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).

I. PROJECT INFORMATION

Project Name: Renewal and Issuance of Standardized Hazardous Waste Facility Permit to Lighting Resources, LLC

Site Address: 805 East Francis Street

City: Ontario State: CA Zip Code: 91761 County: San Bernardino

Company Contact Person: Daniel Gillespie

Address: 805 East Francis Street

City: Ontario State: CA Zip Code: 91761 Phone Number: (909) 923-7252

Project Description:

DISCRETIONARY ACTION

In accordance with the Health and Safety Code section 25201.6, the Department of Toxic Substances Control (DTSC) is considering approval of the renewal of a Series A Standardized Hazardous Waste Facility Permit for Lighting Resources, LLC (LRL), EPA ID Number CAR 000156125, to operate hazardous waste storage and treatment units in Ontario, San Bernardino County, California. The renewed permit will allow LRL to continue to store and treat fluorescent lamps, high intensity discharge (HID) lamps and other mercury-containing devices, without expansion of their operations. The permit also authorizes LRL to continue to store PCB-containing ballasts prior to shipping offsite.

PERMITTING HISTORY

The California Legislature passed the Hazardous Waste Control Laws in 1972. The U.S. Congress passed the Resource Conservation and Recovery Act (RCRA) in 1976. These two laws require all facilities that treat, store or dispose of hazardous waste to obtain a permit to operate. In August 1991, DTSC received authorization from the United States Environmental Protection Agency (USEPA) to implement the federal RCRA program in California. As such, DTSC became the sole agency in California conducting comprehensive technical reviews of permit applications for hazardous waste facilities.

In 1992, the California legislature enacted the Wright-Polanco-Lempert Hazardous Waste Treatment Permit Reform Act [Assembly Bill 1772 of 1992] (Act) that made important changes to California laws governing the treatment and storage of hazardous waste. The Act established a five-tiered hazardous waste permit program to treat or store hazardous waste. The five tiers include the full permit, the standardized permit, the permit-by-rule, the conditionally authorized and the conditional exempt.

Lighting Resources, LLC (LRL) has been operating under a Standardized Hazardous Waste Facility Permit (Standardized Permit) at this location since 1996. The LRL facility only handles lighting waste, mercury-containing devices and intact PCB-containing lighting ballasts. These wastes are commonly generated by office buildings, schools, retail stores and hospitals. These wastes are considered to be “low risk” universal waste, which are not fully regulated as hazardous waste when generated or handled by generators or handlers, but are managed as hazardous waste after arrival at a designation facility such as LRL. LRL stores and crushes spent lamps, and stores intact PCB-containg light ballasts. Crushed glass and end caps are collected and sent out for further recycling as nonhazardous materials. Mercury-containing powder is collected and sent out for further recycling as hazardous waste. LRL is regulated under the Standardized Permit for hazardous waste operations that require a permit under California law but are exempted under federal law.

A Class I Permit Modification was approved on February 29, 2000. This modification made the following changes to the Permit: installation of a new lamp demanufacturing machine, co-location of hazardous waste storage area, authorization

to store lamps in up to three trailers and acceptance of compact fluorescent lamps, U-tube lamps, and other mercury-containing instruments. To comply with the CEQA requirements for this modification, a Class 1 Categorical Exemption was prepared on February 29, 2000.

A second Class I Permit Modification was approved on December 30, 2005. This modification changed the facility name, EPA ID Number, updated formatting, corrected typographical errors and made other such administrative changes. These changes were not considered a project subject to CEQA analysis.

FACILITY LOCATION

The LRL facility is located at 805 East Francis Street, Ontario, County of San Bernardino, 34 degrees 2' 31" N latitude and 117 degrees 38' 25" W longitude (See Figure 1 and Figure 2). The project is located in an existing industrial park zoned area (City of Ontario's zoning designation of this area is M-2).

The LRL facility includes two front offices and a rear warehouse space. LRL is located on East Francis Street between South Bon View Avenue and South Campus Avenue, in the south central part of the City of Ontario. LRL is bordered by a cement slab building approximately 50 feet high in the back of the property. LRL's neighbors are Allied Mechanical (a very large manufacturing plant) to the north and Nissin Cap storage (aka Capline International, Inc.) to the east. There are several multi-use small manufacturing tenants to the west: UPCCI, Elite Machining Co., U.S. Tooling and Spas, Inc. and Innovative Mechanical Services. To the south (across the street) are small multi-tenant buildings with a wide variety of uses such as light manufacturing, smog checks, and assembly. The nearest schools are Bon View Elementary School, located at 2121 South Bon View Ave, and Sultana Elementary School, located at 1845 South Sultana Ave, both 0.5 miles away from LRL. The nearest residence is approximately 0.5 miles away (See Figure 3). Chain-link fencing controls access to the LRL facility.

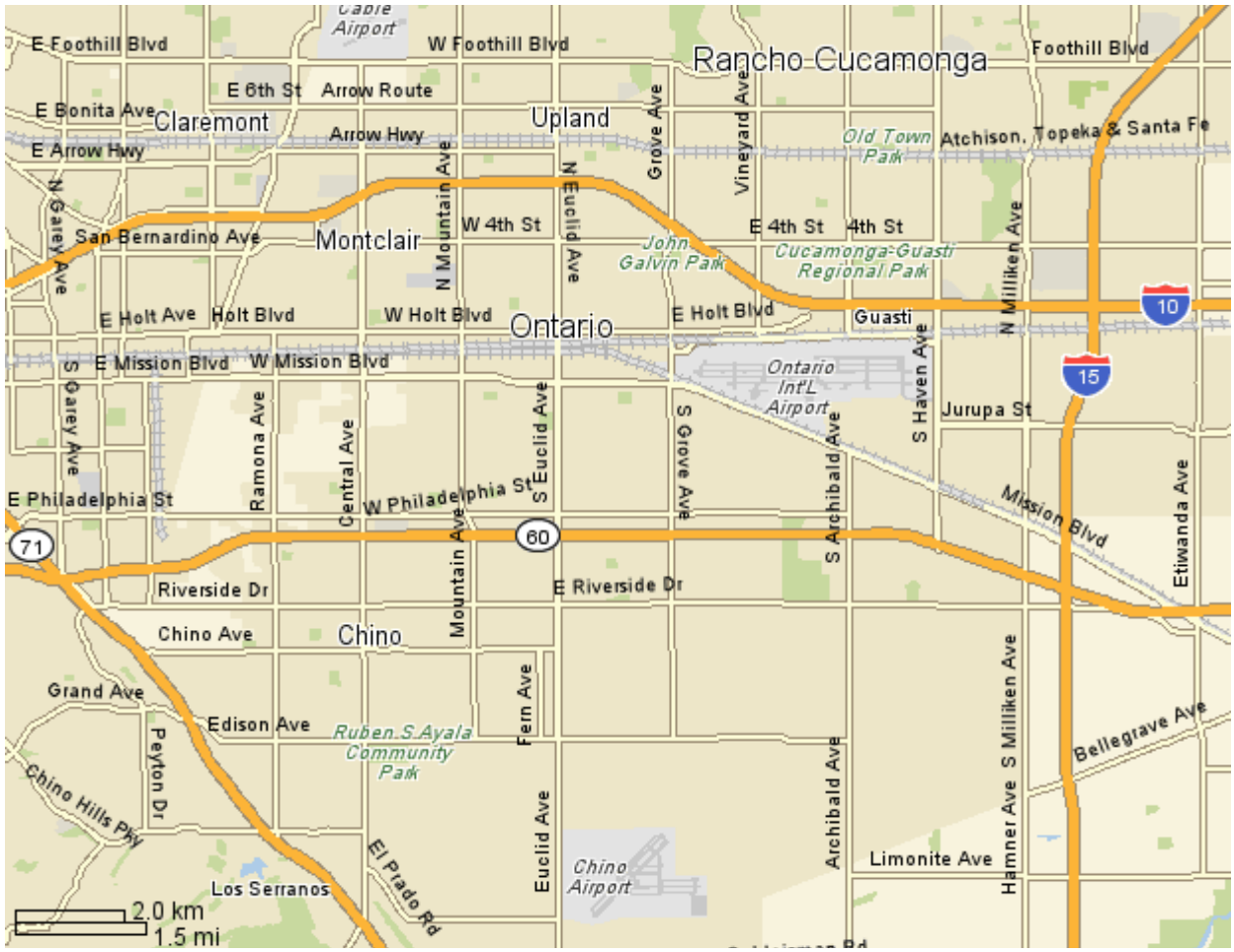


Figure 1. Regional Map

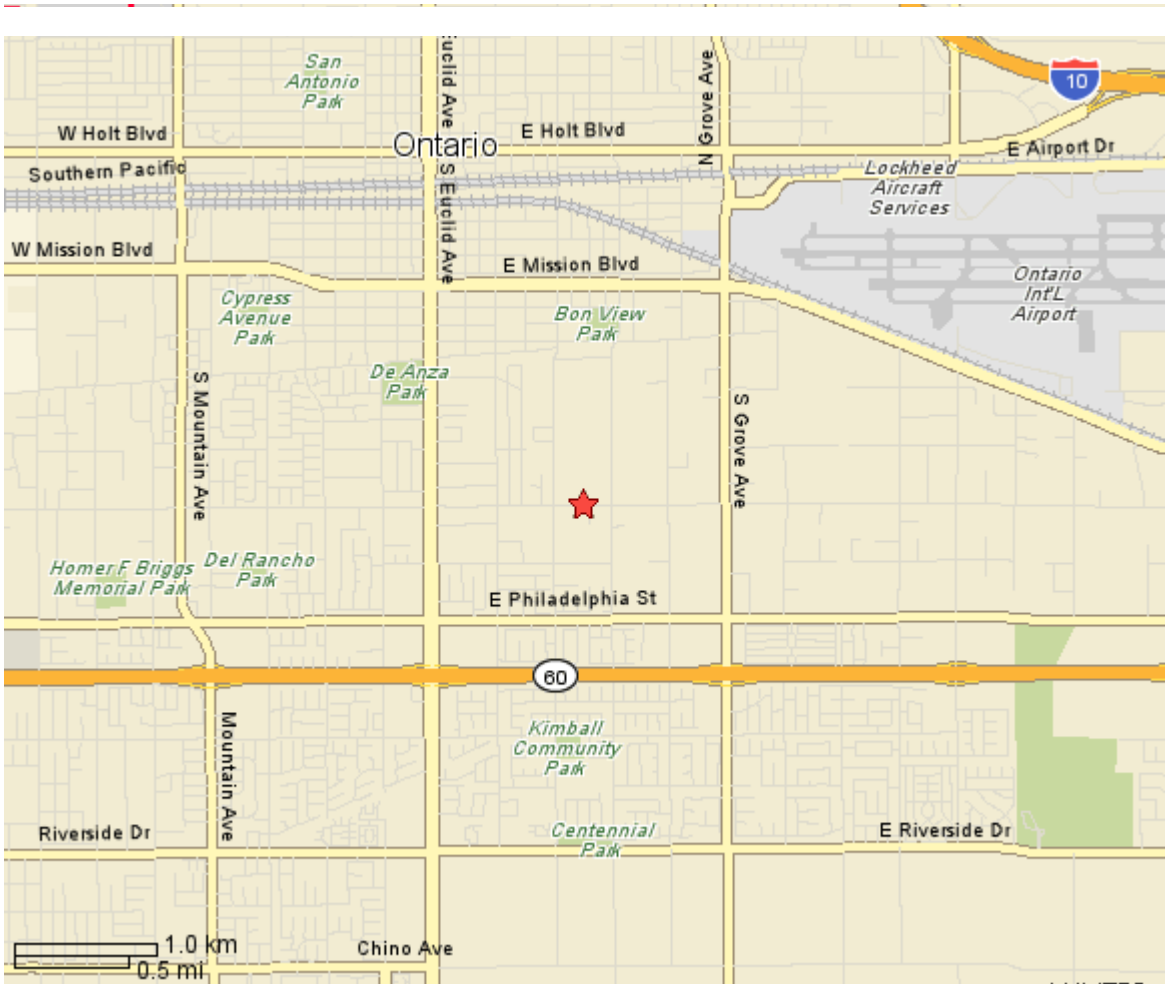


Figure 2. Lighting Resources, LLC Location

Figure 3. Aerial View of the LRL Facility (Marked as A)

SITE HISTORY

LRL has been operating at this location as a permitted hazardous waste storage and treatment facility since 1996. The existing building is located in a developed area zoned for industrial use. The immediate area surrounding the facility is also zoned for industrial use. Prior to the development of this area as an industrial park, the general land use in this area was agricultural. The industrial park was developed in the early-to-mid 1970's.

Project Activities:

The following storage and treatment units will be authorized under this permit renewal:

1. Lamp Machine – This unit is permitted under the existing Standardized Permit as the Fluorescent/HID Lamp Demanufacturing Unit. This is an existing treatment unit which is used to crush and disassemble fluorescent lamps and to separate them into their components (glass, aluminum end caps, mercury-containing phosphor powder). The Lamp Machine is located mainly inside the warehouse, with components for collection of glass, aluminum end caps and mercury-containing phosphor powder located outside the warehouse. This unit is exclusively used for crushing fluorescent lamps. The existing Standardized Permit has no operating capacity for this unit; but the renewal permit will set the maximum permitted treatment capacity to be 32,000 lamps per day[1].

2. HID Disassembly Glove Box #1 and #2 – This unit is permitted under the existing Standardized Permit as the Manually Operated HID Lamp Demanufacturing Unit. This is an existing treatment unit which is used to manually disassemble HID lamps, other mercury-containing lamps (i.e. compact fluorescent lamps, waste water treatment lamps) and other mercury-containing devices. This unit is located within the facility warehouse. The existing Standardized Permit has no operating capacity limit for this unit; but the renewal permit will set the maximum permitted treatment capacity to be 4,800 lamps and/or mercury-containing devices per day.

3. Lamp Storage Area and HID Storage Area – This unit is permitted under the existing Standardized Permit as the Primary Fluorescent and HID Lamp Storage Unit. This is an existing storage unit, measuring approximately 24' by 60', which is used to store fluorescent and HID lamps within the warehouse prior to processing (disassembling). The renewal permit will separate this storage unit into two units, one primarily for storage of fluorescent lamps (Lamp Storage Area, measuring 39' by 22') and one primarily for HID/Shattershield/Other Lamps (HID Storage Area, measuring 15' by 12'). The existing Standardized Permit has no storage capacity for this unit, but the renewed permit will set the permitted storage capacity of the Lamp Storage Area at 35,100 fluorescent and/or HID lamps and the

[1] All analyses in this Initial Study were performed using a 32,000 lamp per day processing limit for the Lamp Machine.

permitted storage capacity of the HID Storage Area at 9,100 HID and/or fluorescent lamps. The total storage capacity for the entire facility will be 100,000 fluorescent lamps and 15,000 HID lamps.

4. Trailer Storage Area – This unit is permitted under the existing Standardized Permit as the Secondary Fluorescent and HID Lamp Storage Unit. The existing unit consists of three storage trailers, which are used to store fluorescent and HID lamps, parked in the paved area outside the warehouse on the facility property. The existing Standardized Permit has no storage capacity for this unit and no requirement of aisle space. The renewal permit will allow LRL to put in three additional trailers, for a total of six trailers, to store lamps and to allow for aisle space in each trailer. Each trailer shall store no more than 13,000 lamps. In addition, the renewal permit will authorize the paving of a grassy area in the northeast corner of the facility, measuring approximately 30' by 140', to allow for these three new stationary trailers. The total storage capacity for the entire facility will be 100,000 fluorescent lamps and 15,000 HID lamps.

5. Hazardous Waste Storage Area – This unit is permitted under the existing Standardized Permit as the Drum Storage Unit. This is an existing unit, measuring 20' by 30', which is used to store hazardous waste within the warehouse. The hazardous waste authorized for storage in this area is mercury-containing phosphor powder, PCB-containing lighting ballasts, lead-containing glass and mercury-containing instruments. The renewal permit will continue authorization of storage of mercury-containing phosphor powder (16 drums, unchanged), PCB-containing lighting ballasts (reduced from 50 drums to 40 drums), lead-containing glass (reduced from 16 drums to 2 drums), and mercury- containing instruments (increased from 2 drums to 4 drums), as well as change the dimensions of this area to 39' by 13'. These changes are relatively minor and are not expected to significantly change LRL's operations.

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 Permitting and Corrective Action Branch-Region 2

DTSC Contact Person: Amber Harmon

Address: 700 Heinz Avenue, Suite 300

City: Berkeley State: CA Zip Code: 94710 Phone Number: (510) 540-3779

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: None. The project consists of renewal of a Standardized Hazardous Waste Treatment and Storage permit for an existing facility. No new construction is being proposed, although the proposed permit would allow LRL to place three (3) additional trailers at the facility.

Description of Environmental Setting: Lighting Resources, LLC, (LRL) currently operates as a permitted hazardous waste storage and treatment facility. The LRL facility includes two front offices and a rear warehouse space. All of the storage and treatment activities at LRL are conducted within the confines of the facility, behind the security fence. Most of the activities are inside the building and not open to public view, except part of the Fluorescent Lamp Demanufacturing Unit, which is outside and can be seen from the street, and the Secondary Fluorescent and HID Lamp Storage Unit (Secondary Unit), which currently consists of three storage trailers located in the back corner of the site. The Secondary Unit does not impact any views and is only slightly visible from the street. The only proposed change in the outdoor operations is to add three additional trailers to the Secondary Unit to allow for aisle space in each trailer. All deliveries are handled in the parking lot towards the back half of the building behind the security fence.

There are outdoor security lights that illuminate the yard on the east side of the facility, but there are no nighttime activities in the area that would be impacted by these lights. Therefore, this project will not have any impact on aesthetics and no further analysis of impacts is required.

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

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

   None

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

   None

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

   None

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

   None

Specific References (List a, b, c, etc): 1, 2

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. The project consists of renewal of a Standardized Hazardous Waste Treatment and Storage permit for an existing facility. No new construction is being proposed.

Description of Environmental Setting: The project is located in an existing industrial park zoned area (City of Ontario's zoning designation of this area is M-2 Industrial Park). Prior to the development of this area as industrial, the general land use in the area was agriculture. The area began to be developed from agricultural to industrial in 1976. There are no agricultural resources or operations in the vicinity of the project site. 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.

None

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

None

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.

None

Specific References (list a, b, c, etc): 2, 3

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: Limited fugitive emissions from handling and crushing lamps, Emissions from mobile sources (truck pickups/deliveries) as part of the facility's normal operation.

Description of Environmental Setting: Ontario is located in the South Coast Air Basin (Basin) and 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. Whether there is air movement or stagnation during the morning and evening hours is one of the critical factors in determining the smog situation on any given day. Prevailing westerly winds bring ocean air inland to Ontario, passing over many pollution sources along the way. Smog develops when temperature inversion traps this polluted shallow layer of air near the ground, preventing the mixing of cleaner air from higher altitudes.

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 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 and 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 3-1. 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 3-1

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]	**-----**	0.09 ppm (180 micro g/m^3)
	8 hour mean concentration	0.08 ppm (157 micro g/m^3)	0.070 ppm (137 micro g/m^3)
Nitrogen Dioxide			
To prevent health risk and improve visibility	Annual Arithmetic Mean[2]	0.053 ppm (100 micro g/m^3)	-----
	One hour	-----	0.25 ppm (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 (80 micro g/m^3)	-----
	24 hour mean concentration[3]	0.14 ppm (365 micro g/m^3)	0.04 ppm (105 micro g/m^3)
	One hour mean concentration	-----	0.25 ppm (655 micro g/m^3)
Carbon Monoxide			
To prevent carboxyhemoglobin levels greater than 2%	8 hour mean concentration[3]	9 ppm (10 micro g/m^3)	9 ppm (10 micro g/m^3)
	One hour concentration[3]	35 ppm (40 micro g/m^3)	20 ppm (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 3 years
[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 $PM_{2.5}$) 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. The above-mentioned pollutants are generally known as "criteria pollutants."

Despite implementing many strict controls, the Ontario portion of the South Coast Air Basin (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 ($PM_{2.5}$ and PM_{10}). Because these pollution standards have not been achieved, the Ontario portion of the Basin is considered a non-attainment area for Federal and State standards for these pollutants.

The SCAQMD operates several air quality monitoring stations within the Basin. Ontario is located within Source Receptor Area (SRA) 33, one of 38 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. At present, the Ontario area is considered a nonattainment area for the California Ambient Air Quality Standards (CAAQS) for ozone, CO and PM_{10}. The study area is considered to be an extreme nonattainment area for the one-hour National Ambient Air Quality Standards (NAAQS) for ozone, a severe nonattainment area for the eight-hour NAAQS for ozone, a serious nonattainment area for CO and a serious nonattainment area for $PM_{10.}$ The area has also been designated as a nonattainment area for $PM_{2.5}$. The nearest ambient air quality monitoring stations to LRL are the Ontario station, the Fontana-Arrow Highway station and the Pomona monitoring station. The Ontario station measures only $PM_{2.5}$ and PM_{10}. The Fontana Station measures ozone, PM_{10}, $PM_{2.5}$, NO_2 and SO_2. The Pomona station measures ozone, CO and NO_2. Table 3-2 presents ambient air pollutant concentrations measured at the Ontario, Fontana and Pomona stations during the period 2002 through 2004.

Table 3-2
Ambient Background Concentrations
in ppm (unless otherwise indicated)

Pollutant	Averaging Time	2002	2003	2004	Most Stringent Ambient Air Quality Standard	Monitoring Station	Standard Exceeded?
Ozone	8 hour	0.123	0.148	0.123	0.08	Fontana	Yes
	1 hour	0.159	0.176	0.149	0.09	Fontana	Yes
PM_{10}	Annual Average*	45	43	43	20 µg/m3	Ontario	Yes
	24 hour*	91	149	93	50 µg/m3	Ontario	Yes
$PM_{2.5}$	Annual Average	25.4	23.8	20.9	12 µg/m3	Ontario	Yes
	24 hour*	65	89	86	65 µg/m3	Ontario	Yes
NO_2	Annual	0.033	0.030	0.028	0.053	Fontana	No
	1 hour	0.105	0.117	0.104	0.25	Fontana	No
CO	8 hour	3.13	4.38	3.14	9.0	Pomona	No
	1 hour	6.0	5.8	4.3	20	Pomona	No
SO_2	Annual	0.001	0.001	0.001	0.030	Fontana	No
	24 hour	0.005	0.004	0.003	0.04	Fontana	No
	1 hour	0.019	0.015	0.009	0.25	Fontana	No

*Annual value is arithmetic mean; values shown are California measurements
Sources: www.arb.ca.gov/adam; www.epa.gov/air/data/.

The LRL facility is currently operating as a universal waste treatment and storage facility. All processing activities take place inside the LRL warehouse, except collection of crushed glass, aluminum end caps and mercury-containing phosphor powder into separate storage containers from fluorescent lamps disassembled in the Fluorescent Lamp

Demanufacturing Unit. The treatment of waste fluorescent and HID lamps has the potential to release mercury-containing phosphor powder into the air when glass tubes are broken. LRL is permitted by SCAQMD for the Custom Air Filter and for Miscellaneous Size Reduction (the Fluorescent Lamp Machine and HID Glove Box). LRL's lamp recycling process occurs within a closed, negative-pressure vacuum system that minimizes the phosphor dust and mercury vapor from escaping and contaminating the surrounding atmosphere.

LRL's lamp demanufacturing machine can treat up to 2,000 lamps T-12 (4 –foot) lamps per hour. The lamp feed rate varies with the type of lamp and other activities in the facility. The treatment rate for the HID disassembly glove box varies with the configuration and size of the HID lamp or mercury-containing device, ranging from 1-40 bulbs per minute.

Indoor air monitoring is conducted within the warehouse to detect uncontrolled mercury vapor releases. Work station air monitoring is conducted several times during each operating shift to ensure worker safety and compliance with California Occupational Safety and Health Administration (CalOSHA) requirements for mercury vapor as an air contaminant. Samples are taken at least every two hours to assess mercury levels. The samples are taken at numerous (minimum of 3) locations in the operating plant area and the office area. The CalOSHA threshold for a workplace based on an 8-hour exposure is 0.025 milligrams per cubic meter (mg/m^3). Although readings rarely exceed this threshold, it is the policy of LRL that when the lamp machine is operating, all persons in the warehouse work area must wear protective equipment, including safety glasses, overalls, and a respirator. This policy is a precaution to avoid possible health hazards.

The powder generated by the lamp crushing process, along with the mercury vapor, is transported by vacuum through a separator and a high-efficiency particulate air (HEPA) filtration system that absorbs mercury vapor and removes particulates from the process air.

The air exhaust stack in the filter room is also monitored daily. The threshold for stack air emissions is 0.050 mg/m^3. When readings approach the threshold, LRL replaces the activated charcoal in the Torit and the HEPA filters. Logs of the readings are available for inspection.

Normal daily traffic activities associated with LRL include commute trips for nine employees, two company trucks that bring waste lamps to the facility (which average three deliveries per day), and deliveries from outside transporters (which average three deliveries per day).

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

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

LRL has been operating as a permitted universal waste treatment and storage facility at this location since 1996. The operations at the facility would not change substantially if the project is approved. The proposed permit, if approved, would allow LRL, a lamp recycler, to continue to store and treat used lamps and mercury-containing devices. The existing Standardized Permit has no operating capacity, but the renewal permit application includes a request for a maximum treatment capacity of 32,000 lamps per day. DTSC has determined that operation at the 32,000 lamps per day limit will not result in significant impact. The lamp processing machine and vacuum filtration system are also permitted by the SCAQMD. The SCAQMD permits limit air emissions emanating from the regulated units by requiring the lamp machine be vented to a permitted air pollution control system (i.e. the vacuum filtration system) and by limiting the total quantity of lamps that may be recycled in the lamp machine to 24,000 each day. LRL is pursuing a modification to the SCAQMD's permits to increase the processing limit to 32,000 lamps per day[2]. As a condition of the DTSC permit, LRL's processing limit may not exceed the limit set by SCAQMD or any other applicable regulatory agency, and in no event may it exceed 32,000 lamps per day. This condition will allow LRL's processing limit to increase to the requested 32,000 lamps per day, if and only if, SCAQMD's permit is modified accordingly and no other regulatory agency imposes a lower limit. Therefore, LRL's operations are not expected to conflict 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.

LRL has been operating as a permitted universal waste treatment and storage facility at this location since 1996. LRL is regulated and permitted by SCAQMD for the Custom Air Filter and for Miscellaneous Size Reduction (the lamp processing machine and HID glove box). LRL conducts air monitoring to ensure safety and compliance with CalOSHA requirements. LRL is located in an industrial area on a high traffic street and their contribution to traffic

[2] All analyses in this Initial Study were performed using a 32,000 lamp per day processing limit for the Lamp Machine.

is minimal. Operating at the maximum treatment capacity will result in two additional deliveries a day, for a total of 8 deliveries per day. An increase of two additional trips is insignificant in relation to the existing traffic load and capacity of the street system. Refer to Section 15, Traffic and Transportation, for additional discussion. The project will not violate any air quality standard or contribute substantially to an existing or projected air quality violation.

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).

LRL is currently operating as a universal waste treatment and storage facility at this location. The project involves making a renewal permit determination to allow LRL to continue to store and treat used lamps and mercury-containing devices. Operating at the maximum treatment capacity will result in two additional deliveries a day, for a total of 8 deliveries per day. An increase of two additional trips is insignificant in relation to the existing traffic load and capacity of the street system. LRL is regulated and permitted by SCAQMD for the Custom Air Filter and for Miscellaneous Size Reduction (the lamp processing machine and HID glove box). LRL also conducts air monitoring to ensure safety and compliance with CalOSHA requirements. The project will not result in cumulative considerable net increase of any criteria pollutant.

d. Expose sensitive receptors to substantial pollutant concentrations.

Sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent center, and retirement homes. Sensitive populations are more susceptible to the effects of air pollution than are the general population.

LRL is located in an existing industrial park zoned area (City of Ontario's zoning designation of this area is M-2). The nearest sensitive receptor to the LRL facility is Church El Camino de Dios, which shares the LRL building. This church has been co-located with LRL in this location since prior to 1996. The LRL office and storage areas provide a buffer between the shared wall and operational area of the facility. LRL's lamp recycling process occurs within a closed, negative-pressure vacuum system inside the warehouse that minimizes the phosphor dust and mercury vapor from escaping and contaminating the surrounding atmosphere. Indoor air monitoring is conducted at several work stations to ensure mercury vapor levels are below hazardous levels. Emissions from truck traffic are limited to the time it takes for the trucks to arrive and leave the facility. The operations of the facility are not expected to change if the project is approved. Therefore, approval of the project will not expose sensitive receptors to substantial pollutant concentrations.

In addition, LRL's activities are generally conducted Monday-Friday, 7:00 AM – 4:00 PM, while church activities generally take place during evenings and weekends. Other sensitive receptors include Bon View Elementary School, located at 2121 South Bon View Ave, and Sultana Elementary School, located at 1845 South Sultana Ave, both 0.5 miles away from LRL.

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

LRL is located in an existing industrial park. The LRL facility manages used lamps and mercury-containing devices, which are not odor-generating materials. LRL's lamp recycling process occurs within a closed, negative-pressure vacuum system that minimizes the phosphor dust and mercury vapor from escaping and contaminating the surrounding atmosphere. Indoor air monitoring is conducted at several work stations to ensure mercury vapor levels are below hazardous levels. Emissions from truck traffic are limited to the time it takes for the trucks to arrive and leave the facility, and are not different from emissions from cars and trucks traveling along city streets. 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.).

According to a California Department of Conservation, Division of Mines and Geology August 2000 report, the LRL facility site and surrounding areas are not likely to contain naturally occurring asbestos.

Specific References (list a, b, c, etc): 16, 17, 18, 22, 23, 35

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. The project consists of renewal of a Standardized Hazardous Waste Treatment and Storage permit for an existing facility. No new construction is being proposed.

Description of Environmental Setting: The project site is located in a developed industrialized area zoned as an industrial park. The company has been operating at this location since 1996 as a permitted hazardous waste storage and treatment facility. The project, if approved, would not substantially alter the operations at the site. With the exception of a 34' by 152' grassy area, the site is entirely paved. The site does not contain any plant or animal habitat, although there is minor landscaping around the building consisting of grass, small bushes and trees. The California Department of Fish and Game Natural Diversity Database (RAREFINDS) was used to identify endangered, threatened rare and listed species or species of concern in the area. The RAREFINDS report identified one endangered species in the area, Coccyzus americanus occidentalis (Scientific Name) [Western Yellow-billed Cuckoo (Common Name)]. The western yellow-billed cuckoo occupies riparian forests with willows, cottonwoods, and a dense understory and is not expected near the facility. No adverse impacts have been identified during past operation of this facility. There are no nearby bodies of water. The RAREFINDS report did not identify any riparian lands, wetlands, or fish and wildlife habitats in proximity to the project site. Therefore, based on this information regarding the 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.

   None. Although there is one endangered species (Western Yellow-billed Cuckoo) in the general Ontario area, the LRL site does not contain any plant or animal habitat. LRL's operations are not expected to affect the habitat of the Western yellow-billed cuckoo, as there are no riparian forests in the vicinity of the project site.

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.

   None.

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.

   None

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.

   None

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

   None

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.

None

Specific References (list a, b, c, etc): 5, 6, 7

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. The project consists of renewal of a Standardized Hazardous Waste Treatment and Storage permit for an existing facility. No new construction is being proposed.

Description of Environmental Setting: Significant historical resources include those designated or eligible for designation in the National Register of Historic Places (National Register); the California Register of Historical Resources (California Register) or other state or local program. Historical resources also include resources listed in the State Historic Resources Inventory as significant at the local level or higher and those evaluated as potentially significant in a survey or other professional evaluation. Agencies with jurisdiction over historical resources include the U.S. Department of the Interior, the California Office of Historic Preservation (OHP), and the County of San Bernardino. The Department of the Interior maintains the National Register. Criteria for listing in the National Register include association with events, persons, history, or prehistory or embodiment of distinctive characteristics. These criteria are based on context (theme, place, and time), integrity (location, design, setting, materials, workmanship, feeling, and association), and, if a recent resource, exceptional importance. OHP, through its State Historic Preservation Officer (SHPO), implements state preservation law, and is responsible for maintaining the California Register. The California Register uses the National Register criteria for listing resources significant at the national, state, or local level.

The facility is located in an industrial park zoned area in Ontario, San Bernardino County, California. With the exception of a 34' by 152' grassy area, the entire site is completely paved. DTSC performed a search of the National Register of Historic Places for the City of Ontario and found no historic-cultural landmarks within the vicinity of the LRL site. The nearest historic-cultural landmarks are the Ontario State Bank Block (also known as the Grand Palace Pavilion of Antiques), located at 300 S. Euclid Ave, approximately 2.0 miles away from LRL, and the Frankish building, located at 200 S. Euclid Ave, approximately 2.2 miles from LRL. There are no listings for the City of Ontario on the Office of Historic Preservation California Historical Landmarks list. There are no archeological or paleontological resources in close proximity to the site. No construction or ground disturbance is planned for the site except for paving the small grassy area. For these reasons, no further analysis of potential impacts is required for Cultural Resources impacts.

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.

None

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

None

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

None

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

None

Specific References (list a, b, c, etc): 8, 9, 22

Findings of Significance:

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

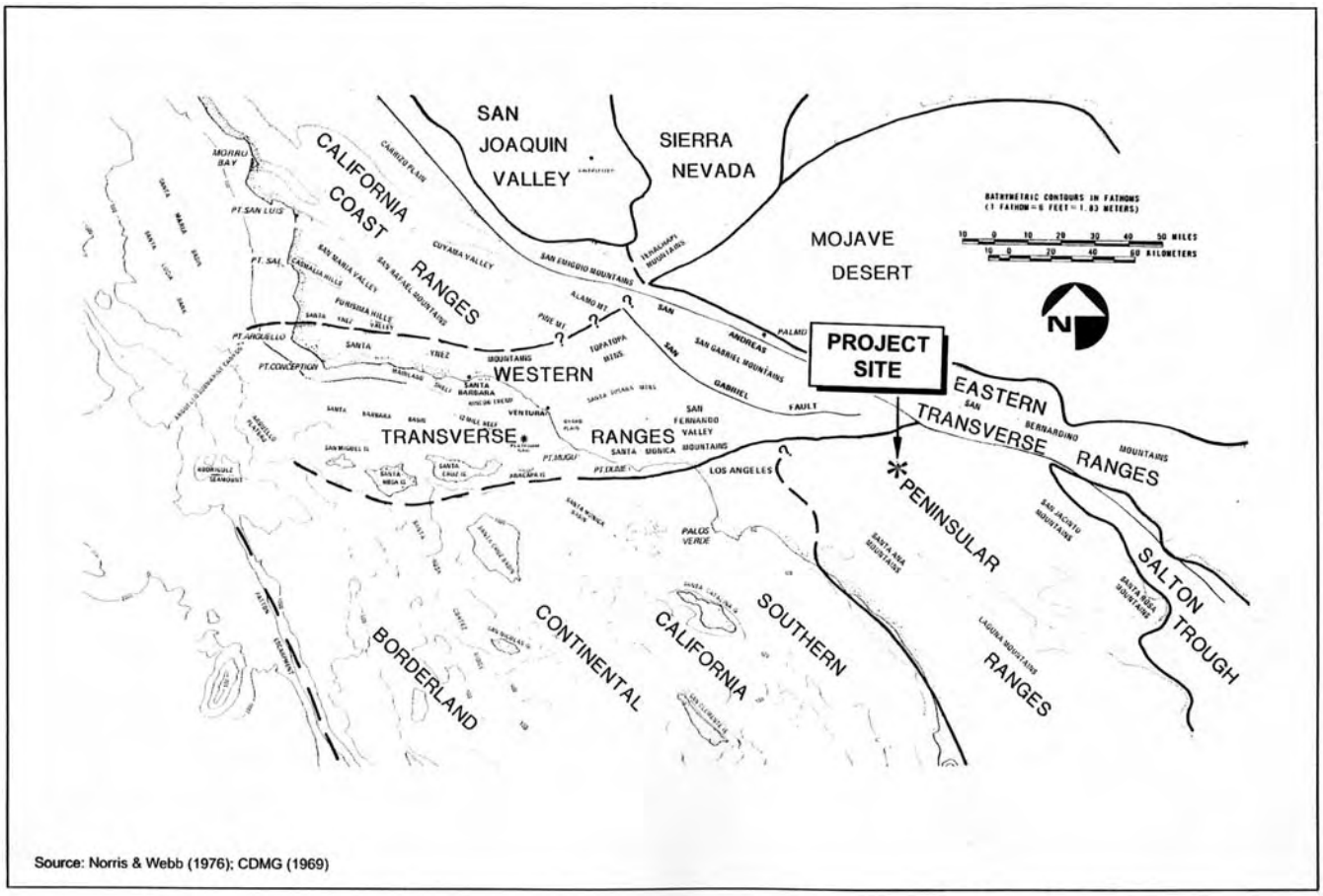
6. Geology and Soils

Project activities likely to create an impact: None. The project consists of renewal of a Standardized Hazardous Waste Treatment and Storage permit for an existing facility. No new construction is being proposed.

Description of Environmental Setting:

Geologic Setting

The Project site is located in the northernmost portion of the Peninsular Ranges Physiographic Province, near the boundary of the adjacent Transverse Ranges Province (Figure 6-1). The Peninsular Ranges are characterized by a series of generally parallel northwest-southeast trending mountain ranges and valleys separated by faults. The San Jacinto and Elsinore fault zones are the primary structural features in the Peninsular Ranges Province, and extend through southwestern San Bernardino County in a generally northwest-southeast direction. Both of these fault zones are part of the San Andreas Fault System. Typical stratigraphy includes Mesozoic (between approximately 250 and 65 million years old) igneous intrusive and metamorphic rocks exposed in the eastern and central portions of the province, Cenozoic (less than approximately 65 million years old) marine and non-marine sedimentary units overlying basement rocks in coastal areas, and Quaternary (less than approximately 2 million years old) alluvial deposits overlying older strata in valleys and larger drainages. The project site is within a broad alluvial valley encompassing a series of large alluvial fans, with additional discussion of topography and stratigraphy provided below in this section.



Source: Norris & Webb (1976); CDMG (1969)

Figure 6-1: Major Physiographic Features of Southern California

The Transverse Ranges are a structurally complex region of east-west trending mountains and valleys separated by faults. The east-west orientation of structural and physiographic features in this province is unique in California (and much of North America), and is in marked contrast to the generally north-south trend in adjacent provinces (e.g., the Peninsular Ranges). The origin of this unique orientation is uncertain, with the most probable explanation related to rotational stress fracturing from strike-slip (horizontal) movement along the San Andreas Fault Zone. Stratigraphy in the Transverse Ranges Province is also complex, with the eastern and central areas exposing continental igneous intrusive and metamorphic rocks, while the western areas encompass a thick sequence of Mesozoic and Cenozoic sedimentary rocks overlying oceanic basement rocks.

Topography

The geologic conditions described above for the Peninsular Ranges Province delineate a series of distinct structural blocks aligned in a stepped topographic pattern across the province. The resulting landform profile is generally gradational from a relatively level coastal plain along the western margin to rugged upland areas in the San Jacinto-Santa Rosa mountain chain. The project site is located in the Upper Santa Ana Valley, which is contiguous with the San Gabriel Valley to the west and the San Bernardino Valley to the east. The composite area is generally bounded by the San Gabriel Mountains to the north and northwest, the San Bernardino Mountains to the north and northeast, the Jurupa Mountains to the southeast, the Puente and Chino hills to the southwest and the San Jose Hills to the west. The Upper Santa Ana Valley and adjacent areas (including the LRL site) encompass a series of prominent alluvial fans along the southern flank of the San Gabriel Mountains. These coalescing alluvial fans form a nearly continuous depositional feature extending from Pasadena to Cajon Pass.

Stratigraphy

Mapped/inferred geologic and surficial materials within and/or adjacent to the project site include fill associated with industrial development; Holocene (to less than approximately 11,000 years old) topsoil; and Holocene to Pleistocene (between approximately 11,000 and 2 million years old) alluvial fan, wash and eolian (wind-blown) deposits.

Mapped *Quaternary (Holocene)* topsoils in the Project site include the Tujunga loamy sand (0 to 5 percent slopes), which is characterized as well- to excessively drained, occurring in level to moderately sloping terrain and formed on alluvial fans derived from granitic alluvium. Runoff is slow to very slow due to the described gradient, and associated water-related erosion potential is low. Unstabilized (i.e., bare) exposures of the Tujunga loamy sand exhibit moderate to high potential for wind-related erosion.

Structure/Seismicity

As noted above, the principal geologic deposits in the Project site and vicinity include a series of variably aged, coalescing alluvial fans derived from the nearby San Gabriel Mountains. A number of topsoil, wash and Eolian deposits overlie and/or are interfingered with the alluvial fans, with the entire sequence exhibiting relatively horizontal bedding attitudes and unconformably overlying Miocene marine sediments and/or Cretaceous igneous intrusive rocks.

The Project site, like most of southern California, is within a broad, seismically active region subject to the effects of moderate to large earthquake events. The Peninsular Ranges area (including the LRL site) is characterized by a series of northwest trending fault zones associated with the San Andreas Fault System, while the adjacent Transverse Ranges are characterized by generally east-west trending faults (Figures 6-1 and 6-2). No active or potentially active faults are mapped or known to occur within or adjacent to the project site. Active faults are defined as those exhibiting historic seismicity or displacement of Holocene materials, while potentially active faults have no historic seismicity and displace Pleistocene but not Holocene strata. The closest fault is the Red Hills Fault, which is located approximately 5 miles to the north and is classified as potentially active. Other active or potentially active fault zones located near the facility are the Cucamonga Fault to the north, the Chino Fault to the west-southwest (part of the Elsinore Fault Zone), segments of the San Jacinto Fault Zone to the east-northeast and the Central Avenue Fault to the west-southwest.

No earthquake fault zones are located within or adjacent to the project site. The closest such designations are associated with active portions of the Cucamonga Fault, Elsinore Fault Zone and San Jacinto Fault Zone.

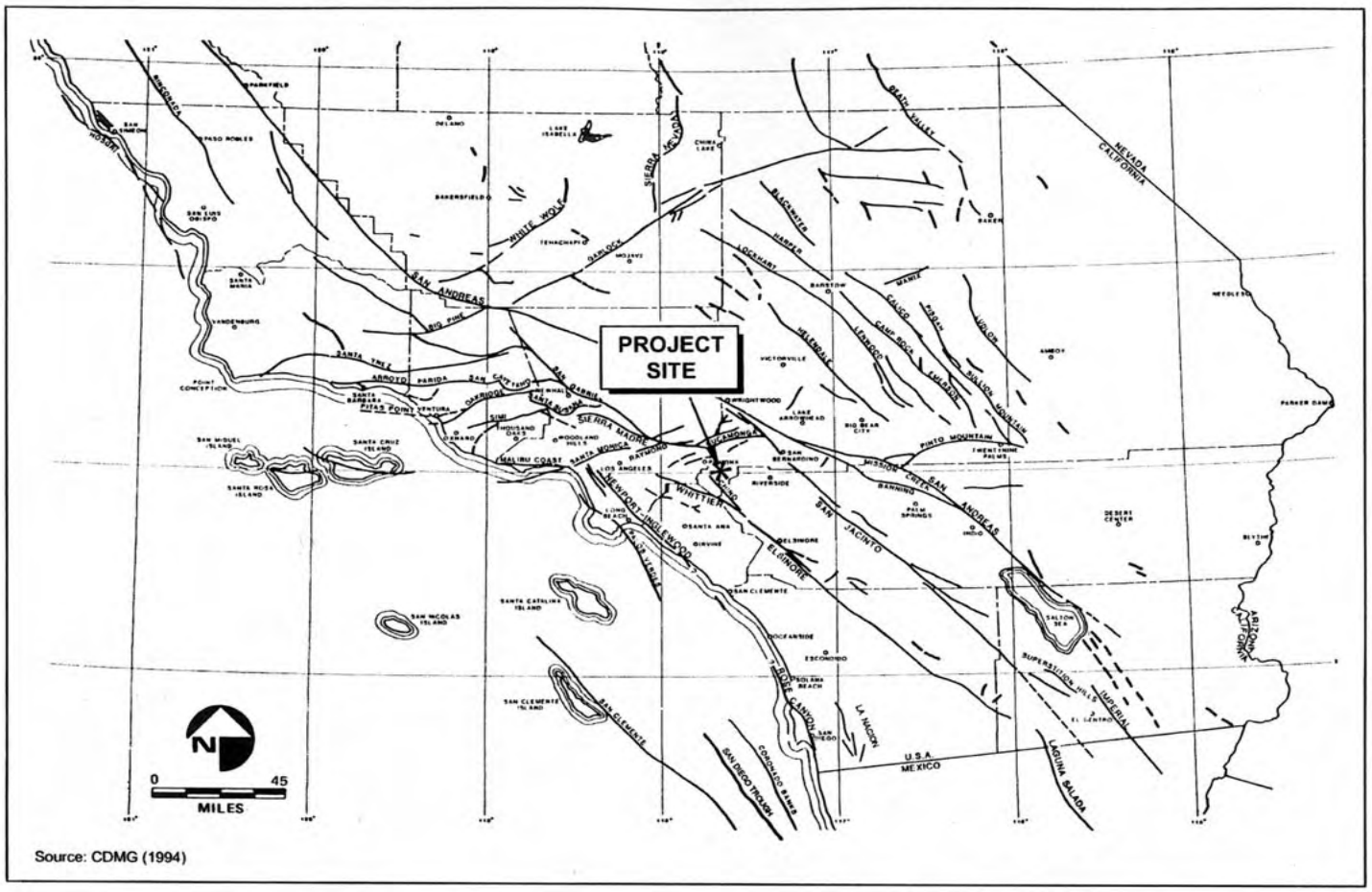


Figure 6-2: Regional Fault Map

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. Five faults are located within close proximity to Ontario: Red Hills, Cucamonga, Chino, San Jacinto and Central Faults.

  The project site is not located within an Alquist-Priolo Fault Rupture Hazard Zone, as designated through the Alquist-Priolo Earthquake Fault Zoning Act, and no mapped active or potentially active faults are known to pass through the project site. The Red Hills Fault is located approximately five miles north; however this fault is not zoned under the Alquist Priolo Earthquake Fault Zoning Act. Although evidence indicates potential movement in the Holocene, the Red Hills Fault is not considered an active fault. There is low potential that fault rupture would occur within the site. City records indicate that the facility structure is in compliance with the seismic safety standards in place at time of construction. Therefore, the potential impact due to exposing people to a rupture of a known earthquake fault is less than significant.

- Strong seismic ground shaking.

  Strong ground movement from a major earthquake could affect the project site and the community of Ontario. Earthquakes on the active faults are expected to produce a range of ground shaking intensities at the project site.

Ground shaking may affect areas hundreds of miles distant from the earthquake's epicenter. A major seismic event on any of these active faults could cause significant ground shaking at the site, as experienced during earthquakes in recent history, such as the 1994 Northridge or 1971 San Fernando earthquakes.

According to the California Geological Society (CGS, formerly known as California Division of Mines and Geology) probabilistic seismic hazard map, the maximum estimated ground acceleration ("ground shaking") levels anticipated for the Project site and vicinity range are between approximately 0.5g and 0.6g, where "g" equals the acceleration due to gravity. These values would be associated with a major earthquake event along one or more of the described regional fault structures, and are assigned a 10 percent chance of being exceeded in a 50-year time period.

A probabilistic seismic hazard map represents the severity of ground shaking from earthquakes that geologists and seismologists agree could occur, but has a 90 percent chance of not exceeding in 50 years (an annual probability occurrence of 1 in 475). It is "probabilistic" in the sense that the analysis takes into consideration the uncertainties in the size and location of earthquakes and the resulting ground motions that can affect a particular site, and expresses the probability of exceeding a certain ground motion.

The hazardous waste management units of the facility consist of a lamp demanufacturing machine (Lamp Machine), HID disassembly glove box, HID storage area, fluorescent lamp storage area, hazardous waste storage area and trailer storage area (used to store fluorescent lights). The trailers and part of the Lamp Machine are the only hazardous waste management areas located outside on the paved surface. In the event of a seismic occurrence, the trailers may move from side to side. In the worst case, the trailers may fall over. The trailers store fluorescent lights, which do not contain liquid and are locked at all times except when LRL employees add or remove lamps for storage or processing. No waste should be released from the trailers. The Lamp Machine has been bolted to the floor inside the building and bolted into the concrete outside the building.

All other hazardous waste management units are located inside the building, which has a concrete floor. Most of the hazardous waste stored is solid, such as phosphor powder, crushed glass, and lamps. PCB-containing ballasts and mercury liquid (from disassembling mercury-containing devices) are stored in containers within secondary containment to minimize possibility of a release.

LRL currently has approximately 9 employees working at the project site. The project, if approved, would not subject the employees to any additional risk to strong seismic ground shaking than what is currently present.

Therefore, any potential impact due to strong seismic ground shaking would be less than significant.

- Seismic-related ground failure, including liquefaction.

  Liquefaction is a phenomenon whereby unconsolidated and/or near-saturated soils lose cohesion and are converted to a fluid state as a result of severe vibratory motion. The relatively rapid loss of soil shear strength during strong earthquake shaking results in temporary, fluid-like behavior of the soil. Soil liquefaction causes ground failure that can damage roads, pipelines, underground cables, and buildings with shallow foundations. The project site and vicinity are not within any mapped CGS, County of San Bernardino or City of Ontario liquefaction hazard zones. The potential for liquefaction within the site and vicinity is considered generally low, based on the fact that regional groundwater aquifers are expected to be at depths of greater than 50 feet. Lowering of the water table over the last 90 years has also reduced the liquefaction hazard. The only construction or disturbance of soils at the project is the paving of the small grassy area.

  LRL currently has approximately 9 employees working at the project site. The project, if approved, would not subject the employees to any additional risk to liquefaction than what is currently present.

- Landslides.

  The Project site is located on and surrounded by generally level terrain, with the closest areas of significant topography and landslide potential located approximately seven miles to the north along the southern flank of the San Gabriel Mountains. The site and vicinity are not within any landslide hazard zones as mapped by the CGS, County of San Bernardino or City of Ontario.

The existing facility is located on relatively flat terrain and the project does not involve construction activities which would create or result in landslides which would result in adverse impacts.

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

The project facility site is located in an area zoned for industrial use. The site is completely covered with either asphalt or concrete (except for the small grassy area which will be paved upon project approval) and is on relatively flat terrain. The only construction occurring at the site would be paving the 34' by 152' grassy area. This construction activity is not expected to result in substantial soil erosion or loss of topsoil.

c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

Subsidence generally occurs in portions of the City of Ontario where poorly consolidated alluvial deposits have had large volumes of water removed. The risk of subsidence has been somewhat eliminated by the recharging of groundwater aquifers with imported water. The City of Ontario is situated on an alluvial fan composed of unconsolidated coarse to medium grained soil. This loosely compacted, silty, sandy, alluvial soil has the potential to cause magnification of ground shaking.

With the exception of the paving the small, grassy area, no construction, excavation or grading is proposed with this project. The project site is located in an industrial area which has been developed for over 30 years. The project activities will not lead to a greater risk of unstable soils than would be present otherwise. Therefore, any potential impact would be less than significant.

Also see discussion for 6a.

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.

Expansive (or shrink-swell) behavior is attributable to the water holding capacity of clay minerals, and can adversely affect the structural integrity of facilities including foundations, pavement and underground utilities. Surface deposits in the area consist predominantly of alluvial or fill materials with no substantial clay content. Therefore, any potential impact related to expansive soils would be less than significant.

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 activities do not include the generation of wastewater and sewers are available for disposal of water.

f. Be located in an area containing naturally occurring asbestos (see also Air Quality, f.).

According to a California Department of Conservation, Division of Mines and Geology August 2000 report, the LRL facility site and surrounding areas are not likely to contain naturally occurring asbestos.

Specific References (list a, b, c, etc): 15, 16, 22, 23, 36, 37

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 wastes to/from the facility; storage and treatment of hazardous wastes at the facility, release of mercury from lamp crushing, spillage, or fire.

Description of Environmental Setting: The project involves the renewal of a Series A Standardized Permit to LRL in Ontario. LRL is an existing facility. The permit renewal, if approved, would allow LRL to continue storing and treating fluorescent lamps, HID lamps and mercury-containing devices. It would also allow them to continue to collect and store PCB-containing ballasts before sending them to a permitted facility

The LRL facility will only handle lighting waste, including intact PCB-containing lighting ballasts, and mercury-containing devices. These wastes are commonly generated by office buildings, schools, retail stores and hospitals and are considered to be "low risk". These wastes are considered universal waste, which is not fully regulated when generated or managed by generators or handlers as discussed below.

Universal Waste

Universal wastes are hazardous wastes that are generated by several sectors of society (including households), rather than a single industry or type of businesses. Hazardous wastes contain harmful chemicals, which, if put in the trash may harm people or the environment. Examples of universal wastes include common batteries, which contain a corrosive chemical that can cause burns as well as toxic heavy metals like cadmium, mercury-containing devices, and fluorescent tubes, which contain mercury vapor that may be released to the environment when they are broken. Mercury is a toxic metal that can cause harm to people and animals including nerve damage and birth defects. If mercury is released into the environment it can contaminate the air and enter streams, rivers, and the ocean, where it can contaminate fish that people eat.

However, since universal wastes are common, low-hazard wastes, California has adopted universal waste rules that allow them to be managed under less stringent requirements than other hazardous wastes. The Universal Waste Rule became effective on February 8, 2002. Since that time, several other common wastes have been added to the list of universal wastes. These include mercury wastes, consumer electronic devices and cathode ray tubes (CRTs). Under the California Universal Waste Rule, specified waste generators were permitted to send specified universal wastes to landfills, but this disposal allowance was phased out in February 2006. All universal waste is now prohibited from disposal in municipal solid waste landfills.

LRL Facility Proposed Operations

If the permit is renewed, LRL will continue to store and treat fluorescent lamps, HID lamps, and mercury-containing devices. They will also collect and store PCB-containing lighting ballasts before shipping them to an appropriate permitted facility. When LRL picks up or receives a shipment, they visually inspect the shipment to ensure it only contains materials they are permitted to accept.

LRL treats the florescent lamps by feeding them into the lamp demanufacturing machine, which breaks the lamps and separates them into individual components (glass, end-caps, mercury-containing phosphor powder). The lamp machine operates with a vacuum system which prevents phosphor dust and mercury vapor from escaping and contaminating the surrounding atmosphere. HID lamps are treated by disassembly in the HID glove box, which utilizes a filtration system which prevents any mercury vapor (due to breakage of the inner HID capsule) from escaping in the environment. Mercury vapor monitoring is conducted several times a day throughout the facility to ensure worker safety and compliance with California Occupational Safety and Health Administration (CalOSHA) requirements for mercury vapor as an air contaminant. Historical records indicate that mercury vapor readings rarely exceed the CalOSHA threshold (0.025 milligrams per cubic meter for an 8-hour exposure); however, LRL's policy requires all persons in the warehouse work area to wear protective equipment, including safety glasses, overalls and a respirator.

The PCB-containing ballasts are collected and stored in the area of the warehouse designated as the Hazardous Waste Storage Area. PCB-containing ballasts are stored in closed 55-gallon drums, which are stored in plastic secondary containment pallets.

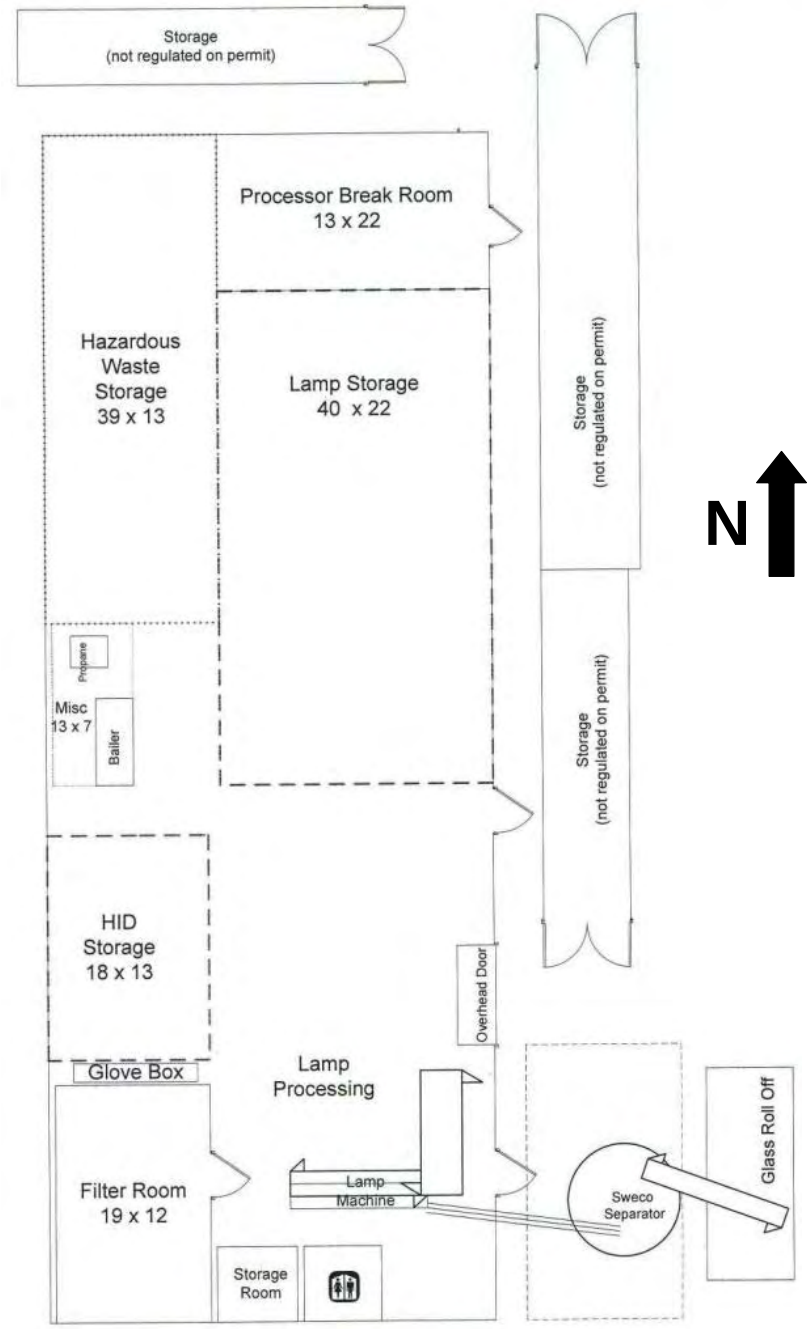


Figure 7-1: LRL Building Layout

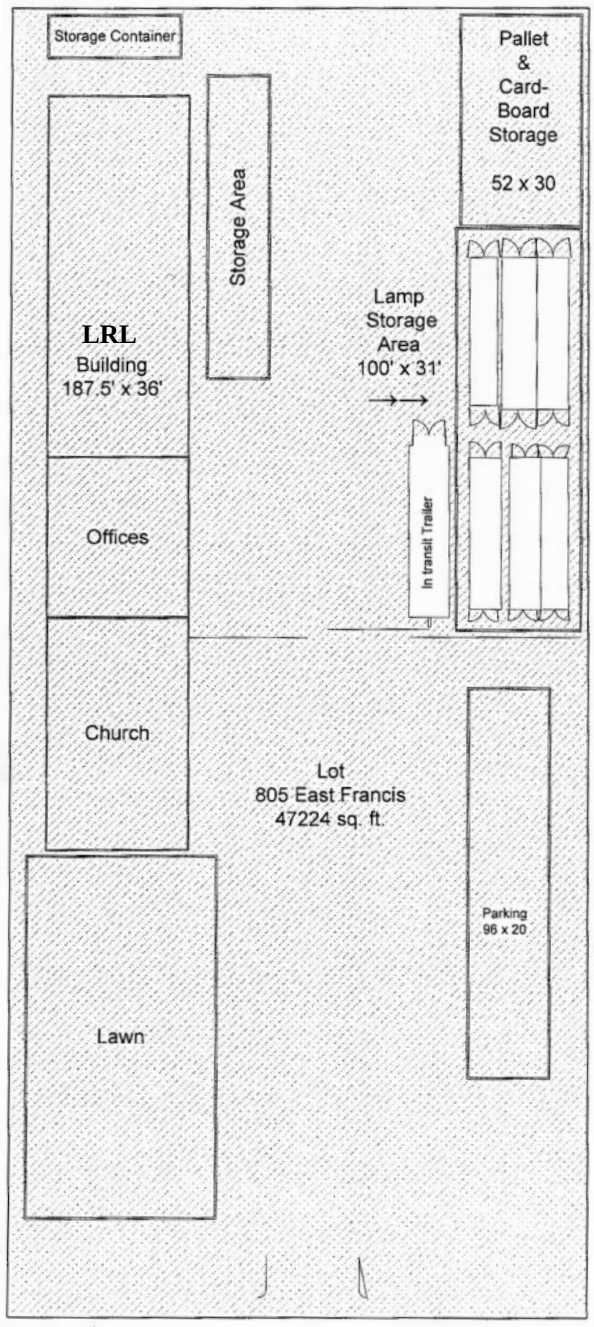


Figure 7-2: Property Layout and Exterior Storage Areas

LRL Design

All storage and treatment (crushing) activities are conducted in enclosed storage containers or within an enclosed building (see LRL Building in Figure 7-1 above) except the collection of crushed glass, aluminum end caps and mercury-containing phosphor powder. As indicated above, collection of the crushed glass, aluminum end caps and mercury-containing phosphor powder is conducted in a vacuum system preventing release of phosphor dust and mercury vapor into the environment. LRL's building is constructed from fire-resistant concrete blocks, with sealed concrete floors. The contingency plan is on file with the San Bernardino County Fire Department and DTSC. Figure 7-2 shows the property layout, including the LRL Building detailed in Figure 7-1 and the permitted trailer storage area (6 trailers).

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.

There are no chemical differences between a waste lamp and a new lamp. Unbroken waste lamps create no exposures of hazardous wastes to humans and the environment. The risks of exposure from handling and transporting unbroken lamps are similar to the risks of handling new lamps. The waste lamps are routinely transported in the original manufacturers' shipping boxes to prevent breakage and releases.

When wastes are received at the facility, the lamps are handled and stored in their cardboard cartons and on pallets to minimize the possibility of breakage. Incidentally broken lamps are segregated and separately fed into the Lamp Demanufacturing Machine. PCB-containing lighting ballasts are generally received in sealed containers. After receipt, the PCB-containing lighting ballasts are stored within the facility while awaiting shipment to a permitted off-site treatment or disposal facility. Aside from small amounts of PCB in the lighting ballasts, no liquid hazardous wastes are received by the LRL facility. The only other liquid handled at LRL is the liquid mercury generated by dismantling mercury-containing devices.

The greatest potential for exposure to the hazardous mercury-containing phosphor powder is while lamps are being unloaded from the truck. The maximum amount of mercury in one lamp is approximately 20 milligrams. The uncontrolled breakage of a number of lamps may create a significant inhalation hazard. As lamps do occasionally break or are received broken, work station air monitoring is conducted several times during each operating shift to ensure worker safety and compliance with California Occupational Safety and Health Administration (CalOSHA) requirements for mercury vapor. Air samples are taken in multiple locations at least every two hours to assess mercury levels. The California Occupational Safety and Health Administration's (Cal/OSHA) threshold for a workplace based on an 8-hour exposure is 0.025 milligrams per cubic meter (mg/m^3). Although readings rarely exceed this threshold, it is the policy of LRL that when the lamp machine is operating, all persons in the warehouse work area must wear protective equipment, including safety glasses, overalls, and a respirator. This policy is a precaution to avoid possible health hazards.

Waste management practices, operating procedures, emergency plans, and employee training requirements each address public health and safety precautions. All PCB-containing lighting ballasts are stored on containment pallets. Metallic mercury is stored in secondary containment flasks. All storage and treatment (crushing) activities are conducted in enclosed storage containers or within an enclosed building except the collection of crushed glass, aluminum end caps and mercury-containing phosphor powder. Collection of the crushed glass, aluminum end caps and mercury-containing phosphor powder is conducted in a vacuum system preventing release of phosphor dust and mercury vapor into the environment. Airborne emissions are controlled by the closed vacuum treatment systems. Incidentally broken lamps are segregated and separately fed into the Lamp Demanufacturing Machine. The storage units are inspected daily.

LRL is a registered hazardous waste transporter (Registration #3379). The drivers of the LRL registered hazardous waste transporter vehicles are trained in safety procedures and contingency procedures to minimize exposures in case a release does occur from the tanker trucks. 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 the vehicle and its operating systems. The owner of the truck must provide $1,000,000 of liability insurance and must be trained in contingency procedures to minimize exposures in case a release does occur. Facility employees are required to receive training in the appropriate responses in 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 breakage of lamps and corresponding release of mercury-containing phosphor powder while unloading lamps from the truck. This type of incident could occur as a result of operator error. Operational measures are in place to prevent breakage of lamps or other releases to the

environment. The waste lamps are routinely transported in the original manufacturers' shipping boxes to prevent breakage and releases. When wastes are received at the facility, the lamps are handled and stored in their cardboard cartons and on pallets to minimize the possibility of breakage. Incidentally broken lamps are segregated and separately fed into the Lamp Demanufacturing Machine. PCB-containing lighting ballasts are generally received in sealed containers and are stored in sealed containers within the facility.

The maximum amount of phosphor powder that could potentially be released would depend on the number of lamps broken while unloading. The maximum amount of mercury in one lamp is approximately 20 milligrams. However, since the lamps are transported in shipping boxes and LRL employees are trained to safely handle the material, the number of lamps that might be broken during unloading, if any, would be minimal. Mercury is a heavy element with a low vapor pressure that does not tend to vaporize. Lamps contain mercury powder coated along the length of the lamp. If a lamp was broken, mercury vapor should only escape due to force of impact, meaning that only a very small percentage of the mercury contained in one lamp would be released to the air as mercury vapor. Due to the qualities of mercury and the lamp design, along with the fact that lamps are transported in drums or boxes and unloading occurs outside, it is highly unlikely that an employee will be exposed to mercury vapor exceeding OSHA thresholds.

The building in which LRL is located is constructed from fire-resistant concrete blocks, with sealed concrete floors. LRL facility personnel handle all waste transfer activities. Aisle space is required to be maintained in all storage areas to ensure access to emergency equipment and personnel. LRL's Contingency Plan is on file with the San Bernardino County Fire Department.

See response to 7a above.

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.

There are no schools within one-quarter mile of the facility. The nearest schools are Bon View Elementary School, located at 2121 South Bon View Ave, and Sultana Elementary School, located at 1845 South Sultana Ave, both 0.5 miles away from LRL.

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.

The LRL facility, located at 805 East Francis Street in Ontario, San Bernardino County is not listed on the Department of Toxic Substances Control's Hazardous Waste and Substances Site List (also known as the "Cortese List"). The Cortese List is a planning document used by the State, local agencies, and developers to comply with California Environmental Quality Act requirements in providing information about the location of hazardous materials releases.

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

LRL has been operating as a permitted hazardous waste storage and treatment facility since 1996. No expansion of the facility is planned and no alterations will be performed around the property boundaries except for three additional trailers. LRL is required to have a Contingency Plan which specifies emergency preparedness and response procedures in the event of a fire or a release. 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 their 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.

LRL is required to submit a copy of their 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 impacts are determined to be less than significant.

Specific References (list a, b, c, etc): 1, 21, 25

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. The project consists of renewal of a Standardized Hazardous Waste Treatment and Storage permit for an existing facility. No new construction is being proposed.

Description of Environmental Setting: Surface water resources in Southern California include creeks and rivers, lakes and reservoirs. Reservoirs serving flood control and water storage functions exist throughout the region. Since the climate of Southern California is predominantly arid, many of the natural rivers and creeks are intermittent or ephemeral, drying up in the summer or flowing only in reaction to precipitation. Annual rainfall amounts vary depending on elevation and proximity to the coast. The Santa Ana River Basin receives approximately 15 inches of precipitation per year, most of it occurring between November and March. There is no sustained aquatic habitat in several parts of the Santa Ana River because of limited or generally absent flows.

The LRL site is located in the Santa Ana River Basin. In very broad terms, the Santa Ana Region is a group of connected inland basins and open coastal basins drained by surface streams flowing generally southwestward to the Pacific Ocean. The boundaries between California's nine regions are usually hydrologic divides that separate watersheds, but the boundary between the Los Angeles and Santa Ana Regions is the Los Angeles County line. Since that county line only approximates the hydrologic divide, part of the Pomona area drains into the Santa Ana Region, and, in Orange County, part of La Habra drains into the Los Angeles Region.

The Project site is located within the Santa Ana River Hydrologic Unit (HU), one of three HU designations in the Santa Ana River Basin (Figure 8-1). The Santa Ana River HU encompasses approximately 1,840 square

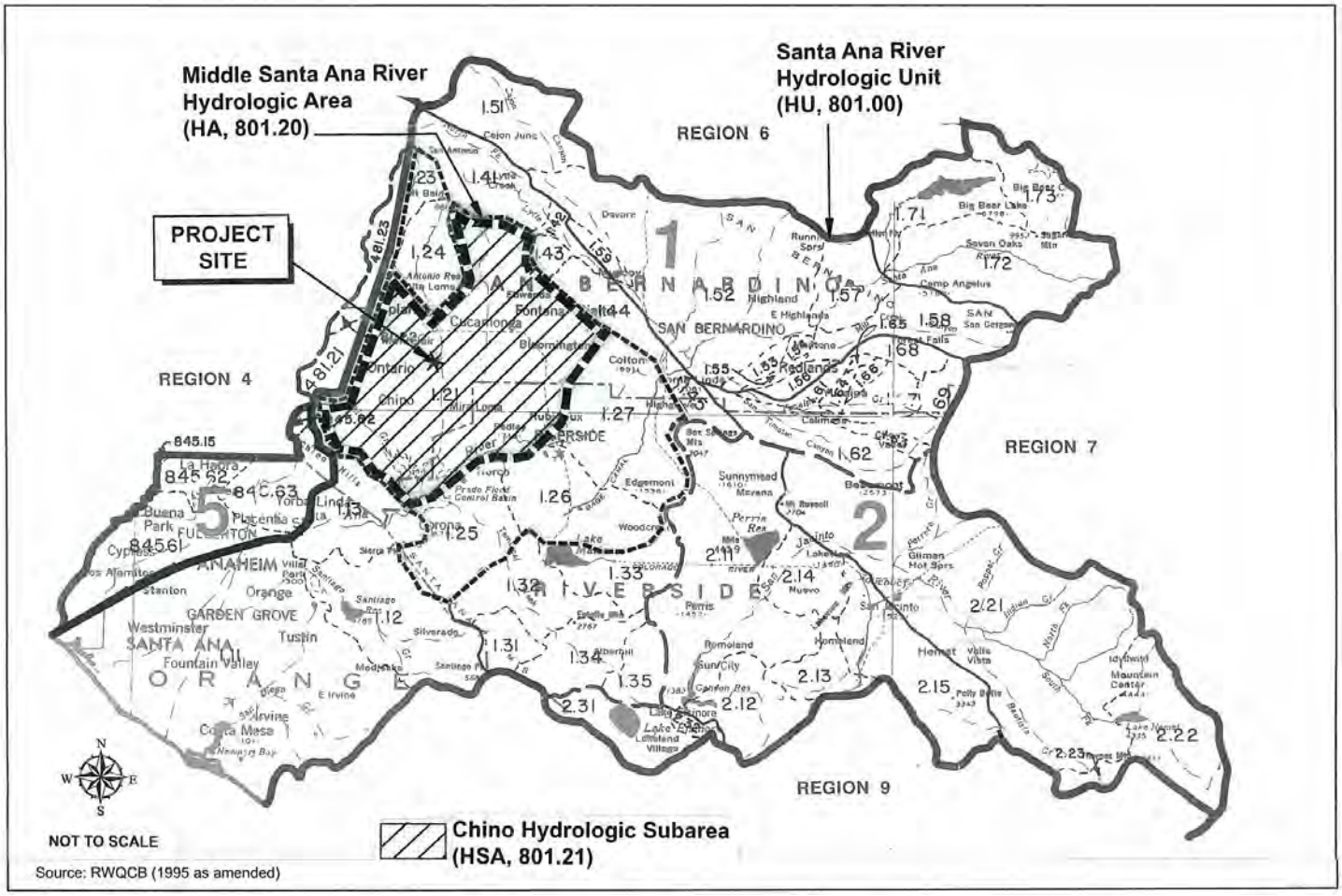


Figure 8-1: Project Site Location within the Santa Ana River Basin

miles, including the Santa Ana River watershed between the northeast corner of the Santa Ana Basin and the Pacific Ocean. Surface drainage within the HU is generally to the west and south through the Santa Ana River and related tributaries, although drainage patterns vary locally with topography. The Santa Ana River HU is divided into a number of smaller hydrologic designations based on local drainage characteristics, with the Project site located within the Middle Santa Ana River Hydrologic Area (HA) and the Chino Hydrologic Subarea. The Middle Santa Ana HA includes approximately 520 square miles and incorporates portions of southwestern San Bernardino and northwestern Riverside County, while the Chino HAS encompasses approximately 270 square miles and is located primarily in San Bernardino County.

The depth to groundwater, as described in the *Ontario General Plan* Hazards Element, is stated as “In Ontario, the shallowest depths are around 300 feet for significant bodies of water.” Alluvial deposits comprise the principal water-bearing strata of the Santa Ana River. The LRL site and vicinity may encompass seasonally perched groundwater bodies at shallower depths, however, with perched groundwater typically consisting of one or more unconfined aquifers supported by impermeable or semi-permeable strata. Perched aquifers are generally small in volume and extent, but may vary with seasonal precipitation and/or irrigation levels. The *Ontario General Plan* Hazards Element notes that local valley areas encompass “numerous areas of shallow perched water at depths of five to twenty feet.”

The LRL facility is located at 805 East Francis Street in Ontario. No surface water resources are located on or adjacent to the project site. Nearly the entire Project site is already paved, with the exception of a small grassy area in the corner of the site. The permit renewal requests permission to pave this area to house additional storage trailers. Land use in the general Project site vicinity includes predominantly urban development, with substantial areas of residential, commercial and industrial facilities. The LRL site is not within a flood prone area and is mapped as Zone X. The current Federal Emergency Management Agency Flood Insurance Rate Map indicates that the project site is not located within the 100-year flood plain.

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. Lamps are disassembled and their respective materials are sent to appropriate treatment and disposal facilities. In the unlikely event that a spill should occur at the site, any spilled material will immediately be collected by and cleaned up from the paved surface of the loading area or the concrete floor of the warehouse. Since the project does not discharge any hazardous waste and any spills are captured by the concrete or pavement, 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. This 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 paving of a 34’ by 152’ grassy area in the northeast corner of the site, which is not in the vicinity of any surface water bodies and is located in an industrially zoned area. The paving is considered to be a small project and does not require a construction or grading permit from the City of Ontario. No changes to the drainage pattern will occur.

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 paving of a 34’ by 152’ grassy area in the corner of the site, which is not in the vicinity of any surface water bodies and is located in an industrially zoned area. No changes to the drainage pattern will occur. Refer to response c. above.

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 renewal permit determination on a lamp recycling facility application. The permit, if approved, would allow LRL, a lamp recycler, to continue store and treat used lamps and mercury-containing devices at the existing place of business. No discharge of hazardous waste will be allowed. The project will not create or contribute runoff water which would exceed the capacity of existing or planned storm water discharge systems or provide substantial additional sources of polluted runoff.

f. Otherwise substantially degrade water quality.

None. During normal operating conditions, no hazardous waste is discharged from the facility. Lamps are disassembled and their respective materials are sent to appropriate treatment and disposal facilities. In the unlikely event that a spill should occur at the site, any spilled material will immediately be collected by and cleaned up from the paved surface of the loading area or the concrete floor of the warehouse, thus preventing any migration offsite. Because the project is not allowed to discharge any hazardous waste and any spills are captured by the concrete or pavement, the project will not degrade water quality.

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. There are no dams, levees or bodies of water within several miles of the city of Ontario

i. Inundation by sieche, tsunami or mudflow.

Tsunamis are large ocean waves that are generated by major seismic events. Storms at sea also can generate heavy waves. Both have the potential to cause flooding in low-lying coastal areas. The project site is located in the city of Ontario, well away from the Pacific Ocean, and is therefore not located in a tsunami hazard area.

A seiche is a surface wave created when a body of water is shaken; usually by earthquake activity. Inundation from a seiche can occur, for example, if a wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam or other artificial body of water. There are no reservoirs, dams, or other artificial bodies of water within several miles of the city of Ontario, thus the project site is not susceptible to seiches.

The topography of the facility site and surrounding area is flat and highly developed. There are no hills nearby. Since the area is flat and developed, the potential for inundation by mudflow is negligible.

Specific References (list a, b, c, etc): 1, 10, 11, 22, 23, 26

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. The project consists of renewal of a Standardized Hazardous Waste Treatment and Storage permit for an existing facility. No new construction is being proposed.

Description of Environmental Setting: The Lighting Resources, LLC (LRL) site is located at 805 East Francis Street in Ontario, San Bernardino County. The existing building is located in a developed area zoned for industrial use. The immediate area surrounding the facility is also zoned for industrial use. Prior to the development of this area as an industrial park, the general land use in this area was agricultural. The industrial park was developed in the early-to-mid 1970's. The nearest residence is approximately 0.5 miles away.

The back of the property borders a cement slab building approximately 50 feet high. LRL's neighbors are Allied Mechanical (a very large manufacturing plant) to the north and Nissin Cap storage (aka Capline International, Inc.) to the east. There are several multi-use small manufacturing tenants to the west: UPCCI, Elite Machining Co., U.S. Tooling and Spas, Inc. and Innovative Mechanical Services. To the south (across the street) are small multi-tenant buildings with a wide variety of uses such as light manufacturing, smog checks, and assembly. The nearest schools are Bon View Elementary School, located at 2121 South Bon View Ave, and Sultana Elementary School, located at 1845 South Sultana Ave, both 0.5 miles away from LRL.

LRL has been operating as a permitted universal waste treatment and storage facility at this location since 1996. LRL's activities include crushing mercury-containing lamps, HID lamps and mercury devices and consolidating other universal waste for shipment to specialized off-site recycling activities. The project is to renew the hazardous waste facility permit without expansion of the facility. These activities are consistent with the General Plan land use designation and would not require a conditional use permit. The project will not have any impact on land use and planning, therefore no further analysis is needed.

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.

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

Specific References (list a, b, c, etc): 1, 3, 12, 21, 23

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. The project consists of renewal of a Standardized Hazardous Waste Treatment and Storage permit for an existing facility. No new construction is being proposed.

Description of Environmental Setting: According to the *Ontario General Plan* Final EIR, the City contains no mineral resources of statewide significance. There are, however, three sites in the extreme southeast part of the City that contain "regionally significant" mineral resources deposited by the Day Creek alluvial fan and estimated to contain aggregate resources, commonly known as gravel. The proposed project would not impact any of these sites and would have no impact on mineral resources. Therefore no further analysis is needed.

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.

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.

Specific References (list a, b, c, etc): 22, 23, 27

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, Loading/unloading activities, Lamp demanufacturing machine operation

Description of Environmental Setting:

The LRL facility, located at 805 East Francis Street in Ontario, is located in an area zoned as industrial. Francis Street is identified as a major surface street in the Ontario General Plan (1992). LRL has been operating as a permitted universal waste treatment and storage facility at this location since 1996. The lamp demanufacturing machine is primarily located within the building (there are extensions outside which lead to by-product containers for crushed glass, aluminum end caps, and phosphor powder). The loading/unloading area is located inside the chain link fence and at the back of the parking lot. Loading/unloading activities are conducted intermittently. The back of the property is framed by a cement slab building approximately 50 feet high. The industrial area in which LRL is located has noise levels produced by LRL by neighboring manufacturing activities and considerable traffic on Francis Street.

The project is to renew LRL's Standardized Permit without any expansion or construction, except asphalt paving of a small area to park three additional storage trailers. The noise associated with paving will be temporary and only last for a short duration. Since LRL has been operating in this location since 1996, and the surrounding community remains industrial in nature, the noise levels from LRL's operation can be considered to be part of the ambient noise level. Therefore the project will not have any impact on the noise and further analysis is not needed.

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.

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

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

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

Specific References (a, b, c, etc): 1, 21, 22, 23

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. The project consists of renewal of a Standardized Hazardous Waste Treatment and Storage permit for an existing facility. No new construction is being proposed.

Description of Environmental Setting: The project site is located in the city of Ontario, which is located in the western portion of San Bernardino County. Surrounded by the cities of Chino, Montclair, Upland, Rancho Cucamonga and Fontana, Ontario is part of the Inland Empire. Incorporated in 1891, Ontario has both older, established residential neighborhoods as well as newer housing tracts.

The project consists of making a renewal permit determination to allow an existing universal waste treatment and storage facility to continue, without any expansion, to treat fluorescent and HID lamps and store PCB-containing ballasts before sending them to a permitted facility. The site is zoned as industrial. The only construction would occur onsite and involves paving a 34' by 152' grassy area in the northeast corner of the site.

LRL employs approximately 9 people for operation at the facility. Approval of the project is expected to neither increase nor decrease the size of the workforce. The project is not anticipated to induce population growth. The proposed project does not include the construction or demolition of any housing, and it would not result in a direct impact to the existing housing stock. The proposed project would not displace any people because there are no people residing at the project site. Accordingly, there would be no displaced population requiring the construction of replacement housing elsewhere.

Accordingly, the project would not result in housing impacts and 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).

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

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

Specific References (list a, b, c, etc): 1, 23

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. The project consists of renewal of a Standardized Hazardous Waste Treatment and Storage permit for an existing facility. No new construction is being proposed.

Description of Environmental Setting: The Ontario Police Department (OPD) is the local law enforcement agency responsible for providing police services to the LRL site area and the immediate project vicinity. The Ontario Fire Department (OFD) has the responsibility to provide fire services for all structural facilities, and it is also their responsibility to provide all Emergency Medical Services. The Ontario International Airport (ONT) is located approximately 3 miles away from LRL. The ONT Safety Division provides law enforcement and fire protection needs for ONT and is housed in the ONT Safety Base on the south side of the Airport near the control tower. The OFD is an Advanced Life Support provider for all areas within the City of Ontario (this supersedes the ONT Safety Division's Basic Life Support level of care).

Figure 13-1 shows the existing police, fire, and emergency medical services located on or near the project site.

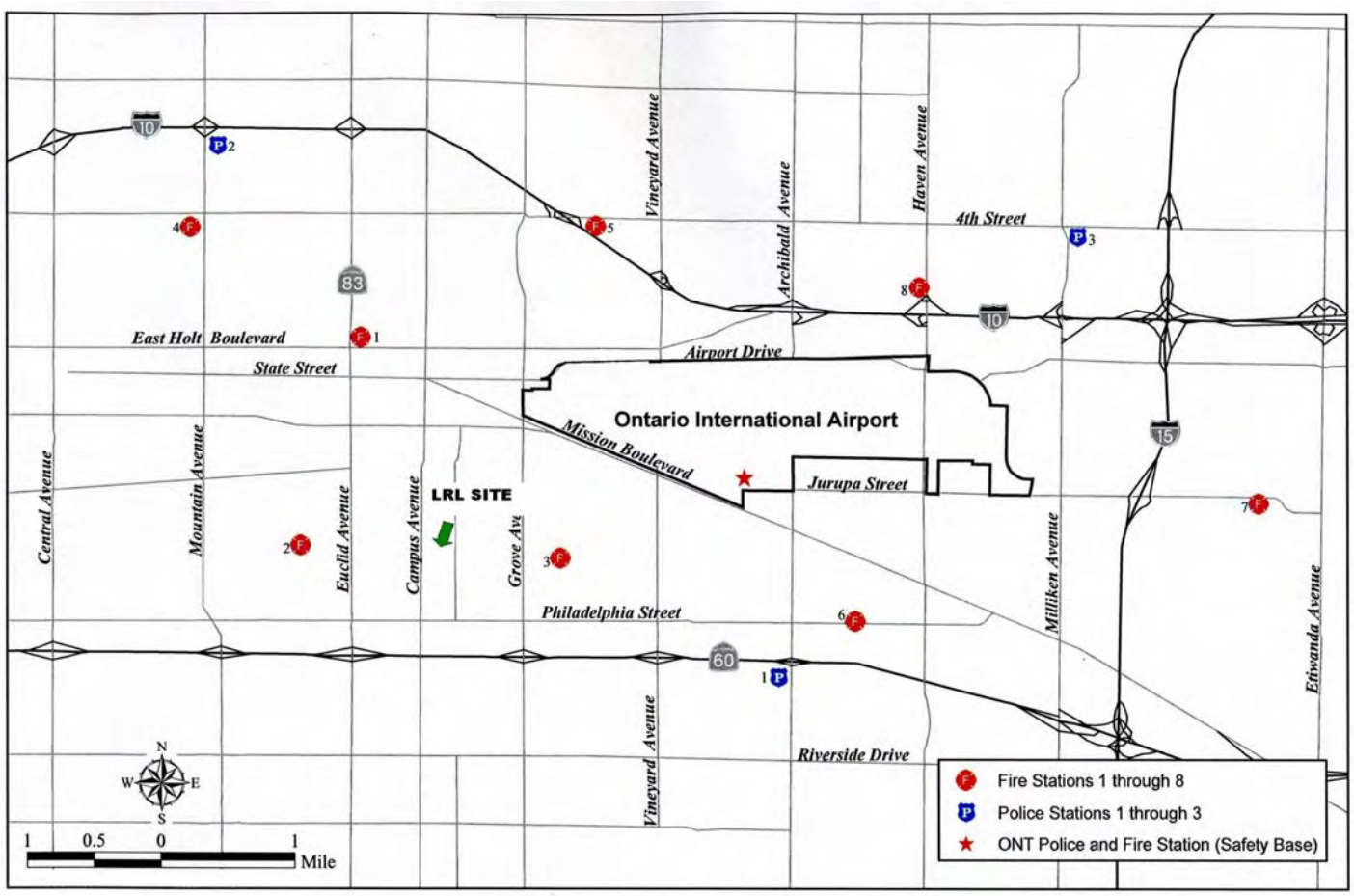


Figure 13-1: Ontario Fire and Police Station Locations

Police Services

The OPD operates one main and two existing satellite stations (Figure 13-1 and Table 13-1). The main station for police services is located at 2500 S. Archibald Avenue. It houses a temporary jail facility, the department's dispatch center, as well as the dispatch center for all the "west end" agencies including Ontario, Upland, Rancho Cucamonga and Montclair Fire Departments.

Table 13-1
Police Protection

Location	Personnel
AIRPORT	
ONT Safety Division	65 Officers
OPD	
Police Headquarters 2500 S Archibald Ave	350 Sworn Officers plus Civilian Support
Sub Station 1 6thStreet/Mountain Ave	
Sub Station 2 Mills Center	

OPD uses a planning ratio of 1.6 sworn officers per thousand residents and 1.0 non-sworn civilian support personnel per thousand residents. Currently, OPD is staffed at approximately 1.35 officers and 0.35 non-sworn civilian support personnel per thousand residents. There are more than 350 sworn officers and civilian support personnel at the police headquarters, neighborhood sub-stations, and the Ontario Mills Mall station. Officers are dispatched to calls for response from their beat; therefore, response times vary depending on the responding officers' distance to the call when it comes in. The response time for Priority 1 calls (highest priority response request) currently ranges between 6.5 and 8 minutes citywide. The OPD's goal for Priority 1 response is five minutes or less. In the City, 90 percent of 911 calls receive on-site response in less than five minutes. The Ontario Communications Unit is staffed 24 hours a day to respond to requests from citizens and the officers in the field. In 2001, the Communications Center handled 83,417 calls for 911 assistance in addition to 135,730 calls on the seven-digit emergency lines and 81,763 on the non-emergency lines. Police averaged 411 incidents per day and OFD averaged an additional 115 incidents per day, for a total of 186,451 yearly incidents (calls-for-service). Communications are streamlined through the use of a state-of-the-art computer aided dispatch system, which integrates with the police and fire records management systems.

Fire Protection

The Ontario Fire Department (OFD) serves a population of approximately 170,000, covering nearly 50 square miles, and responds to 15,000 calls per year. The OFD operates eight fire stations that house eight four-person paramedic engine companies and two four-person truck companies. OFD is a full service department providing fire/rescue services, paramedics providing Emergency Medical Services, safety education, inspections, plan reviews, disaster preparedness and specialty teams. Table 13-2 lists the station number, location, equipment, and current 24-hour staffing (see Figure 13-1 for station locations). The OFD is comprised of the Bomb Squad, Special Weapons and Tactics Team (S.W.A.T.) Paramedic, Hazardous Materials Team, Urban Search and Technical Rescue Team, Training Division, and Emergency Medical Services (EMS). The Deputy Chief of Operations supervises a total of 130 uniformed personnel, holding the ranks of Battalion Supervisor, Fire Captain, Fire Engineer, and Fire Fighter.

The OFD stations nearest to the Project site are stations numbers 1, 2 and 3 (Figure 13-1). The *Ontario General Plan* indicates that the average incident response time is less than three minutes within the City's downtown area and five minutes or more elsewhere within the City. In addition to the City-operated fire stations, the City has mutual aid agreements with surrounding jurisdictions, including the ONT Safety Division, which enables other fire agencies to respond to major incidents within the OFD's jurisdiction. If an aircraft-related fire occurs, specially trained Airport personnel assist the OFD.

Table 13-2
OFD Stations

Station	Location	Equipment	Staffing
1	425 E. B Street	1 Paramedic-Engine Co. (E-1 Hush 1750/500) 1 Truck Co. (KME/LTI 100' filler) 1 Chevrolet/Grumman Van Bomb Squad 1 Devices Bomb Trailer 1 1997 Chevrolet Suburban Battalion Chief Unit	9
2	544 W. Francis Street	1 Paramedic-Engine Co. (American LaFrance Century 1500/500) 1 Ford/Westates 1000/700	3
3	1408 E. Francis Street	1 Paramedic-Engine Co. (KME 1750/500) 1 Water Tender 1 Reserve Truck Co.	4
4	1005 N. Mountain Ave.	1 Paramedic-Engine Co. (E1 1500/500) 1 Reserve-Engine Co. (Freightliner/KME 1500/500)	4
5	1530 E. 4th Street	1 Paramedic-Engine Co. (KME 1750/500) 1 Reserve Engine (Crown 1500/500)	4
6	2931 E. Philadelphia St.	1 Paramedic-Engine Co. (KME 1750/500) 1 Reserve-Engine Co. (Van Pelt 1500/500) 1 Brush Engine Co. (Freightliner/KME 1500/500) 1 Battalion Chief Unit (Chevrolet Suburban)	5
7	4925 E. Vanderbilt Street	1 Paramedic-Engine Co. 1 Reserve-Engine Co.	4
8	3429 E. Shelby Street	1 Paramedic Engine Co. (KME 1750/500) 1 Truck Co. (Olympiam/LT1 100 ft Tower Ladder) 1 Heavy Rescue Co. 1 Multi-Agency Hazardous Materials Unit	8

Emergency Response Facilities

The ONT Safety Division provides EMS with assistance, if needed, from five of the seven OFD stations. The standard used by the OFD is to maintain a response time of five minutes or less for existing and new development.

The City provides an extensive variety of healthcare providers, facilities, programs and services that handle emergencies. The main emergency medical facilities near the project site include the 330-bed San Antonio Community Hospital approximately four miles north of the project in the City of Upland; a 91-bed, regional acute care Kindred Hospital Ontario, approximately two miles to the north; U.S. Family Care Medical Center approximately 6 miles to the northwest in the city of Montclair and Chino Valley Medical Center approximately four miles to the southwest in the city of Chino. The nearest trauma center is the Loma Linda University Medical Center located approximately 26 miles to the east of the project site.

Schools

The City of Ontario is served by four school districts: the Ontario-Montclair School District, the Mountain View School District, the Chino School District and the Chaffey Joint Union School District. The closest schools to the LRL facility are Bon View Elementary School (approximately 0.5 mile to the south on S. Bon View Avenue), Sultana Elementary School (approximately 0.5 mile to the west on S. Sultana Avenue), Linda Vista Preschool (approximately 0.7 mile to the northwest on S. Sultana Avenue), De Anza Middle School (approximately 0.8 mile to the northwest on S. Sultana Avenue), Ontario Christian Elementary School (approximately 1.0 mile to the northeast on Euclid Avenue), and Euclid Elementary School (approximately 1.5 miles to the northwest on Euclid Avenue).

Higher education is provided by Chaffey Community College (approximately 2.4 miles to the north on W. Emporia Street), the University of Redlands (approximately 1.8 miles to the northeast on 4th Street), and Inland Valley University

(approximately 5 miles to the northwest on N. San Antonio Avenue in the city of Upland). The project would not include construction or operation of school facilities, directly affect any schools or include the construction of new housing. Accordingly, the project would not affect existing school capacities or create a demand for new or expanded school facilities.

Libraries

The closest libraries to the project site are the Ontario Main Library (approximately 2.5 miles northwest of the site on East "C" Street) and the Colony High Branch Library (approximately 5.6 miles southeast of the site on Riverside Drive). The proposed project would have no direct effect on these libraries. Furthermore, the project would not result in new housing or a population increase that would require additional library services. Accordingly, the project would have no effect on library services.

The project consists of making a renewal permit determination to allow a universal waste storage and treatment facility to continue to store PCB ballasts (before shipping off-site to permitted facilities) and de-manufacture fluorescent and HID lamps at the project site. The site is zoned for industrial use. No construction will occur onsite except for paving a 34' by 152' grassy area in the corner of the site. The project does not involve any construction outside the project site. No housing or people would be displaced by this project. LRL employs approximately 9 people for operations at the facility. Approval of the project is expected to neither increase nor decrease the size of the workforce. No impact to public services is expected. 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
- Police protection
- Schools
- Parks
- Other public facilities

Specific References (list a, b, c, etc): 21, 22, 23, 28, 29, 30, 31

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. The project consists of renewal of a Standardized Hazardous Waste Treatment and Storage permit for an existing facility. No new construction is being proposed.

Description of Environmental Setting: The City of Ontario contains a variety of recreational opportunities, including City parks, county parks, school recreation facilities, private parks, private golf courses and recreational trails for bicycles, horses and hiking. The Public Works/Community Services Agency is responsible for the maintenance of park facilities and the acquisition of new parklands, while the Recreation and Community Services Department runs the City's recreation program. The park and recreation facilities closest to the LRL facility are the Bon View Park (approximately 0.98 miles

north of the site), Kimball Community Park (approximately 1.1 mile south of the site), and De Anza Park (approximately 1.4 miles northwest of the site).

The project involves making a renewal permit determination on a universal waste treatment and storage facility. The project does not include construction or expansion of recreation facilities. The proposed project would not include the construction of new housing or otherwise create a demand for new or expanded recreational facilities. Therefore, no further analysis is needed.

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.

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

Specific References (list a, b, c, etc): 4, 22, 32, 33

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 to and from the facility.

Description of Environmental Setting:

Traffic planning in the City of Ontario must be in accordance with the 2003 Update of the San Bernardino County Congestion Management Plan (CMP), published by the City of Ontario and San Bernardino Associated Governments (SANBAG). SANBAG is the County's designated Congestion Management Agency (CMA) and is responsible for oversight of the traffic analysis. The County's CMP methodology requires a Project to mitigate its traffic impact to level of Service (LOS) E or better whenever the traffic generated by the proposed development causes the level of service of study CMP intersections to degrade to LOS E or F and the Project contributes 80 or more trips to the intersection during the AM or PM peak hours (see Table 15-1 regarding the LOS scale). The CMP allows an intersection to operate at LOS E, while the City of Ontario requires an LOS D as a minimum acceptable level. For this project, minimum acceptable intersection operating conditions must follow the City of Ontario guidelines for all intersections.

Table 15-1
Highway Capacity Manual Levels of Service (LOS) Interpretation

LOS	Description	Signalized Intersection Delay (seconds per vehicle)	Stop-Controlled Intersection Delay (seconds per vehicle)
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	< 10	< 10

B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	>10 and < 20	>10 and < 15
C	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	>20 and < 35	>15 and < 25
D	Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues.	>35 and < 55	>25 and < 35
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	>55 and < 80	>35 and < 50
F	Forced flow. Represents jammed conditions. Backups form locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	> 80	> 50

Source: *Highway Capacity Manual*, Special Report 209, Transportation Research Board, Washington, D.C., 2000

The freeways in the vicinity of the LRL project site are Interstate 10 and State Route 60. Interstate 10 (I-10) is a major trans-continental interstate freeway that travels through some of the most heavily populated areas of Los Angeles and its suburbs. This ten-lane freeway (four lanes plus a carpool lane in each direction) links the Inland Empire to the rest of the United States and connects to the Interstate 15 (I-15) approximately 5.7 miles to the northeast of LRL. In the area surrounding LRL, I-10 is accessible via major north-south arterials including Mountain Avenue, Euclid Avenue and Vineyard Avenue. Grove Avenue provides access to I-10 via the 4th Street on/off ramps. Among these facilities, Grove Avenue and Euclid Avenue provide access to the project site via Francis Street. State Route 60 (SR-60) connects the Inland Empire area to the Los Angeles metropolitan area to the west and to Riverside County to the southeast. SR-60 branches from and reconnects to I-10, running from the East Los Angeles Interchange to Beaumont. SR-60 is generally ten lanes (four lanes plus a carpool lane in each direction) in the project area. In this area, SR-60 has full diamond interchanges with Mountain Avenue, Euclid Avenue, Grove Avenue and Vineyard Avenue. Access to the project site is provided from Euclid Avenue and Grove Avenue via Francis Street.

The primary east-west arterials in the area surrounding the LRL facility are Holt Boulevard, Airport Drive (which becomes State Street west of Grove Avenue), Mission Boulevard and Philadelphia Street. The primary north-south arterials in the vicinity of LRL are Grove Avenue, Vineyard Avenue, Mountain Avenue and Euclid Avenue (State Route 83)

The primary route to the LRL facility is SR 60 to the Grove Avenue exit. Grove Avenue leads to Francis Street, the street on which LRL is located. Another common route is SR 60 to the Euclid Avenue exit, which is one exit west of Grove Avenue. Euclid Avenue leads directly to Francis Street. Most traffic coming to LRL and the City of Ontario comes from the west (Los Angeles) or the southwest (Orange County, San Diego) via SR 60 East to Grove and/or Euclid Avenue. Traffic coming from the north may use Interstate 10, exiting at Euclid Avenue.

Grove Avenue is a major north-south arterial and is used as a key route to Ontario International Airport, which is located approximately 3 miles from Lighting Resources, LLC. Grove Avenue has a poor level of service, particularly in the AM peak hour, as detailed in Table 15-2 below.

Table 15-2
Existing AM and PM Peak Hour Intersection LOS for Grove Avenue Intersections in the Vicinity of Lighting Resources, LRL

	Intersection	AM			PM		
		LOS	**Delay (sec)**	**V/C**	**LOS**	**Delay (sec)**	**V/C**
1	Grove Avenue at Mission Boulevard	C	31.2	0.611	**D**	**53.5**	**1.010**
2	Grove Avenue at Belmont Street	**F**	**66.7**	**N/A**	**F**	**OVRFL**	**N/A**

3	Grove Avenue at Francis Street	C	23.2	0.484	C	22.5	0.580
4	Grove Avenue at Philadelphia Street	C	27.2	0.711	C	31.5	0.774
5	Grove Avenue at SR-60 Westbound Ramps	**D**	**54.8**	**1.053**	C	23.1	0.715
6	Grove Avenue at SR-60 Eastbound Ramps	**F**	**167.6**	**1.383**	C	30.1	0.855

(V/C is the volume to capacity ratio, where acceptable intersection operating conditions are LOS D or better with a V/C less than 1.0. Traffic counts are as of May 5, 2005.)

LOS E and F intersections in proximity of the facility include Grove Avenue at Belmont Street and the Grove Avenue at SR-60 Eastbound ramps. The intersection of Grove Avenue at Belmont Street is located approximately 1.3 miles away from LRL, adjacent to the Ontario International Airport. It is not typically used by LRL as one of their traffic routes. Grove Avenue at the SR-60 Eastbound ramps are used by LRL, however, their traffic contribution is already included in the traffic counts provided above.

Lighting Resources, LRL is located at 805 East Francis Street. East Francis Street has a LOS designation of C and is designated as an industrial route. Normal daily traffic activities associated with LRL include commute trips for nine employees and two company trucks that bring waste lamps to the facility (average of 3 deliveries per day)[3]. LRL also accept waste lamps delivered by other transporters, receiving about three of these deliveries daily.

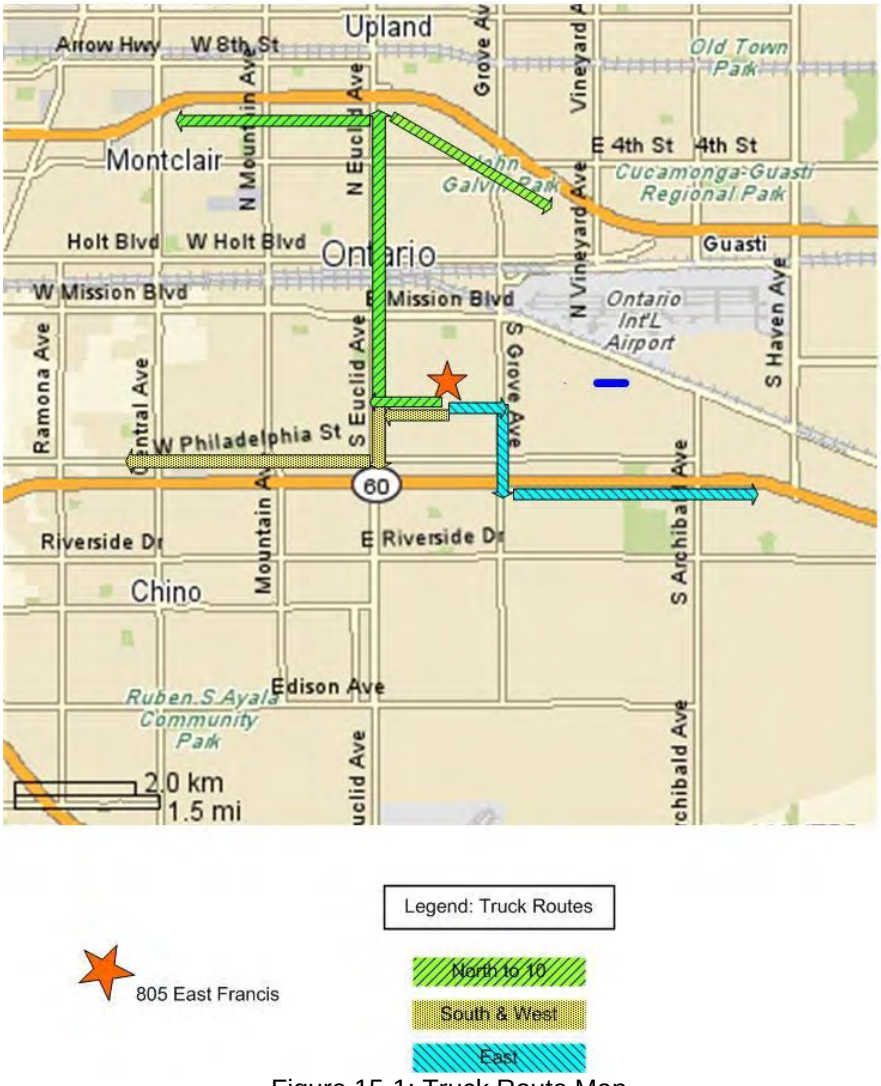


Figure 15-1: Truck Route Map

[3] All analyses in this Initial Study were performed using a 32,000 lamp per day processing limit for the Lamp Machine.

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).

Since LRL is currently operating as a permitted universal waste treatment and storage facility and no physical expansion of the facility is planned, traffic to and from the facility is expected to remain essentially unchanged. LRL has been operating in this location for over 10 years since 1996, so its current traffic has already been factored into existing traffic load and capacity. Operating at the maximum treatment capacity will result in two additional deliveries a day, for a total of 8 deliveries per day. An increase of two additional trips is insignificant in relation to the existing traffic load and capacity of the street system. No additional truck trips are anticipated due to the addition of three storage trailers. The additional storage space will not significantly increase the storage capacity but will provide adequate aisle space to safely store and access lamps. Therefore the project will not cause a substantial increase in traffic.

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

The only intersection impacted by LRL activities and operating below the County or City's acceptable LOS is Grove Avenue at the SR-60 Eastbound ramps. Grove Avenue at SR-60 Eastbound operates at LOS F during morning peak hours and at LOS C in the afternoon peak hours. Operation of LRL at maximum treatment capacity and the resulting minor increase in truck activity will not significantly worsen existing traffic conditions. Refer to the discussion in subsection a., above.

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

Paving the 30' by 140' area to accommodate three additional storage trailers is the only physical change approved by the permit. The area is adjacent to the existing trailer storage area. The project does not involve any alterations to areas along the property boundaries or any streets or roadways near the facility. Therefore the project will not increase hazards due to a design feature.

d. Result in inadequate emergency access.

LRL has been operating at this location as a permitted hazardous waste storage and treatment facility since 1996. Approval of the project will allow LRL to continue to operate with no substantial changes. All vehicles, including emergency vehicles will continue to access the facility from Francis Street via Grove Street. Therefore approval of the permit renewal will not result in inadequate emergency access.

e. Result in inadequate parking capacity.

Adequate parking is provided for LRL employees and delivery trucks as they are unloaded. As discussed in subsection a. above, LRL does not anticipate a significant increase in the number of trucks entering the site since no physical expansion of the operations is planned. Therefore, approval of the permit renewal will not result in inadequate parking.

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

LRL has been operating in this location for over 10 years since 1996. No physical expansion of the facility or significant change in operations is planned. Therefore, approval of the permit renewal will not conflict with any policies, plans or programs supporting alternative transportation.

Specific References (list a, b, c, etc): 1, 19, 22, 23, 34
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. The project consists of renewal of a Standardized Hazardous Waste Treatment and Storage permit for an existing facility. No new construction is being proposed.

Description of Environmental Setting:

Solid Waste

The City of Ontario Public Works/Community Services Agency – Solid Waste/Equipment Services Department provides solid waste collection and disposal services. These services include temporary and permanent services for local commercial, industrial and residential needs. The types of containers provided to commercial and industrial facilities include barrels, four-cubic-yard bins, 30- to 40-cubicyard drop bodies and compacted drop bodies. Refuse collected from LRL and other areas of the City is hauled to one of several landfill sites located in San Bernardino County and administered by the San Bernardino County Solid Waste Management Division (SWMD). The County of San Bernardino's solid waste disposal system consists of six regional landfills, eight transfer stations and five community collection centers. Approximately 20.4 million tons of refuse generation for disposal are projected within the County during a 15-year planning period (2002-2016). SWMD's *Countywide Integrated Waste Management Plan Five Year Review Report for the County of San Bernardino* (2002) projected that, based on remaining permitted refuse capacity and anticipated refuse generation for disposal, landfills in the County have approximately 29 years of capacity.

Water

The City has four sources of water supply—groundwater, desalter water from the Chino Desalter Authority, recycled water and imported water from the Water Facilities Authority (WFA). The main sources of potable water for the City are local groundwater (79 percent) and imported surface water (21 percent). Currently, municipal water supply sources consist predominantly of groundwater wells through direct use or treatment and use and imported surface water from The Metropolitan Water District of Southern California (Metropolitan). Metropolitan is the regional wholesale water agency that supplies imported water to southern California from the Colorado River and the State Water Project from northern California.

The City also obtains water through institutional arrangements that involve water transfers, deals and agreements. The City has an executed agreement with the Inland Empire Utilities Agency (IEUA) that funds the construction of water facilities that improve the City's water reliability and reduce dependence on imported water. The City is also a member of the WFA that was created under the Joint Exercise of Powers Agreement with the Cities of Chino, Chino Hills and Upland in 1980. The WFA charter is to provide for the acquisition and construction of water supply facilities for its member agencies. The WFA purchases imported water from IEUA as a member agency of Metropolitan. The City has capacity rights up to 25.4 million gallons per day (mgd). Since 1990, the City has purchased an average of about 6.69 mgd (7,500 acre-feet18 per year), and in 2003 the City purchased an average of 8.3 mgd (9,300 acre-feet per year).

The City currently has 26 production wells in the Chino Basin with a combined capacity of about 41,707 gallons per minute (60.1 mgd at 100 percent utilization). Twenty-three city wells are currently in service. In addition to the nine new wells proposed in the Water Master Plan, the City has prepared a long range replacement plan for older wells that lose production and in response to water quality concerns. Replacement wells are expected to have higher flow capacities than the ones being replaced.

Sewer

Sewage (wastewater) is collected via the City-owned and maintained sewer lines and treated by the IEUA, which provides primary, secondary and tertiary sewage treatment. IEUA operates the regional sewerage system that collects, treats, and disposes of wastewater delivered by contracting local agencies, including the City.

The IEUA operates two systems, one for reclaimable wastewater and the other for non-reclaimable water. The non-reclaimable wastewater line exports industrial and other non-reclaimable wastes from the basin. Reclaimable wastewater

is piped to IEUA Regional Plant No. 1, located between Vineyard and Archibald Avenue in south central Ontario, southeast of LRL. The IEUA Regional Plant No. 1 has a capacity of 52 mgd for solids and 44 mgd for liquids. The plant currently utilizes approximately 88 percent of its capacity, and is projected to utilize approximately 83 percent of its capacity in fiscal year 2009/2010 (The projected reduction in the plant's capacity utilization reflects planned diversions and bypasses within the plant's service area.)

Communications

The Verizon Corporation provides telephone communication systems for the City. Verizon maintains an extensive aerial and underground distribution system near LRL.

Energy Supply

The City uses electrical and natural gas energy sources for the majority of its heating, cooling, lighting, cooking and industrial needs.

Electricity
Southern California Edison provides electrical power from numerous substations located throughout the City. Climatic conditions in the South Coast Air Basin, in which the LRL facility is located, are characterized by moderate winters and warm, dry summers. These conditions result in a relatively low energy demand for structural heating and air conditioning. According to the Ontario General Plan Final EIR, the projected electrical demand for the City of Ontario under full General Plan implementation would be approximately 19,000 megawatt hours (mwh) per day. The Ontario General Plan Final EIR also indicates that the projected electrical demand is within the load growth parameters planned for the City by Southern California Edison.

Natural Gas

Southern California Gas Company (SCGC) provides gas service to the City. The SCGC maintains extensive gas distribution stations throughout Ontario. According the *Ontario General Plan* Final EIR, no known significant problem areas presently exist and the supply of gas to the City is sufficient to meet the expected needs.

The project consists of making a renewal permit determination to allow LRL to continue storing and crushing spent fluorescent and HID lamps and storing PCB ballasts (before shipping off-site to permitted facilities) at the project site. Utility hookups already exist. The utilities needed for asphalt paving of a small area will be temporary and will only last for a short duration. No new utilities or alterations of existing facilities will be required as a result of this project. The project, if approved, will not have any impact on utilities and service systems. No further analysis is needed.

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

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

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.

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.

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

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.

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

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

Specific References (list a, b, c, etc): 1, 13, 14, 22, 23, 27, 32

Findings of Significance:

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

17. Mandatory Findings of Significance

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, Lighting Resources, LLC (LRL) has been operating at this location as a permitted hazardous waste treatment and storage facility since 1996. The project, if approved, would allow LRL to continue to store PCB ballasts (before shipping off-site to permitted facilities), as well as store and crush fluorescent and HID lamps at the project site. The project is located in an existing industrial park zoned area (City of Ontario's zoning designation of this area is M-2). The site is covered entirely by either asphalt or concrete, except for a 34' by 152' grassy area which will be paved upon project approval. There are no threatened or endangered plants or animals within the fenced area of the facility. The site does not contain any plant or animal habitat, although there is minor landscaping around the building consisting of grass, small bushes and trees.

Also as discussed in Section 5, Cultural Resources, DTSC performed a search for historic and cultural resources in the area surrounding Lighting Resources, LLC found no historic-cultural landmarks in the vicinity of the LRL site. The nearest historic-cultural landmark is approximately 2 miles away.

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, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population 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: Hazards and Hazardous Materials and Transportation and Traffic.

In certain instances, a project may have possible environmental effects which are individually limited but cumulatively considerable. In accordance with Section 15130 of the CEQA Guidelines, this Initial Study analyzes the cumulative impacts that could occur with the LRL project. Cumulative impacts, (e.g., two or more individual effects which, when considered together, compound or increase the environmental impact of a proposed project) can result from individually minor but collectively significant projects taking place over a period of time.

DTSC's cumulative analysis consists of examining the conclusions reached in existing environmental documents for related projects in the general vicinity and the conclusions reached in each resource analysis in this Initial Study to determine if a "nexus" can be established among resource impacts that could lead to a significant cumulative impact in the project area. No analysis will be performed on resources that have been determined not

to be impacted (See list above). DTSC performed a search of the relevant environmental documents through the State Clearinghouse's CEQAnet Database. No related projects were found in the general vicinity of the LRL project. Projects not related to hazardous waste management but which may have a cumulative impact are:

- **Pacific Gateway Cargo Center at Ontario International Airport.** The lead agency is the City of Los Angeles. An Environmental Impact Report was prepared for this project. The Draft Environmental Impact Report was recently circulated for review. The public comment period started April 26, 2006 and ended June 9, 2006. The City of Los Angeles, Los Angeles World Airports (LAWA) is proposing to approve a property lease and related agreements allowing redevelopment of approximately 96 contiguous acres of underutilized property located in the northwest portion of Ontario International Airport. This site is bounded by Airport Drive to the north, Vineyard Avenue to the east, the airfield to the south, and the West Cucamonga Channel on the west. LAWA also is proposing to amend Ontario International Airport's existing Airport Layout Plan to reflect the proposed redevelopment of the site. This project is approximately two miles northeast of the LRL facility.

- **Piemonte at the Ontario Center.** The lead agency is the City of Ontario. A Notice of Determination was received by the State Clearinghouse on March 27, 2006. Panattoni Development is developing Piemonte, a new mixed use project that will be a pedestrian oriented "urban village" with office, residential, retail, entertainment, sports and dining facilities. This project will include 400,000 square feet of corporate office space, as well as 309,280 square feet of retail, 54,800 square feet of restaurants and services, 806 units of for-sale residences, 769 units of multi-family residences, a 45,000-square-foot health club and a 200-plus room hotel and restaurant. The project will also include an 8,500-seat sports center and entertainment arena expected to open in 2007.

- **Airport Corporate Centre.** Armstrong Butcher Properties is developing the 350,000-square-foot Airport Corporate Centre campus in the Centrelake Development adjacent to Ontario International Airport. This master-planned office development will be completed in three phases: the first phase will include seven single-story buildings and one three-story building for sale or lease, with a total square footage of 118,000. Future phases will commence when the first phase is 60 percent leased.

- **Rich-Haven Specific Plan.** The lead agency is the City of Ontario. An Environmental Impact Report will be prepared for this project. A Notice of Preparation is currently under review. The public comment period for the Notice of Preparation started May 16, 2006 and ended June 14, 2006. The proposed Rich-Haven Specific Plan encompasses approximately 510 gross acres with a maximum development capacity of 4,259 dwelling units and 848,400 square feet of regional commercial/office. The Land Use Plan for the Specific Plan includes a Residential District and Commercial District comprised of twenty-one Planning Areas (PAs). The Residential District includes nineteen PAs providing a mixture of low-, medium-, and high-density residential uses with a maximum of 4,259 dwelling units and a Regional Commercial District that includes three PAs. The Regional Commercial District includes three PAs (20, 21A, and 21B) planned for a mixture of a variety of uses including commercial, office, vertical residential, medical office, and research, as well as a "Stand Overlay" allowing for stand alone residential neighborhoods. The Regional Commercial District includes PA 20 incorporating 725 residential units and 400,000 square feet of commercial/office uses and 1,052 residential units. The public facilities within the Specific Plan include 20.1 acre Southern California Edison easements, and a 24.8 acre Middle School. Final plans for the project would include an allowance for a transfer of residential density from the Regional Commercial District within Planning Areas 20 and/or 21 to Residential PAs within the Residential District (PAs 8 to 19).

- **Hofer Ranch Specific Plan and General Plan Amendment.** The lead agency is the City of Ontario. A Negative Declaration was prepared for this project. The Hofer Ranch Specific Plan is adjacent to Ontario International Airport on the south, within the Majestic Industrial Development and the Hofer Ranch Homestead. The City of Ontario recently approved changes to the Hofer Ranch Specific Plan Area (with associated changes to the General Plan land use designations and zoning) to include 31 acres of Historic Planned Commercial and 54 acres of Planned Industrial. This expands the previous Hofer Ranch Specific Plan area by 89 acres. The historic commercial area would focus on visitor-serving uses in approximately 260,000 square feet of commercial space. The Planned Industrial area would include business parks and industrial uses (research and development, rail-served uses, and industrial uses) in approximately 3.3 million square feet of development. This project is approximately 4.7 miles southeast of the LRL facility.

- **New Model Colony.** The lead agency is the City of Ontario. An Environmental Impact Report was prepared for this project. The Final Environmental Impact Report was received by the State Clearinghouse in October

1997. Ontario's New Model Colony is the portion of the former San Bernardino County Agricultural Preserve annexed by the City in 1999. The New Model Colony (NMC), which encompasses approximately 8,200 acres of primarily undeveloped dairy farm land. It is bound by Riverside Drive to the north, Milliken Avenue and Hamner Avenue to the east, the Riverside County line and Merrill Avenue to the south, and Euclid Avenue to the west. The NMC encompasses a mix of residential neighborhoods, high intensity regional serving centers, employment centers, and an activity core that serves as the common focal point for all neighborhoods and districts. The first homes will be under construction in early to mid-2006 and ready for occupancy by mid-2007. The City of Ontario asserts that NMC will also be the largest, most advanced deployment of fiber optic communications technology for homes and businesses in southern California. The General Plan for the area anticipates build-out in 30 years. This project is approximately 2.2 miles southwest of the LRL facility.

- **Civic Center.** The lead agency is the City of Ontario. An Environmental Impact Report was prepared for this project. The Final Environmental Impact Report was received by the State Clearinghouse on August 6, 2004. The proposed projects will revitalize the Ontario Civic Center area through improvements and upgrades of the heart of Ontario's downtown. Proposed development will include both rental and owner-occupied multi-family housing, academic and office uses, existing civic/public services, and retail uses to serve the new and existing downtown residential and business community. This project is approximately 2.2 miles northwest of the LRL facility.

DTSC analyzed each resource for which the LRL project may have impacted in relation to the above projects and concluded:

Hazards and Hazardous Materials

Hazardous wastes managed at the LRL facility are considered to be low-risk. In terms of potential for health effects from exposure, the primary risk would be from mercury-containing phosphor powder or liquid mercury. Waste management practices, safe operating procedures, protective equipment and an inspection program in the facility operation plan will help to ensure that there are no releases to the environment. Any impacts from hazards and hazardous waste will be less than significant.

The Pacific Gateway Cargo Center, the Piemonte Project, the Airport Corporate Centre, the Rich-Haven Project, Hofer Ranch Project, the New Model Colony and Civic Center projects do not involve handling or management of hazardous waste. These projects involve new construction and development and demolition of old buildings to allow for the new construction. There is a possibility for a short-term impact to hazardous materials as old buildings may contain mercury-containing switches, PCB-containing materials, lead-based paint, or other hazardous materials which were commonly used in the past construction of buildings. However, all of these construction projects will use appropriate precautionary measures to protect their workers from exposure to hazardous waste and will dispose appropriately of any hazardous waste generated during construction. Treatment and disposal facilities such as Kettleman Hills have available capacity to accommodate hazardous waste generated by the LRL project together with the waste generated by other projects, so the cumulative impacts from hazards and hazardous materials are less than significant.

Transportation and Traffic

LRL has been operating in this location for over 10 years since 1996, so its current traffic has already been factored into existing traffic load and capacity. Current normal daily traffic activities associated with LRL include commute trips for nine employees and two company trucks that bring waste lamps to the facility (average of 3 deliveries per day). LRL also accepts waste lamps delivered by other transporters, receiving about three of these deliveries daily. The project, if approved, may result in two additional deliveries a day, due to operation at the maximum treatment capacity, for a total of 8 deliveries per day. An increase of two additional trips is insignificant in relation to the existing traffic load and capacity of the street system. DTSC concluded that any potential traffic impacts due to LRL would be less than significant.

Most of the major street intersections in the vicinity of LRL are in compliance with the City of Ontario's policy of not allowing traffic level of service (LOS) to exceed LOS E. The primary route to the LRL facility is SR 60 to the Grove Avenue exit. The nearest project, which is the Pacific Gateway Cargo Center at Ontario International Airport, is approximately two miles from the LRL facility. This is the only project which shares the same traffic routes as LRL. However, the Pacific Gateway Cargo Center at Ontario International Airport has planned mitigation measures to ensure its traffic impacts are less than significant. An increase of two trips per day at LRL

is not expected to adversely impact traffic in any of the project areas and any traffic impacts from the other projects will be at or will be mitigated to less than significant levels. Therefore, DTSC expects any cumulative traffic impacts to be less than significant.

Conclusion

DTSC's examination of the above-identified projects suggests that resource-specific and cumulative impacts associated with each project would be less than significant, insignificant or having no impact on the environment. In addition, the conclusions reached within this Initial Study also suggest that environmental resource-specific impacts would be less than significant, insignificant or having no impact. As a result, a nexus could not be established between any resource associated with these projects and the LRL project which could lead to a significant cumulative impact in the project area.

As a result of the forgoing examination of available information, DTSC concludes that this project will not result in a significant cumulative impact on the environment when viewed in conjunction with other related projects in the area.

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

The proposed project would not have environmental effects that would cause substantial adverse affects on human beings, either directly or indirectly. No significant adverse impacts have been identified for the proposed project.

Specific References (list a, b, c, etc): 2, 3, 5, 6, 7, 8, 9, 22, 24

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

Lighting Resources LLC, (LRL) located at 805 East Francis Street in Ontario, has been operating at this location as a permitted universal waste treatment and storage facility since 1996. The project, if approved, would allow LRL to continue to store PCB ballasts (before shipping off-site to permitted facilities) and disassemble fluorescent and HID lamps at the project site. The project site is located in a developed industrialized area zoned as an industrial park. The site is covered entirely by either asphalt or concrete, except for a small grassy area which will be paved upon project approval. The LRL facility is separated from surrounding businesses by chain link fencing. 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 facility site. The site does not contain any plant or animal habitat, although there is minor landscaping around the building consisting of grass, small bushes and trees.

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
Amber Harmon	Hazardous Substances Engineer	(510) 540-3779
DTSC Project Manager Name	DTSC Project Manager Title	Phone #

DTSC Unit Chief Signature		Date
Wei-Wei Chui	Unit Chief	(510) 540-3974
DTSC Unit Chief Name	DTSC Unit Chief Title	Phone #

ATTACHMENT A

INITIAL STUDY REFERENCE LIST

For

Renewal and Issuance of Standardized Hazardous Waste Facility Permit to Lighting Resources, LLC

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