit will involve minor excavation for the new 19 storage tank foundations and secondary containment. Emission of dust will be minimized by sprinkling water. AEI will be required to follow its Health and Safety Plan to minimize the accidents during construction phases. Fire extinguishers will be available. The construction will be conducted during daylight hours. During construction additional traffic will be generated due to construction workers. Once the construction is complete, noise and traffic will be comparable to the background. Pumps and trucks are the only source of noise during normal operation of the facility. The proposed Permit will authorize the Facility to continue to handle used oil, oily water, and used antifreeze, and oily solids. The Facility is required to be informed about the hazardous characteristics of the hazardous waste streams that are handled at the facility. AEI must follow its Waste Analysis Plan to characterize the waste handled. This procedure should ensure that are no unacceptable hazardous characteristics are encountered. Should there be any fire, a fire suppression system is in place and there are multiple fire extinguishers will be available at the site. An arrangement has been made with local fire department to assist in handling fire emergency.

Assuming compliance with all applicable laws and regulations, DTSC has determined that this project will not have any significant cumulative effects because (1) the Facility is located in an industrial area and the activities at the site are consistent with other land uses; (2) the project consists of issuance of the Standardized Permit to authorize the storage and transfer of used oil, non-RCRA oily waste water and waste antifreeze; and (3) this project will not result in air

contamination as discussed in the impact analysis of air. All storage activities will be conducted within secondary containment areas that will be certified by a professional engineer registered in California. There will be no runoff from the secondary containment. Management practices, safe operation procedures, and inspections will help to ensure that there Are no releases and will serve to protect human health and environment. The management of used oil and antifreeze by the Facility actually reduces the potential for impacts on the environment by providing waste management capacity for generators which might otherwise improperly dispose of their use oil and antifreeze.

Analysis of Potential Impacts: Describe to what extent project activities would:

a. Have the potential to 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, 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.

   As discussed in Section 4, Biological Resources, the project is an existing facility located on a developed industrialized area zoned for heavy industrial uses and has been operating since 1980's. (See AEI Operation Plan dated Jan 14, 2005). This site is covered entirely by either asphalt or concrete. There are no threatened or endangered plants or animals within the fenced area of the facility. In fact, the Facility is completely void of any plant or animal habitat.

   Also as discussed in Section 5, Cultural Resources, the City of Fontana has identified historic resources in its General Plan. Areas of high sensitivity for prehistoric archaeological resources and historic-era buildings are identified on Figure 9-5 of the City of Fontana General Plan. The AEI Facility is not located in any of these areas. Therefore, the project would not result in any significant impacts to fish, wildlife, plant species or important examples of major periods of California history or prehistory.

b. Have impacts that are individually limited but cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual 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.

   The impacts on individual resources were examined and discussed in this Initial Study. DTSC concluded that there would be no impacts to the following resources: Aesthetics, Agricultural Resources, Biological Resources, Cultural Resources, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Populations and Housing, Public Services, Recreation, and Utilities and Services Systems. See the appropriate section above for details of the analysis.

   Impacts to the following resources were found to be less than significant: Air Quality, Geology and Soils, Hazards and Hazardous Materials, Noise, Transportation and Traffic. DTSC concludes that this project will not result in a significant cumulative impact on the environment.

c. Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly.

   Impacts associated with the potential for adverse effects on human beings were examined and discussed in this Initial Study. DTSC did not find any significant environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly based on its review and analysis of potential impacts for all resources contained in this Initial Study.

*Specific References*:


- Advanced Environmental, Inc. (AEI), Hazardous Waste Storage and Transfer Facility, Operation Plan, Standardized Permit Application, Sections I-III, Volume 1 of 2, Jan 14, 2005
- AEI, Hazardous Waste Storage and Transfer Facility, Operation Plan, Standardized Permit Application, Sections IV-XII, Volume 2 of 2, Jan 14, 2005
- AEI., Fontana, Environmental Information, May 3, 2002
- Revised Work Plan for RCRA Facility Investigation (RFI), AEI, Fontana, October 2001 (Kendall/Adams Group, Inc. San Clemente, California)
- Report of Findings, RFI, Phase IA, Regional Subsurface Data and revised Phase IB Work Plan, AEI, Fontana, February 2002 (Kendall/Adams Group, Inc. San Clemente, California)

- Report of Findings, RFI, Phase IB, Delineation of Lithology and Assessment of Area of Concern AOC-3, AEI, Fontana, May 2002 (Kendall/Adams Group, Inc. San Clemente, California)
- Amendment No. 1, Soil Vapor Survey Work Plan, RFI, Phase II Exploration, AEI, Fontana, May 2002 (Kendall/Adams Group, Inc. San Clemente, California)
- Report of Findings, RFI, Phase II, Soil Vapor Survey, AEI, Fontana, September 2002 (Kendall/Adams Group, Inc. San Clemente, California)
- Report of Findings, RFI, Phase III Exploration, West and Southwest Tank Farms and Area of Concern AOC-1, AEI, Fontana, July 2003 (Kendall/Adams Group, Inc. San Clemente, California)
- Work Plan, RFI, Phase IV-A Exploration, AEI, Fontana, September 2003 (Kendall/Adams Group, Inc. San Clemente, California)
- State of California, State Clearinghouse CEQAnet Database, http://www.ceqanet.ca.gov/
- Air Quality and Emissions, California Air Resources Board website, http://www.arb.ca.gov/html/aqe&m.htm
- City of Fontana, Fontana General Plan, Adopted October 2003

*Findings of Significance:*

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigated
☐ Less Than Significant Impact
☒ No Impact

*V. FINDING OF DE MINIMIS IMPACT TO FISH, WILDLIFE AND HABITAT* ***(Optional)***

Prepared only if a Finding of De Minimis Impact to fish, wildlife and habitat is proposed in lieu of payment of the Department of Fish and Game Notice of Determination filing fee required pursuant to section 711.4 of the Fish and Game Code.

Instructions

A finding of "no potential adverse effect" must be made to satisfy the requirements for the Finding of De Minimis Impact as required by title 14, California Code of Regulations, section 753.5. "No potential adverse effect" is a higher standard than "no significant impact" and the information requested to provide substantial evidence in support of a "no potential adverse effect" is not identical in either its standard or content to that in other parts of the Initial Study.

In the *Explanation and Supporting Evidence* section below, provide substantial evidence as to how the project will have **no potential adverse effect** on the following resources:

a) Riparian land, rivers, streams, watercourse, and wetlands under state and federal jurisdiction.

b) Native and non-native plant life and the soil required to sustain habitat for fish and wildlife.

c) Rare and unique plant life and ecological community's dependent on plant life.

d) Listed threatened and endangered plant and animals and the habitat in which they are believed to reside.

e) All species of plant or animals as listed as protected or identified for special management in the Fish and Game Code, the Public Resources Code, the Water Code, or regulation adopted there under.

f) All marine and terrestrial species subject to the jurisdiction of the Department of Fish and Game and the ecological communities in which they reside.

g) All air and water resources the degradation of which will individually or cumulatively result in a loss of biological diversity among the plants and animals residing in that air and water.

Explanation and Supporting Evidence

The project, located at 13579 Whittram Avenue in Fontana, is an existing facility on a developed industrialized area zoned for heavy industrial and has been operating at this location since 1980's. (See Operation Plan dated

Jan 14, 2005). The site is covered entirely by either asphalt or concrete. There are no riparian land, river, streams, watercourse, and wetlands on or near the site. There are no threatened or endangered plants or animals on the site. The site is completely void of any plant or animal habitat.

*Finding*

Based on the explanation and supporting evidence provided above, DTSC finds that the project will have no potential for adverse effect, either individually or cumulatively on fish and wildlife, or the habitat on which it depends, as defined by section 711.2 of the Fish and Game Code.

*VI. DETERMINATION OF APPROPRIATE ENVIRONMENTAL DOCUMENT*

On the basis of this Initial Study:

☒ I find that the proposed project COULD NOT have a significant effect on the environment. 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 DECLARATION will be prepared.

☐ I find that the proposed project MAY HAVE a significant effect on the environment. An ENVIRONMENTAL IMPACT REPORT will be prepared.

| DTSC Project Manager Signature | | Date |
|---|---|---|
| Waqar Ahmad | Hazardous Substances Engineer | ( 510 ) 5403932 |
| DTSC Project Manager Name | DTSC Project Manager Title | Phone # |

| DTSC Branch/Unit Chief Signature | | Date |
|---|---|---|
| Salvatore Ciriello | Supervising Hazardous Substances Engineer | ( 510 ) 5403972 |
| DTSC Branch/Unit Chief Name | DTSC Branch/Unit Chief Title | Phone # |

**ATTACHMENT A**

# INITIAL STUDY REFERENCE LIST

For

## Advanced Environmental Inc., Fontana


1. Advanced Environmental, Inc. (AEI), Hazardous Waste Storage and Transfer Facility, Operation Plan, Standardized Permit Application, Sections I-III, Volume 1 of 2, Jan 14, 2005

2. AEI, Hazardous Waste Storage and Transfer Facility, Operation Plan, Standardized Permit Application, Sections IV-XII, Volume 2 of 2, Jan 14, 2005

3. AEI., Fontana, Environmental Information, May 3, 2002

4. Revised Work Plan for RCRA Facility Investigation (RFI), AEI, Fontana, October 2001 (Kendall/Adams Group, Inc. San Clemente, California)

5. Report of Findings, RFI, Phase IA, Regional Subsurface Data and revised Phase IB Work Plan, AEI, Fontana, February 2002 (Kendall/Adams Group, Inc. San Clemente, California)

6. Report of Findings, RFI, Phase IB, Delineation of Lithology and Assessment of Area of Concern AOC-3, AEI, Fontana, May 2002 (Kendall/Adams Group, Inc. San Clemente, California)

7. Amendment No. 1, Soil Vapor Survey Work Plan, RFI, Phase II Exploration, AEI, Fontana, May 2002 (Kendall/Adams Group, Inc. San Clemente, California)

8. Report of Findings, RFI, Phase II, Soil Vapor Survey, AEI, Fontana, September 2002 (Kendall/Adams Group, Inc. San Clemente, California)

9. Report of Findings, RFI, Phase III Exploration, West and Southwest Tank Farms and Area of Concern AOC-1, AEI, Fontana, July 2003 (Kendall/Adams Group, Inc. San Clemente, California)

10. Work Plan, RFI, Phase IV-A Exploration, AEI, Fontana, September 2003 (Kendall/Adams Group, Inc. San Clemente, California)

11. Hazardous Waste and Substances List (Cortese List), DTSC website, http://www.dtsc.ca.gov/database/Calsites/Cortese_List.cfm

12. State of California, State Clearinghouse CEQAnet Database, http://www.ceqanet.ca.gov/

13. Air Quality and Emissions, California Air Resources Board website, http://www.arb.ca.gov/html/aqe&m.htm

14. Public Health Statement for Used Mineral-based Crankcase Oil, September 1997, Agency for Toxic Substances and Disease Registry (ATSDR) website, http://www.atsdr.cdc.gov/toxprofiles/phs102.html

15. Toxicological Profile for Ethylene Glycol and Propylene Glycol, September 1997, ATSDR website, http://www.atsdr.cdc.gov/toxprofiles/tp96.html

16. ToxFAQs for Ethyelene Glycol and Propylene Glycol, September 1997, ATSDR website, http://www.atsdr.cdc.gov/tfacts96.html

17. City of Fontana, Fontana General Plan, Adopted October 2003.

**Table 1. Description of Hazardous Waste Streams**

| Waste Stream | Common Name | Waste Codes |
|---|---|---|
| 1 | Used oil | California Waste Code 221, 612 |
| 2 | Contaminated petroleum products | D001 (non-RCRA), 331 |
| 3 | Oily waste | 222, 223, 331, 342, 343, 612 |
| 4 | Oily water | 133, 134, 135, 222, 223, 241, 331, 342, 343, 491, 612 |
| 5 | Used antifreeze | 133, 134, 135, 331, 343, 612 |
| 6 | Used Oil Filters | 223, 352 |
| 7 | Oily solids and antifreeze contaminated debris | 222, 223, 331, 352, 611 |

California Waste Codes

132 Aqueous solution with metals (restricted levels see waste code 121 for a list of metals)
133 Aqueous solution with 10% or more total organic residues
134 Aqueous solution with less than 10% total organic residues
135 Unspecified aqueous solution
141 Off-specification, aged, or surplus inorganics
171 Metal sludge (see 121)
172 Metal dust (see 121)
181 Other inorganic solid waste
221 Waste oil and mixed oil
222 Oil/water separation sludge
223 Unspecified oil-containing waste
241 Tank bottom waste
331 Off-specification, aged, or surplus organics
341 Organic liquids (non-solvents) with halogens
342 Organic liquids with metals (see 121)
343 Unspecified organic liquid mixture
352 Other organic solids
491 Unspecified sludge waste
511 Empty Containers less than 30 gallons
521 Drilling mud
611 Contaminated soil from site clean-ups
612 Household waste
D001 Non-RCRA Ignitability Characteristic

**Table 2. Summary of Secondary Containment Calculations**

| Tank Farm | 10% Volume Of all tanks | Max. Operating Volume of Largest Tank | Containment Required (1) | Containment Available | Percent Containment |
|---|---|---|---|---|---|
| A | 19,690 | 39,380 | 58,289 | 64,156 | 110% |
| B | 8,526 | 28,420 | 69,081 | 82,767 | 120% |
| C | 13,002 | 24,680 | 49,547 | 107,613 | 217% |
| D | 1,106 | 11,060 | 34,925 | 85,331 | 244% |
| New | 47,256 | 39,380 | 80,381 | 82,976 | 103% |

Note: (1) Includes rainfall volumes for a 25-year 24-hour storm event.

**Table 3: Testing Methods for Various Contaminants**

| Analysis | Description/Test Method |
|---|---|
| Total organic halides | EPA Method 9076, 9077 or 8010. |
| Flash Point | Pensky Martens Closed Cup. ASTM D-93 |
| PH | pH meter or paper. EPA Method 9040, 9041 |
| Metals | EPA Method 1311 (arsenic, barium, cadmium, chromium, lead, mercury, selenium, and silver) |
| Specific Gravity | Hydrometer. ASTM D-1122 |
| Oil/gasoline in used antifreeze | Visual of coliwasa tube |
| PCBs | EPA Method 8082 |
| Bottom Sediment and Water | ASTM D-96, D-1796, or D-4007 |
| Free Liquids | Paint Filter EPA Method 9095 |
| Odor | Observation |
| Color | Observation |

**Table 4: Requirements for Acceptance of Hazardous Waste Streams**

| Waste Stream | Requirements |
|---|---|
| Used Oil | 1, 2, 3, 4, 6 |
| Oily water | 1, 3 |
| Used Antifreeze | 3, 5, 6 |
| Oil or Antifreeze Contaminated Debris | 7 |

Details of Requirements:

1. Total organic halides. Shall be less than 1,000 ppm. Oils containing total organic halides greater than 1000 ppm and not rebutted pursuant to Special Condition V.N.2 shall not be received by AEI facility. The method must detect the presence of solvents in water. If when using a halogen test kit (EPA Method 9077), the sample turns clear or light gray, there may be too much water in the sample for this kit. In this situation, the Dexsil Hydroclor-Q (or equivalent) must be used.

2. Flash point. Each shipment manifested as Used Oil shall have flash point greater than or equal to 100 °F.

3. pH: If the pH is less than 2 or greater than 12.5, then the water is considered corrosive. pH shall be measured when there is a separated water layer.

4. PCBs: PCBs are tested using EPA method 8082.

5. Specific Gravity: Between 1.0 and 1.3 for Antifreeze.

6. Color: Yellow or green for antifreeze, light brown to black for Used Oil

7. Free liquids: Oily solids shall be tested using EPA Method 9095.

**Table 5. Maximum Permitted Storage Capacities for New Transfer Station Tanks**

| Tank | Primary Service[1] By Waste Stream Code | Secondary Service | Maximum Permitted Storage Capacity (gallons) | Total Height, Feet | Diameter, Feet |
|---|---|---|---|---|---|
| T-1001 | 1, 2, 3 | None | 39,380 | 15.5 | 21.50 |
| T-1002 | 1, 2, 3 | None | 39,380 | 15.83 | 21.50 |
| T-1003 | 1, 2, 3 | None | 39,380 | 15.75 | 21.50 |
| T-1004 | 1, 2, 3 | None | 39,380 | 15.75 | 21.50 |
| T-1005 | 1, 2, 3 | None | 39,380 | 15.33 | 21.50 |
| T-471 | 1, 2, 3 | 4 | 19,690 | 21.00 | 13.00 |
| T-472 | 1, 2, 3 | 4 | 19,690 | 21.00 | 13.00 |
| T-473 | 1, 2, 3 | 4 | 19,690 | 21.00 | 13.00 |
| T-474 | 1, 2, 3 | 4 | 19,690 | 21.00 | 13.00 |
| T-475 | 1, 2, 3 | 4 | 19,690 | 21.00 | 13.00 |
| T-476 | 1, 2, 3 | 4 | 19,690 | 21.00 | 13.00 |
| T-477 | 1, 2, 3 | 4 | 19,690 | 21.00 | 13.00 |
| T-478 | 1, 2, 3 | 4 | 19,690 | 21.00 | 13.00 |
| T-479 | 4 | 1, 2, 3 | 19,690 | 21.00 | 13.00 |
| T-480 | 4 | 1, 2, 3 | 19,690 | 21.00 | 13.00 |
| T-481 | 5 | 4 | 19,690 | 21.00 | 13.00 |
| T-482 | 5 | 4 | 19,690 | 21.00 | 13.00 |
| T-483 | 5 | 4 | 19,690 | 21.00 | 13.00 |
| T-484 | 5 | 4 | 19,690 | 21.00 | 13.00 |
| Total Capacity | | | 472,560 | | |

Note 1: Refer to Table 1 for description of Waste Streams

**Table 6. Maximum Permitted Storage Capacity For Existing Transfer Station Tanks**

| Tank | Primary Service[1] By Waste Stream Code | Secondary Service | Maximum Permitted Storage Capacity (gallons) | Diameter, Feet | Total Height, Feet |
|---|---|---|---|---|---|
| T-1001 | 1, 2, 3 | None | 39,380 | 21.50 | 15.50 |
| T-1002 | 1, 2, 3 | None | 39,380 | 21.50 | 15.83 |
| T-1003 | 1, 2, 3 | None | 39,380 | 21.50 | 15.75 |
| T-1004 | 1, 2, 3 | None | 39,380 | 21.50 | 15.75 |
| T-1005 | 1, 2, 3 | None | 39,380 | 21.50 | 15.33 |
| T-451 | 1, 2, 3 | 4 | 24,680 | 20.00 | 11.17 |
| T-452 | 1, 2, 3 | 4 | 24,680 | 20.00 | 11.17 |
| T-453 | 1, 2, 3 | 4 | 24,680 | 20.00 | 11.17 |
| T-454 | 1, 2, 3 | 4 | 24,680 | 20.00 | 11.17 |
| T-501 | 5 | 4 | 11,060 | 9.25 | 23.17 |
| T-651 | 4 | None | 15,650 | 12.00 | 19.50 |
| T-652 | 4 | None | 15,650 | 12.00 | 19.50 |
| V-511 | 1, 2, 3 | 4 | 28,420 | 15.00 | 20.00 |
| V-512 | 1, 2, 3 | 4 | 28,420 | 15.00 | 20.00 |
| V-513 | 1, 2, 3 | 4 | 28,420 | 15.00 | 20.00 |
| Total Capacity | | | 423,240 | | |

Note 1: See Table 1 for description of Waste Streams

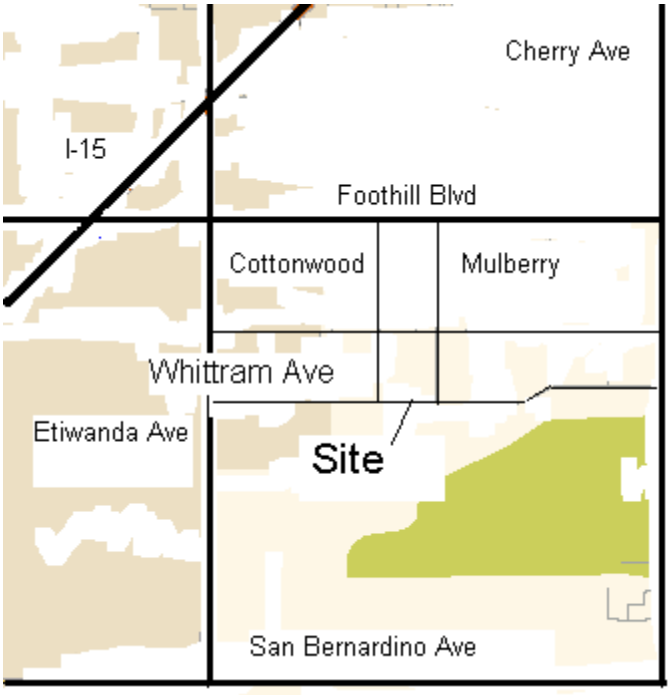


Figure 1. AEI General Location Map.

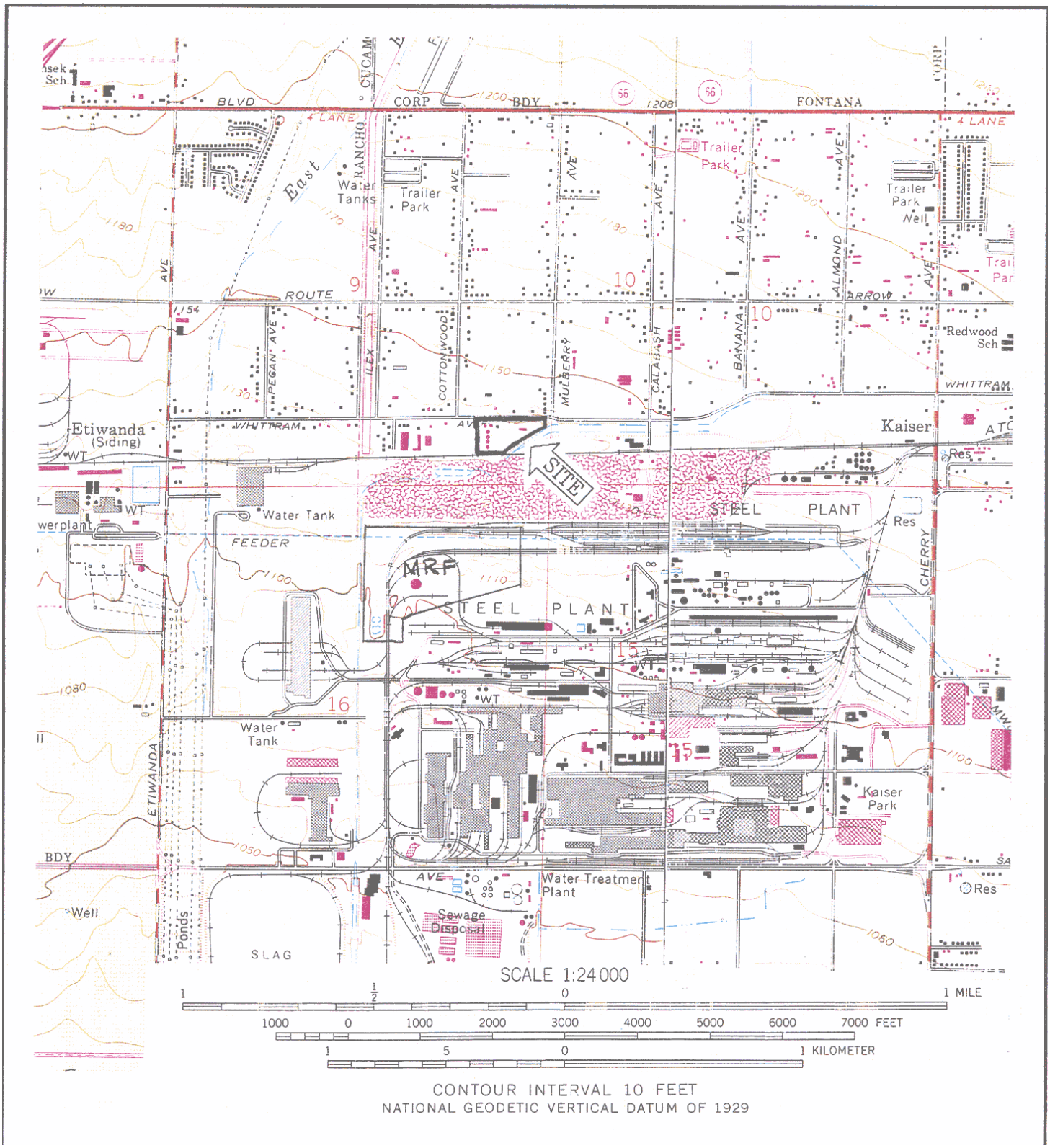


Figure 1-a. Site Location Map

## LAND USE DESIGNATION (ZONING) RESEARCH

Zoning Research Fee: $5.25 per parcel

Applicant Complete:

Name of Requestor: Rosemary

Requestor's Address: 13579 Whittram Ave
Fontana, Ca. 92335

APN: 229-242-03, 04, 05, 06 and 10-0000

Subject of Request: Zoning

County Staff Complete:

Map Numbers: FH29 Index No.: 135-87

Parcel Size Varies Section SE09 Township 1S Range 6W

Official Land Use District (Zoning): RC AG RL RS RM

CO CN CR CH CG CS IC (IR) IN FW PD Planning Area

Definition of Symbol: Regional Industrial

Improvement Level: (1) 2 3 4 5

Applicable Overlays: ~~AA~~ AP ~~AR1~~ AR2 AR3 ~~AR4~~ AH BR CR ~~No Map~~
N/A ~~FR1~~ ~~FR2~~ FP1 FP2 ~~FP3~~ GH MR NH ~~PR~~ SR SC

Map Act Violation? X Appears legal on our maps. A violation is indicated.

Dated Completed: Dec. 8, 2003 Technician: Linda Gillardo

This form is intended to provide only the most basic information concerning General Plan Land Use District Designation (zoning) information. More in-depth questions concerning development, construction, allowing uses and required application processes need to be directed to a Land Use Technician, along with a copy of the completed form, at one of the Public Service Counters or Planning Department locations listed below:

Building & Safety (only)
477 Summit Blvd.
Big Bear Lake, CA 92315
(909) 866-0170

Building & Safety (only)
57407 29 Palms Outer Hwy., South
Yucca Valley, CA 92284
(760) 228-5430

Building & Safety (only)
26010 State Hwy. 189
Twin Peaks, CA 92391
(909) 336-0640

Building & Safety and Planning
15505 Civic Drive
Victorville, CA 92392
(760) 241-7691/Bldg. & Safety
(760) 243-8245/Planning

Building & Safety and Planning
385 N. Arrowhead Ave.
San Bernardino, CA 92415
(909) 387-8311/Bldg. & Safety
(909) 387-4131/Planning

NOTE: Not all offices are open from 8:00 a.m. to 5:00 p.m. Please call to ascertain office hours before going into an office. If you need to see a representative from Planning, please call for an appointment in order to save you time.

11/99

Figure 1-b. AEI Land Use (Zoning) Designation

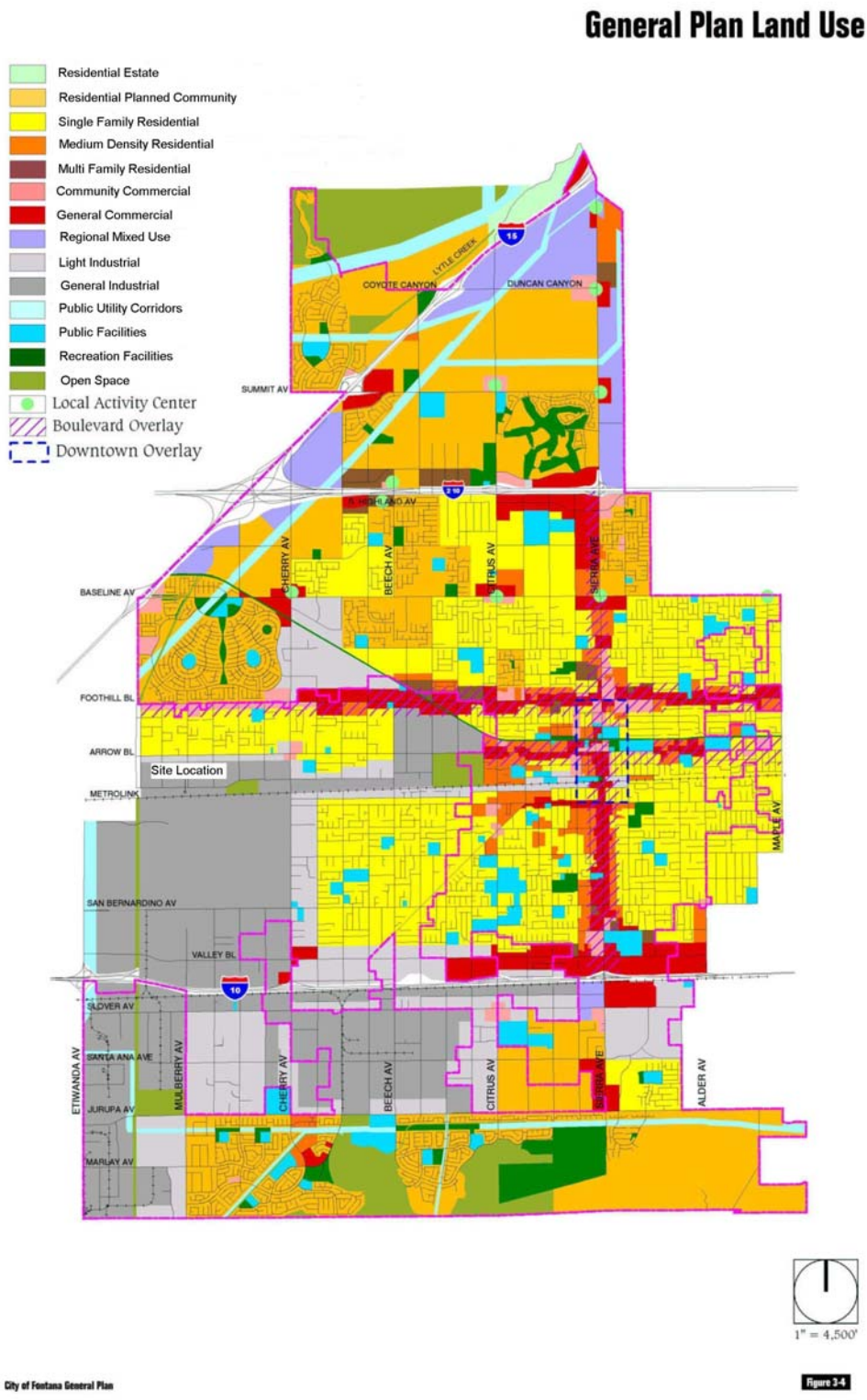


Figure 1-c. AEI Land Use

LEGAL DESCRIPTION OF LAND

ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE CITY OF FONTANA, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND DESCRIBED AS FOLLOWS:

PARCEL NO. 1:

LOT 324, TRACT NO. 2102, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 31, PAGES 11 TO 15 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THE WEST ONE-HALF OF THE WEST ONE-HALF OF SAID LOT.

PARCEL NO. 2:

LOT 325, TRACT NO. 2102, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDER IN BOOK 31 OF MAPS, PAGES 11 TO 15 INCLUSIVE, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THAT PORTION LYING SOUTHEASTERLY OF A LINE CONNECTING THE NORTHEAST CORNER OF LOT 326 WITH THE SOUTHWEST CORNER OF LOT 325, AS CONVEYED IN THE DEED TO THE SAN BERNARDINO COUNTY FLOOD CONTROL DISTRICT, RECORDED DECEMBER 30, 1942 IN BOOK 1568, PAGE 447 OF OFFICIAL RECORDS, AND IN BOOK 1570, PAGE 360 OF OFFICIAL RECORDS.

ALSO EXCEPTING THE NORTH 14 FEET THEREOF AS MEASURED FROM THE SOUTH LINE OF WHITTRAM AVENUE AS SHOWN ON THE RECORDED MAP OF SAID TRACT AS GRANTED TO THE COUNTY OF SAN BERNARDINO, BY DEED RECORDED DECEMBER 8, 1967 IN BOOK 6938, PAGE 183 OF OFFICIAL RECORDS.

NOTE: THE AREA AND DISTANCES OF THE ABOVE DESCRIBED PROPERTY ARE COMPUTED TO THE CENTERS OF THE ADJOINING STREETS ON SAID MAP.

[illegible]

Figure 1-d. Legal Description of AEI Land

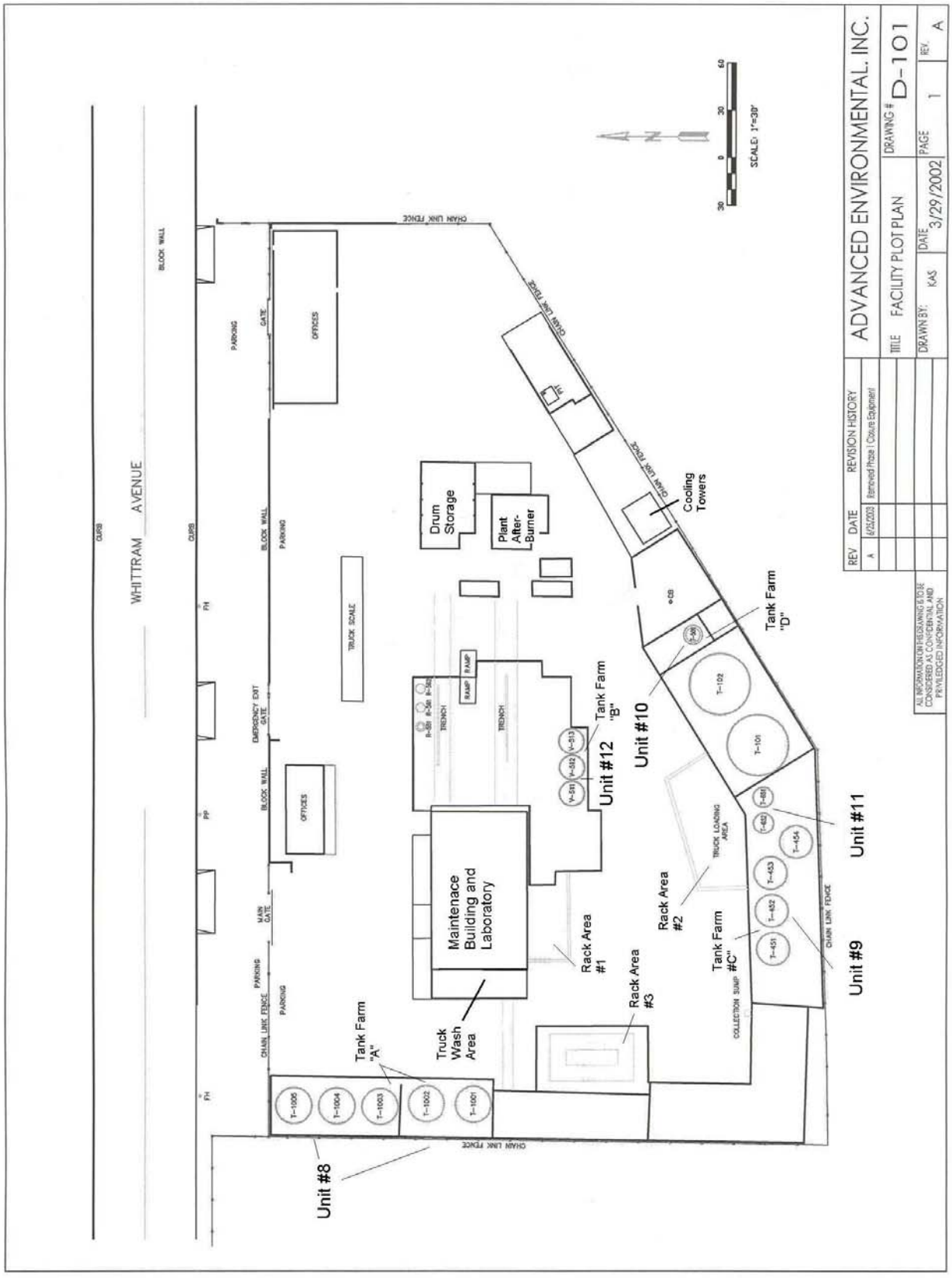


Figure 2. Existing Facility Plot Plan

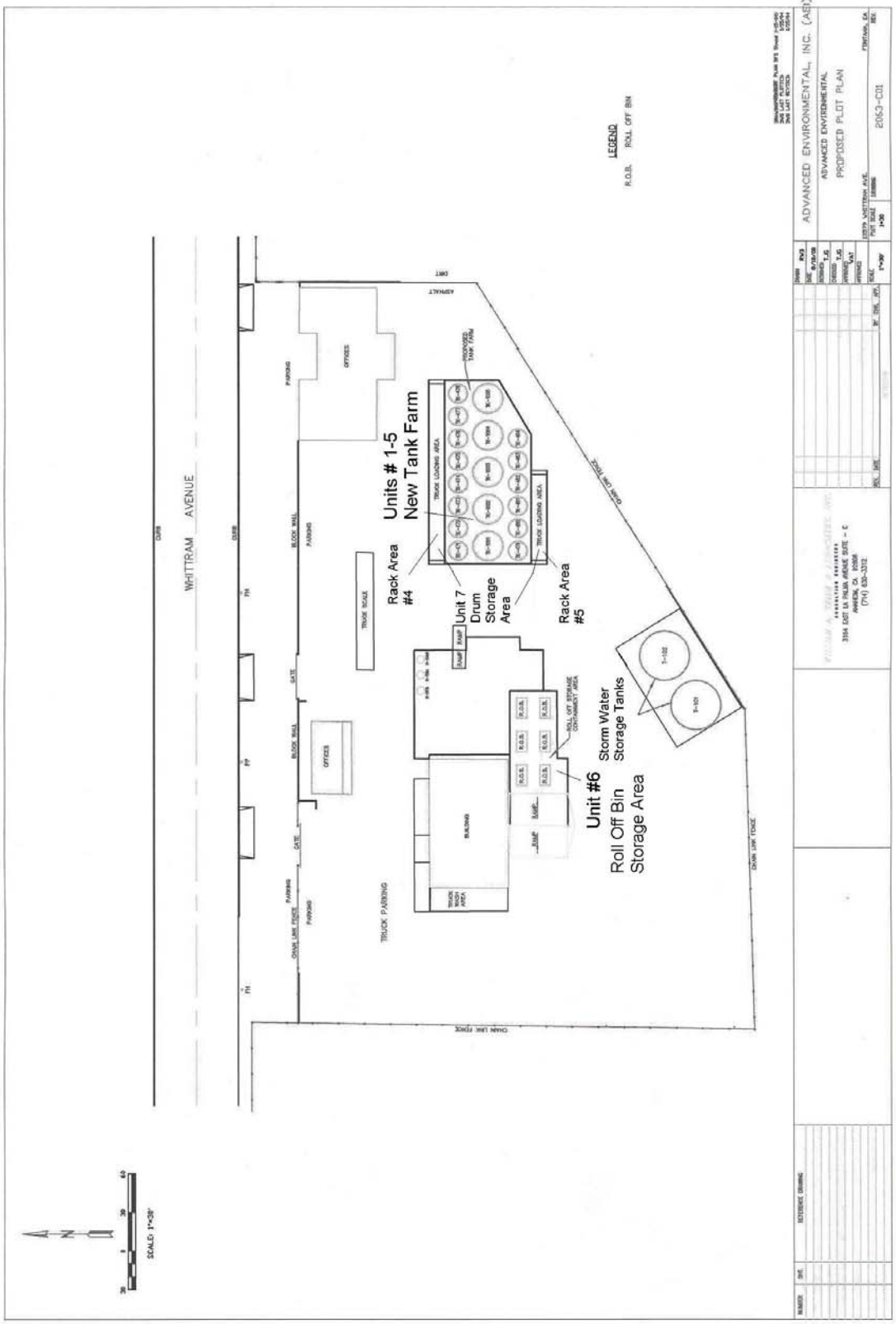


Figure 3. New Transfer Facility Proposed Plot Plan

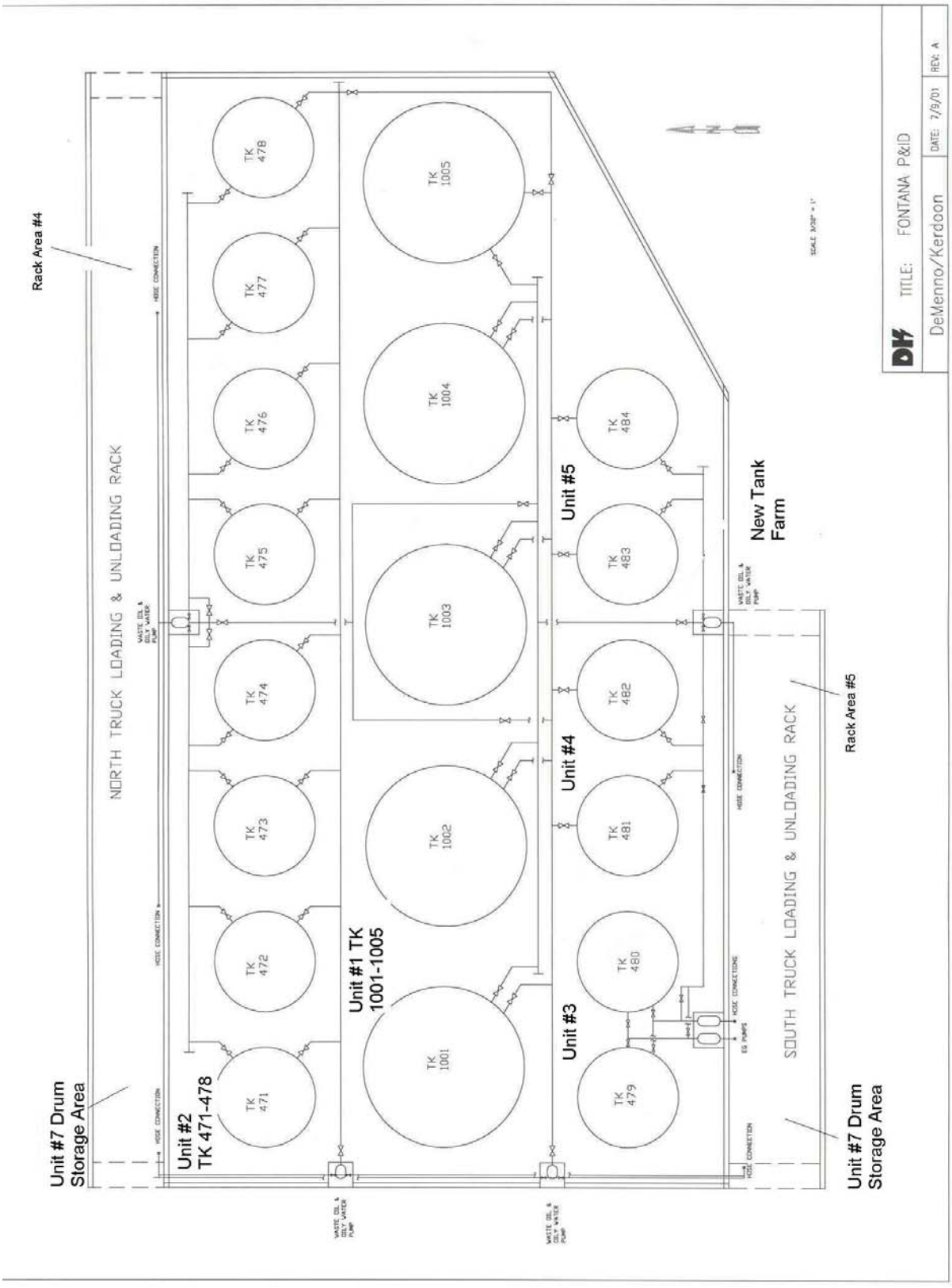


Figure 4. Detailed Proposed Plot Plan for New Tank Storage and Drum Storage Area

Figure 5. Unit #8 Tanks T-1001 through T-1005 Loading/Unloading Racks


Figure 6. Unit #9, Existing Used Oil Storage Tanks T-451 through T-454


Figure 7. Unit #10, Existing Waste Antifreeze Storage Tank T-501


Figure 8. Unit #11, Existing Oil/Water Mixture Storage Tanks T-651 and T-652 Loading/Unloading Racks


Figure 9. Unit#12, Existing Used Oil Storage Tanks V-511 through V-513 Loading/Unloading Racks.

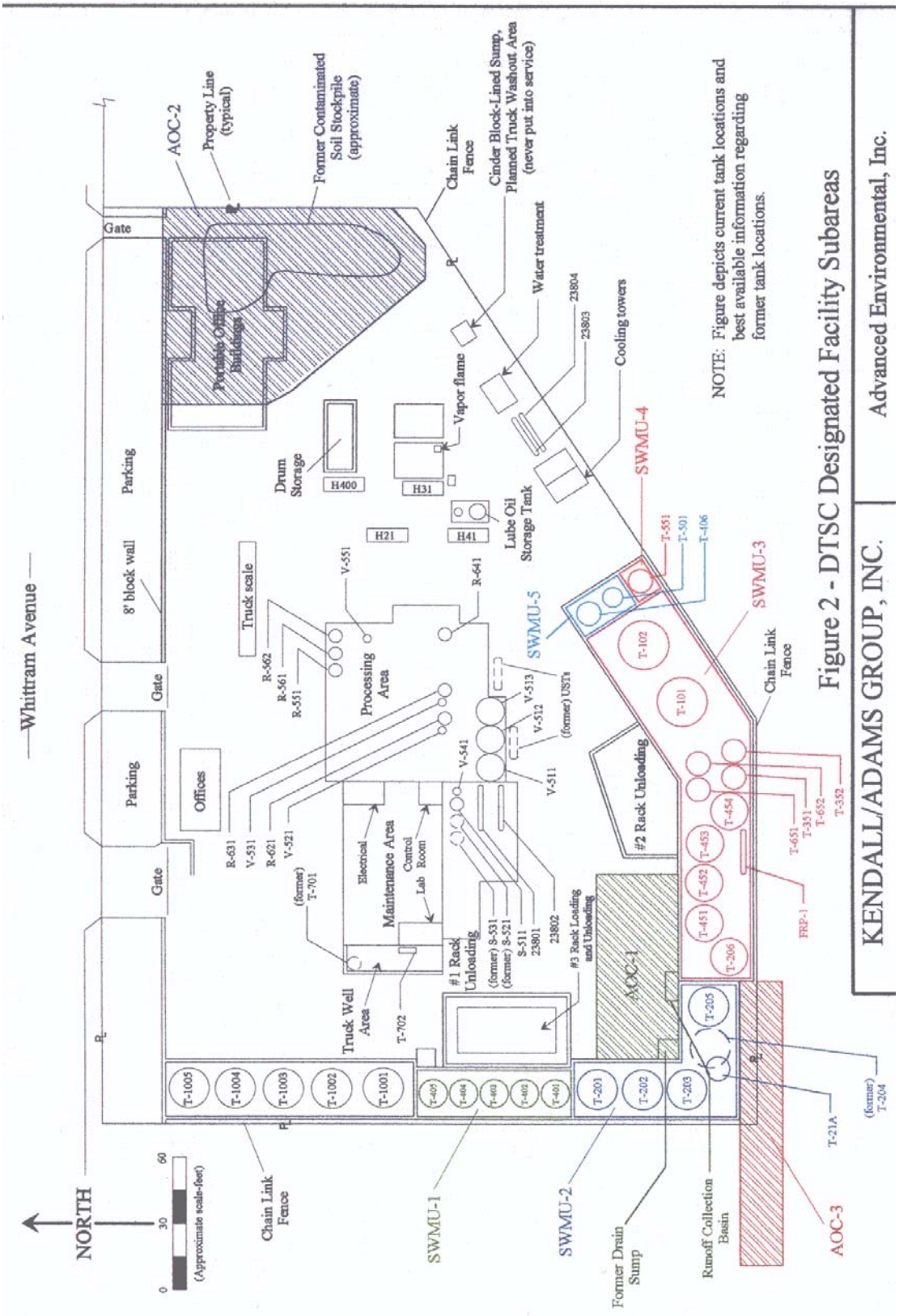


Figure 10. Location of Solid Waste Management Units and Areas of Concern.