INITIAL STUDY
AND NEGATIVE DECLARATION

SCH # _____

FOR

BJ USED TIRE AND RUBBER RECYCLING, INC.
MAJOR WASTE TIRE FACILITY PERMIT

December 2012

Prepared by:

Department of Resources Recycling and Recovery (CalRecycle)
1001 I Street – MS 10A-15
PO Box 4025
Sacramento, CA 95812-4025

PROPOSED NEGATIVE DECLARATION

PROJECT: Major Waste Tire Facility Permit for BJ Used Tire & Rubber Recycling, Inc.

LOCATION: 14212 Santa Ana Avenue, Fontana, CA 92337

LEAD AGENCY: Department of Resources Recycling and Recovery (CalRecycle)
1001 I Street - MS 10A-15
PO Box 4025
Sacramento, CA 95812-4025

Contact: Jeff Hackett, 916.341.6413 or jeff.hackett@calrecycle.ca.gov

PROJECT DESCRIPTION: The project is to issue a new Major Waste Tire Facility Permit (WTFP) to BJ Used Tire & Rubber Recycling, Inc. (BJ Tire, TPID No. 1001094), located at 14212 Santa Ana Avenue, Fontana, CA 92337. BJ Tire is an existing business, operating under a Minor WTFP and conditional use permit, which receives, sorts and stores waste tires. A Major Waste Tire Facility Permit is required because BJ Tire plans to make the following changes to the existing operations: (1) Increase the maximum number of waste tires that can be stored on-site from 4,999 to 20,000; and (2) Increase the number of customer vehicle trips to and from the facility from 10 vehicle trips per day to 25 vehicle trips per day, semi-truck trips from three to six per day and employee vehicle trips from seven to 14 per day. The Major WTFP will authorize the storage of up to 20,000 waste tires in compliance with the waste tire storage and disposal standards and permit conditions that are designed to prevent negative impacts to public health and safety and the environment. The approval and issuance of a WTFP is considered a discretionary decision and is therefore subject to the California Environmental Quality Act (CEQA).

FINDING/DETERMINATION: The California Department of Resources Recycling and Recovery (CalRecycle) has reviewed and considered the proposed project and has determined that the proposed project could not have a significant effect on the environment. Based on this finding and with supporting information provided in the related December 2012 Initial Study, CalRecycle hereby prepares and proposes to approve a Negative Declaration for the project.

_____ _____

Susan Markie, Chief Date
Permitting and Assistance Branch

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INTRODUCTION

The Department of Resources Recycling and Recovery (CalRecycle) received an application from BJ Used Tire & Rubber, Inc. for a new Major Waste Tire Facility Permit to store up to 20,000 waste tires[1] on a 2.5 acre parcel located at 14212 Santa Ana Ave, Fontana, CA 92337, San Bernardino County. BJ Used Tire & Rubber Recycling, Inc. (BJ Tire) is located in a fully developed Community Industrial (IC) land use area. CalRecycle, as lead agency for the project, is responsible for preparing environmental documentation in accordance with the California Environmental Quality Act (CEQA) as amended, to determine if approval of the discretionary action requested could have a significant impact on the environment. As defined by Section 15063 of the CEQA Guidelines, an initial study is prepared primarily to provide the lead agency with information to use as the basis for determining whether an environmental impact report (EIR), negative declaration, or mitigated negative declaration would be appropriate for providing the necessary environmental review documentation and clearance for the propose project.

EXISTING OPERATIONS

BJ Tire is an existing waste tire facility that collects and stores waste tires on 2.5 acres of land in an industrial land use area. The existing facility is permitted to store up to 4,999 waste tires and is required to store the waste tires in accordance with the terms and conditions of the Minor Waste Tire Facility Permit issued on August 13, 2012 (Appendix A), a Conditional Use Permit (W142-109/2002) issued by the San Bernardino County Land Use Services Department issued on January 26, 2007 (Appendix B), and applicable State Waste Tire Storage and Disposal Standards contained in Title 14 of the California Code of Regulations (14 CCR), Chapter 3, Article 5.5 (14 CCR, Sections 17350-17356 in Appendix C).

Waste tires are collected from customers on service routes or brought to the facility by customers and unloaded in a designated area. The tires received are then sorted and the resalable tires are stacked. Waste tires are either stored under steel structures on a cement pad raised one inch from the ground level for protection from rain or in cargo containers or trailers. The facility is equipped with an electric baler and cutter which are used to process the tires for volume reduction in shipping. Following the sorting process, the tires are: (1) reloaded into containers and transported to other authorized waste tire facilities and/or landfills; or (2) baled and loaded into containers and transported to an authorized facility or the Port of Long Beach.

In August 2007, a Negative Declaration, dated May 2007 (SCH #2007051119, Approval of a Minor Waste Tire Facility Permit for BJ Used Tire & Rubber Recycling, Inc.) , was adopted by the California Integrated Waste Management Board (now CalRecycle) for the issuance of a Minor Waste Tire Facility Permit.

[1] Pursuant to Public Resources Code Section 42807, "Waste Tire" means a tire that is no longer mounted on a vehicle and is no longer suitable for use as a vehicle tire due to wear, damage, or deviation from the manufacturer's original specifications. A waste tire includes a repairable tire, scrap tire, altered waste tire, and a used tire that is not organized for inspection and resale by size in a rack or a stack in accordance with Section 42806.5, but does not include a tire derived product or crumb rubber.

PROJECT LOCATION

The 2.5 acre site (Assessor's Parcel Number 0236-091-04) is located at 14212 Santa Ana Ave, Fontana, CA 92337, San Bernardino County. Regional access to the facility is provided by Interstate 10 to the north, Interstate 15 to the west and State Highway 60 to the south. Figure 1, Regional Location, shows the project site in a regional context and Figure 2, Local Vicinity, in the local setting.

ENVIRONMENTAL SETTING

The San Bernardino County (County) General Plan Land Use Map and zoning designates the project site as Community Industrial (IC). The County planning designation for the project area is also Community Industrial. On January 26, 2007, with the issuance of the Certificate of Conditional Use Permit (CUP, Appendix B), the County documented their determination that the proposed use of the property is consistent with the goals, policies, standards and maps of the General Plan.

As shown on Figure 3, the surrounding land uses are predominately industrial uses such as light manufacturing, wholesale/warehouse storage and services, transportation services such as trucking companies, and wood pallet storage within 1,000 feet of the facility.

Community Industrial land use allows for primary commercial and primary industrial use of the land and for Accessory Residential Dwellings (ARD). ARDs are subject to Land Use Review and the proponent must demonstrate the need for on-site residency to maintain, operate and/or secure the primary non-residential land use. The project site has a caretaker residence on the property. In addition to the ARD on-site, there are two others located directly across the street from the project entrance, which is approximately 200 feet from the waste tire storage activities.

PROJECT DESCRIPTION

The project is to issue a new Major Waste Tire Facility Permit (TPID No. 1001094) to BJ Used Tire & Rubber Recycling, Inc. for the following changes to the existing operations: (1) Increase the maximum number of waste tires that can be stored on-site from 4,999 to 20,000; and (2) Increase the number of customer vehicle trips to and from the facility from 10 vehicle trips[2] per day to 25 vehicle trips per day, semi-truck trips from three to six per day and employee vehicle trips from seven to 14 per day. The Major WTFP will authorize the storage of up to 20,000 waste tires in compliance with the waste tire storage and disposal standards and permit conditions that are designed to prevent negative impacts to public health and safety and the environment.

There are no physical site or roadway improvements proposed, nor would the proposed project result in increased hours of operation at the facility or change the type of waste and materials received at the facility.

[2] Vehicle trip is a round trip to and from the facility.

Figure 1 – Regional Location

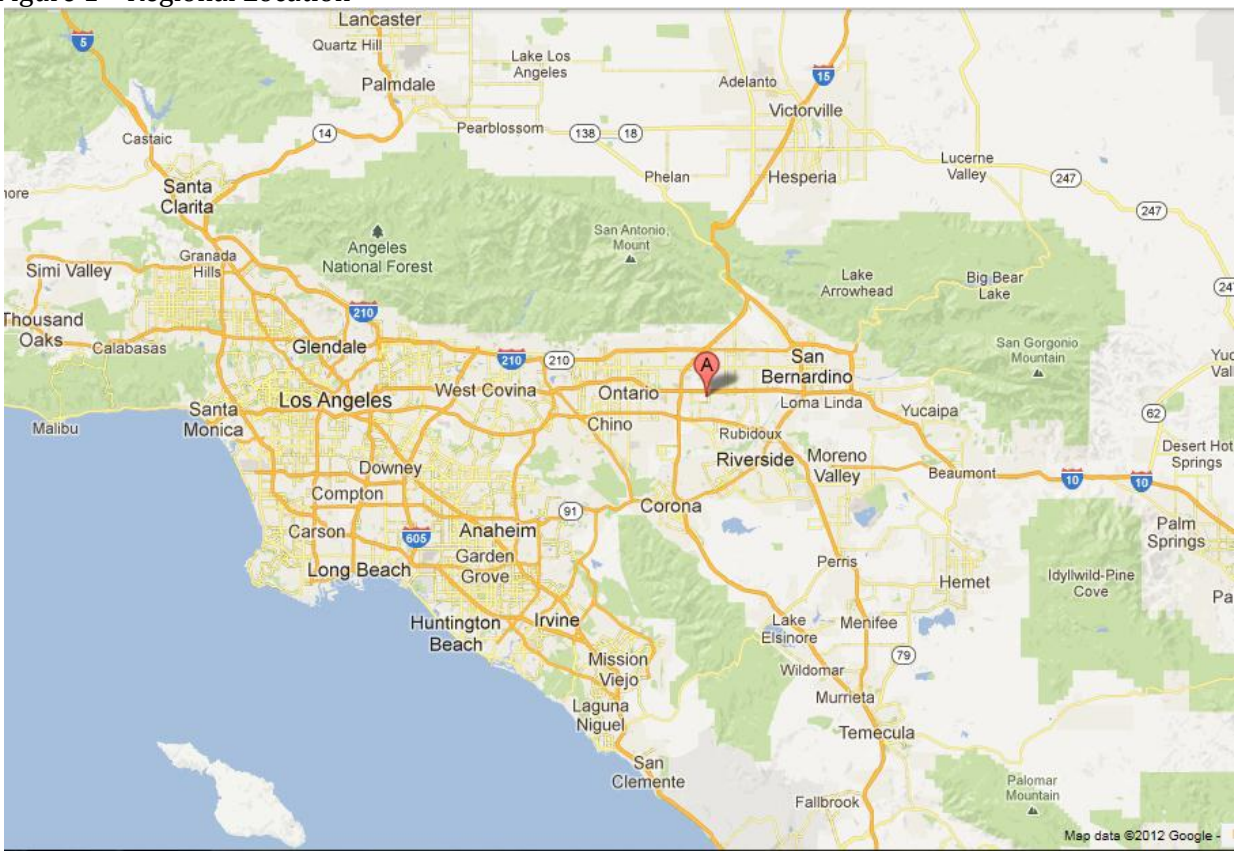


Figure 2 – Local Vicinity

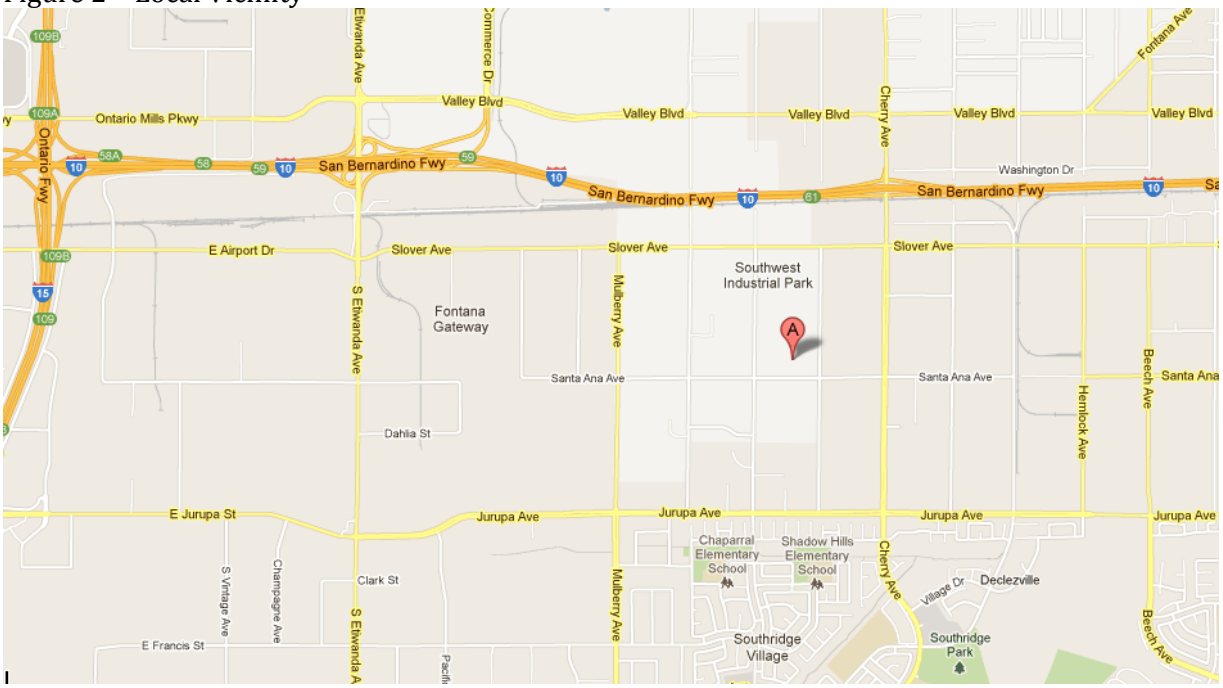
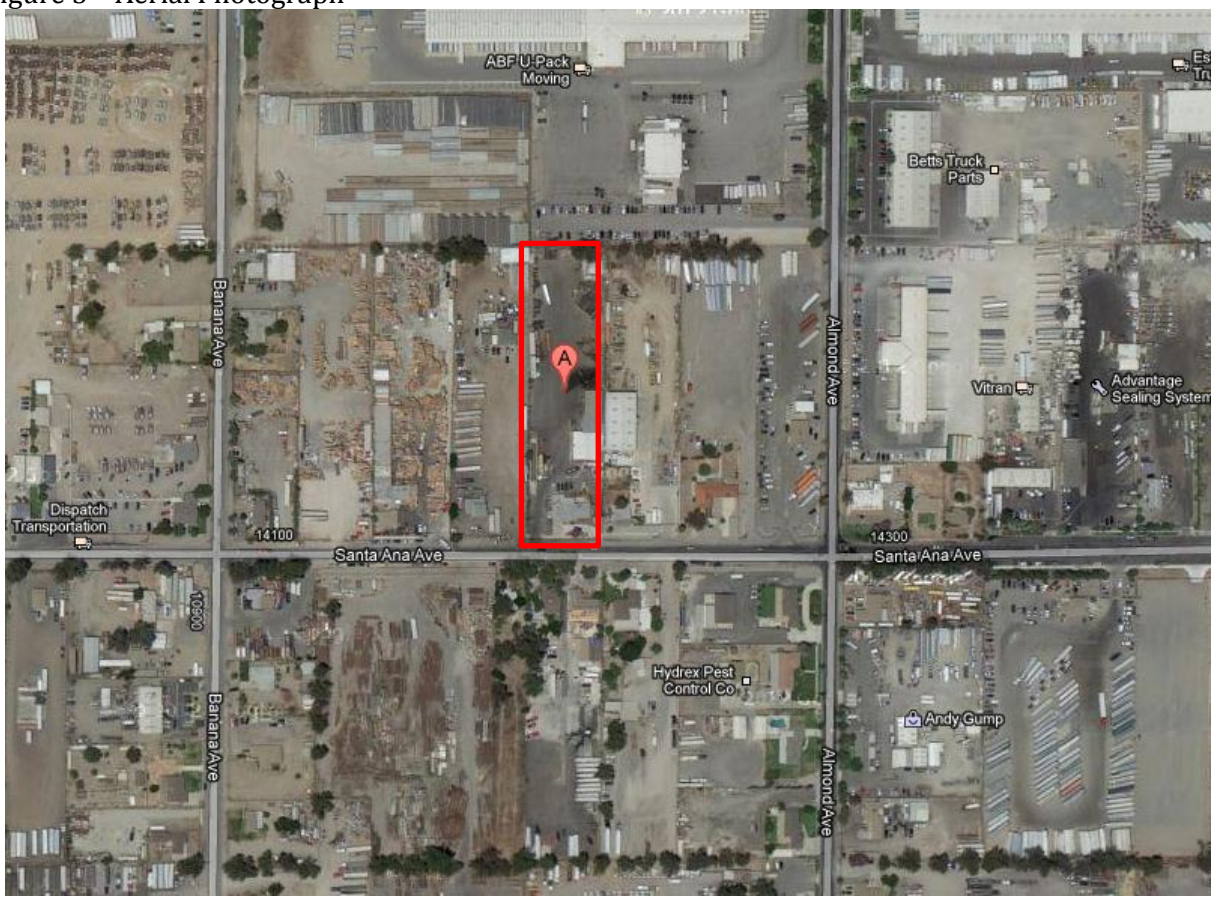


Figure 3 – Aerial Photograph



Site Boundary

INITIAL STUDY CHECKLIST

PROJECT TITLE

Major Waste Tire Facility Permit for BJ Used Tire & Rubber Recycling, Inc.

LEAD AGENCY NAME AND ADDRESS

Department of Resources Recycling and Recovery (CalRecycle)
1001 I Street- MS 10A-15
PO Box 4025
Sacramento, CA 95812-4025

CONTACT PERSON AND PHONE NUMBER

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1001 I Street- MS 10A-15
PO Box 4025
Sacramento, CA 95812-4025

Phone Number: (916) 341-6413
E-Mail: Jeff.hackett@calrecycle.ca.gov

PROJECT LOCATION

14212 Santa Ana Ave, Fontana, CA 92337, San Bernardino County

PROJECT SPONSOR'S NAME AND ADDRESS

BJ Used Tire & Rubber Recycling, Inc.
Raffi and Rita Jankouzian
14212 Santa Ana Avenue
Fontana, CA 92337

GENERAL PLAN AND ZONING DESIGNATION

Community Industrial (IC)

PROJECT DESCRIPTION

The project is to issue a new Major Waste Tire Facility Permit (TPID No. 1001094) to BJ Used Tire & Rubber Recycling, Inc. (BJ Tire) for the following changes to the existing operations:

1. Increase the maximum number of waste tires that can be stored on-site from 4,999 to 20,000; and
2. Increase the number of customer vehicle trips to and from the facility from 10 vehicle trips per day to 25 vehicle trips per day, semi-truck trips from three to six per day and employee trips from seven to 14 per day.

There are no physical site or roadway improvements proposed, nor would the proposed project result in increased hours of operation at the facility or change the type of waste and materials received at the facility. Additionally, the facility would remain open to the general public.

The CUP does not limit the number of waste tires that may be stored at the facility or the number of vehicle trips per day. All waste tires are and will continue to be stored in accordance with the waste tire storage and disposal standards contained in 14 CCR, Chapter 3, Article 5.5 (Appendix C) as well as site specific permit conditions set forth in both the WTFP and CUP. The conditions in the WTFP and CUP are designed to minimize potential impacts to public health and safety and the environment.

SURROUNDING LAND USES AND SETTING

The surrounding land uses are predominately industrial uses such as light manufacturing, wholesale/warehouse storage and services, transportation services such as trucking companies, and wood pallet storage within 1,000 feet in all directions of the facility. The project site and surrounding areas are located in an area designated in the San Bernardino County General Plan for Community Industrial uses and the facility is representative of the character of the surrounding facilities within this zone.

As shown on Figure 3, the surrounding land uses are predominately industrial uses such as light manufacturing, wholesale/warehouse storage and services, transportation services such as trucking companies, and wood pallet storage within 1,000 feet of the facility.

Surrounding property uses are compatible with the proposed project. Community Industrial land use allows for primary commercial and primary industrial use of the land and for Accessory Residential Dwellings (ARD). ARDs are allowed subject to Land Use Review and must demonstrate the need for on-site residency to maintain, operate and/or secure the primary non-residential land use. The project site has an existing caretaker residence on their property. In addition to the ARD on-site, there are two others located directly across the street from the project entrance, which is approximately 200 feet from the tire storage activities. A high school is located approximately 1,400 feet southeast and residential development approximately 0.50 miles south of the site.

OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED (E.G., PERMITS, ETC.)

The California Department of Resources Recycling and Recovery (CalRecycle) is the Lead Agency for the proposed project, pursuant to the State Guidelines for Implementation of the California Environmental Quality Act (CEQA), Section 15050.

The facility currently operates under Conditional Use Permit W142-109/2002 issued by the San Bernardino County Land Use Services Department on January 26, 2007. The Conditional Use Permit (CUP) does not limit the number of waste tires that may be stored or the number of vehicle trips per day. The Land Use Services Department indicated, in an e-mail to the applicant, dated June 27, 2012, that as long as the business is otherwise in conformance with the conditions of approval (i.e., the CUP), there is no need for further approvals from the Land Use Services Department.

The San Bernardino County Fire Department and San Bernardino County Vector Control agency previously approved waste tire storage at the facility on April 11, 2012 and March 19, 2012 respectively.

Other agencies from which approval may be required includes the South Coast Air Quality Management District and Santa Ana Regional Water Quality Control Board, both of which will be provided a copy of the Initial Study/Negative Declaration for review and comment.

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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION

On the basis of this initial evaluation:

X	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

SMarkie

Susan Markie, Chief
Permitting and Assistance Branch

1-4-13
Date

EVALUATION INSTRUCTIONS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
    a) Earlier Analysis Used. Identify and state where they are available for review.
    b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9) The explanation of each issue should identify:
    a) The significance criteria or threshold, if any, used to evaluate each question; and
    b) The mitigation measure identified, if any, to reduce the impact to less than significance

EVALUATION OF ENVIRONMENTAL IMPACTS

In each area of potential impact listed in this section, there are one or more questions which assess the degree of potential environmental effect. A response is provided to each question using one of the four impact evaluation criteria described below. A discussion of the response is also included.

- Potentially Significant Impact. This response is appropriate when there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries, upon completion of the Initial Study, an EIR is required.
- Less than Significant With Mitigation Incorporated. This response applies when the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact". The Lead Agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.
- Less than Significant Impact. A less than significant impact is one which is deemed to have little or no adverse effect on the environment. Mitigation measures are, therefore, not necessary, although they may be recommended to further reduce a minor impact.
- No Impact. These issues were either identified as having no impact on the environment, orthey are not relevant to the Project.

ENVIRONMENTAL CHECKLIST

This section of the Initial Study incorporates the most current Appendix "G" Environmental Checklist Form, contained in the CEQA Guidelines. Impact questions and responses are included in both tabular and narrative formats for each of the 18 environmental topic areas.

I. AESTHETICS -- WOULD THE PROJECT:

	Potentially Significant Impact	***Less Than Significant with Mitigation Incorporation***	***Less Than Significant Impact***	***No Impact***
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?				X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				X

Responses to Checklist Questions

Response a): No Impact. There are no identifiable scenic vistas in the vicinity of the existing facility. The project site is developed with existing waste tire handling and storage uses, and has operated as such since 2004. The project site and surrounding areas are located in an area designated in the San Bernardino County General Plan for Community Industrial uses and the facility is representative of the character of the surrounding facilities within this zone. The County issued a CUP (Appendix B) which includes features designed to prevent negative impacts to aesthetics that include specific requirements to prevent light glare-hooded and directional lighting design, height limitations that require tire stack height to be lower than the perimeter fencing, and requires landscaping to be maintained and free from weeds and debris.

The proposed project would include increasing the permitted number of waste tires stored at the facility, and would not include any physical changes to the project site or the surrounding area. Since there are no physical changes required for the proposed increase of permitted volume, the proposed project will not impact the existing visual character of the site or the surrounding areas. There is **no impact**.

Response b): No Impact. There are no designated State Scenic Highways in the vicinity of the project site. There are no notable trees or rock outcroppings on the project site that would be impacted by the proposed project. The proposed project would include increasing the permitted

volume of waste tires stored, but would not include any physical changes to the project site or the surrounding area. Therefore, there is **no impact**.

Response c): No Impact. As described under Response a) above, the proposed project would include increasing the permitted volume of waste tires stored, but would not include any physical changes to the project site or the surrounding area. Therefore, there would be **no impact** on the existing visual character of the project site and the surrounding area.

Response d): No Impact. The proposed project would include increasing the permitted volume of waste tires stored, but would not include any physical changes to the project site or the surrounding area. Since there are no physical changes proposed or changes in the operating hours, there would not be any new source of light or glare, or any other potential impacts to daytime or nighttime views in the project area. There would be **no impact**.

II. AGRICULTURE AND FOREST RESOURCES -- WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1222(g)) or timberland (as defined in Public Resources Code section 4526)?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

Responses to Checklist Questions

Response a): No Impact. The project site is not designated as Prime Farmland, Unique Farmland or Farmland of Statewide Importance. The proposed project does not involve any physical changes to the project site or the adjacent parcels. Therefore, there would be **no impact** regarding conversion of farmland to non-agricultural use. There are no agricultural operations on or around the project site that would be impacted by the proposed project. There is **no impact**.

Response b): No Impact. There are no active Williamson Act Contracts in place on, or adjacent to the project site. The project site is located in an area predominantly consisting of industrial development. Adjacent zoning is designated for industrial development and are not under a Williamson Act Contract. Therefore, there is **no impact**.

Response c), d): No Impact. The project site is located in an area predominantly consisting of industrial development. The project site is currently zoned Community Industrial by the San Bernardino County Zoning Code. No changes to the project's zoning designation are proposed. There are no forest resources on the project site or in the vicinity of the project site. Therefore, there is **no impact**.

Response e): No Impact. See responses a) through d) above. The proposed project will have **no impact** on agricultural or forest lands or operations.

III. AIR QUALITY -- WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?				X

Responses to Checklist Questions

Responses a), b), c): Less than Significant. The project site is located within the boundaries of the South Coast Air Quality Management District (SCAQMD). This agency is responsible for monitoring air pollution levels and ensuring compliance with federal and state air quality regulations and has jurisdiction over most air quality matters within its borders. The SCAQMD adopted an Air Quality Management Plan (AQMP) on June 1, 2007. The SCAQMD is in the process of adopting their 2012 AQMP (considered during the December 7, 2012 meeting). In order to assist agencies with determining the potential significance of air quality impacts from proposed projects, SCAQMD's webpage provides supplemental information for significance thresholds and emissions factors as provided in the SCAQMD's CEQA Handbook (http://www.aqmd.gov/ceqa/hdbk.html). No construction activities are proposed as part of the project.

Existing traffic volume to the project site is approximately 10 customer vehicle trips[3] per day and three semi-trucks for hauling tires from the project site per day, and seven employee trips. An increase in the number of tires that may be stored to 20,000 waste tires may add an additional 10-15 daily vehicle trips (passenger vehicles and delivery trucks) and three additional semi-trucks [Heavy-Heavy Duty (greater than 33,001lbs, but less than 60,000lbs)] for hauling tires from the project site. Total estimated daily vehicle trips with increasing the permitted storage volume to 20,000 waste tires is 25 vehicles and six semi-truck trips per day. In addition, the facility currently employs seven people and expects to hire an additional seven people as business improves.

[3] Vehicle trip is a round trip to and from the facility.

Waste tires can be considered inert materials when they are properly stored in a manner consistent with the waste tire storage and disposal standards contained in Title 14 CCR, Chapter 3, Article 5.5, and are not considered a significant health hazard or source of hazardous substance release, and do not produce particulate matter or gases. Therefore, the proper storage of waste tire is not considered a significant threat to air quality. However, improperly stored waste tires increases the potential for tire fires which may have an adverse impact on air quality, including the release of volatile organic chemical compounds (VOC), which can cause respiratory problems and contain carcinogens. Suspended particulate matter in the smoke from a tire fire could present potential health hazards. The soot and ash from tire fires can also contain hazardous substances.

The facility has design and operational features that reduce the chance of fires to a less than significant level. Waste tire facilities are required to meet the tire storage standards, found in 14 CCR Sections 17350-17356, which are designed to prevent fires and to limit the effects of a fire if one were to occur. These standards include fire lane requirements, tire pile limitations as well as fire-fighting equipment and water supply requirements, which would minimize the release of VOCs as well as particulate matter into the atmosphere. Prior to obtaining a WTFP the operator is also required to meet local fire department standards. The local fire authority set stricter standards (more stringent than the state standards) that are incorporated into the CUP (Appendix B).

Other sources of air contaminants at the project site are vehicle and equipment emissions. The roads to the facility are paved and the entire facility is also paved. The on-site equipment consists of an electric bailer, electric cutter, two 4,000 pound fork-lifts (propane), one 8,000 pound fork-lift (diesel) and one 15,000 pound fork-lift (diesel). No additional equipment is expected as part of the project in the near future; however, the operator may seek to add another electric baler if business conditions warrant. The proposed project does not include any expansion of the building or physical characteristics. The primary source of new air emissions associated with the proposed project would come from increased vehicle and truck trips to and from the project site. This increase in daily truck and vehicle trips to the facility would not increase the existing volume or total number of waste tire hauling trips in the region, but rather, it would shift the location of waste tire hauling trips that are already occurring in the region. As a result, the project is not anticipated to generate new sources of vehicle emissions within the Air Basin, but redistribute existing sources of vehicle emissions from waste tire hauling trips within the Air Basin as trucks that would have previously taken their waste tires to other facilities may now take their waste tires to the project site.

Based on an increase in the number of vehicles trips to and from the facility and projected trip lengths, the project will not exceed any of the air quality significance thresholds or criteria pollutants utilizing the Emission Factors for On-Road Passenger Vehicles and Delivery Trucks and Heavy-Heavy-Duty Diesel Trucks (http://www.aqmd.gov/ceqa/hdbk.html). Whether measured by the increase in daily trips or total daily trips, the proposed project will have a less than significant impact in this industrial zone and not exceed the air quality significance thresholds as summarized in Table 1 (calculation worksheets provided in Appendix D). In addition, with the storage area paved, only handling and storage of waste tires, and the facility maintained in a planned and controlled manner, the generation of dust from this facility is negligible.

Table 1 – Air Quality Vehicle Emissions

Pollutant	Emissions (lbs/day)	Operation Threshold (lbs/day)
CO	26.52254453	550
NOx	40.31817541	55
ROG	4.425260176	
SOx	0.059091908	150
PM10	2.535374714	150
PM2.5	2.220119232	55
CO2	6141.613379	
CH4	0.213288881	

EMFAC2007 Emission Factor Tables and SCAQMD Air Quality Significance Thresholds
Calculations for 25 delivery trucks, 6 semi-trucks, 14 passenger vehicles (employees).

Implementation of the proposed project would not result in significant increases of any criteria pollutants under near term or cumulative conditions, nor would the project conflict with implementation of the AQMP or violate any air quality standards. As such, there would be a **less than significant** impact related to air quality.

Response d): Less than Significant. Sensitive receptors are those parts of the population that can be severely impacted by air pollution. Sensitive receptors include children, the elderly, and the infirm. The nearest sensitive receptors are located at Kaiser High School which is located approximately 1,400 feet (0.27 miles) to the southeast of the project site and Chaparral Elementary School and Shadow Hills Elementary School which are both located approximately 0.65 miles south of the project site. The proposed project would allow an increase in the quantity of waste tires that may be stored at the facility, but would not require any physical changes or improvements. As described under Response a) – c) above, the proposed project would not generate significant concentrations of air emissions. Impacts to sensitive receptors would be negligible and this is a **less than significant** impact.

Response e): No Impact. The existing waste tire facility is currently operational and would therefore not be a new source of odors. The facility only handles waste tires, which are not odorous. As such, the proposed project would not increase odors above the ambient conditions. There is **no impact**.

IV. BIOLOGICAL RESOURCES -- WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
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 US Fish and Wildlife Service?				X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

Responses to Checklist Questions

Response a): No Impact. The proposed project consists of the increase in permitted number of waste tires that may be stored at the facility and increased daily vehicle trips to the site, and does not involve any physical changes or improvements. The waste tire facility has been developed and in operation since 2004. There are no habitat types on the project site suitable to support special status species. The site is completely developed with the existing waste tire facility use. Because there is no habitat, the parcel has been fully developed previously, and the proposed project does not involve any physical change, implementation of the proposed project will not impact any special-status species or their habitat. There is **no impact**.

Responses b), c): No Impact. There are no jurisdictional wetlands or riparian habitat on the project site. As previously discussed, the project site is fully developed and surrounded by existing

industrial development. Further, the proposed project does not include any physical changes. Therefore, the project will not result in any impacts to these resources. There is **no impact**.

Response d): No Impact. The project site and surrounding land uses are fully developed and do not contain any native vegetation or suitable habitat for special status species. As the proposed project does not include any physical changes, implementation of the proposed project will not change the condition of the project site with respect to biological resources or habitat types. Therefore, implementation of the proposed project will not impact any migratory corridors or interfere with the movement of any fish or wildlife species. There is **no impact**.

Responses e), f): No Impact. The proposed increase in the permitted number of waste tires that may be stored at the facility would not include any physical changes. Further, there are no native or protected trees on the project site that would be removed as part of the proposed improvements. The project will not result in development or habitat modification, and will therefore not conflict with any adopted conservation plans or local policies. There is **no impact**.

V. CULTURAL RESOURCES -- WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?				X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?				X

Responses to Checklist Questions

Response a): No Impact. The proposed project does not include any physical changes or improvements. Since there are no physical changes proposed within the project, there would be **no impact** to historical resources.

Responses b), c), d): No Impact. There are no known cultural, archaeological, or paleontological resources on the project site. As described above, the entire project site has been previously developed, and the proposed project does not include any physical changes. Therefore, there is **no impact** to cultural, archaeological, or paleontological resources.

VI. GEOLOGY AND SOILS -- WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation*	*Less Than Significant Impact*	*No Impact*
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?				X
iii) Seismic-related ground failure, including liquefaction?				X
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?				X
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X

Responses to Checklist Questions

Responses a.i) - a.iv): No Impact. No known active or potentially active faults cross the project site, and the site is not located in a Fault-Rupture Hazard Zone as established by the Alquist-Priolo Earthquake Fault Zoning Act (Department of Conservation's web page http://www.quake.ca.gov/gmaps/ap/ap_maps.htm). In addition, the facility is located on relatively flat terrain and is not in an area considered to be susceptible to landslides or liquefaction or within an earthquake fault zone (San Bernardino County Land Use Plan, Geologic Hazards, Map FH29C, dated May 30, 2007); therefore, ground rupture from faulting, liquefaction and landslides are not considered a hazard and there is **no impact**.

Response b): No Impact. The proposed project involves an increase in the maximum amount of waste tires which the existing facility can store. The proposed project does not include any physical

changes to the project site or adjacent parcels. The project site is an existing waste tire facility and is fully developed. Because there will be no physical improvements included in the proposed project, there is **no impact**.

Response d): No Impact. As previously discussed, the project site is fully developed and the proposed project does not include any physical changes. Therefore, there is no new risk of harm to life or property sited on expansive soils. There is **no impact**.

Response e): No Impact. The proposed project does not involve any physical changes to the project site. The project site is currently served by an approved septic system. Implementation of the proposed project would have **no impact** on this environmental issue.

VII. GREENHOUSE GAS EMISSIONS -- WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?			X	

Responses to Checklist Questions

Response a): Less than Significant. The proposed project is to increase the number of waste tires that may be stored and processed, which may result in very minor increases in greenhouse gasses (GHG) associated with increased operations at the facility, such as the processing of waste tires and movement of waste tires with a fork-lift. There are no proposed construction/physical improvements proposed as part of the project.

The proposed project would generate an increase in daily vehicle trips to the project site, which may in turn increase the amount of GHGs generated from vehicle emissions, including carbon dioxide (CO_2), nitrous oxide (N_2O) and methane (CH_4)). However, as described in the Air Quality and Traffic Sections of this Initial Study, the increase in vehicle trips to and from the project site would not represent an absolute increase in vehicle miles travelled, but rather, would represent a shift and redistribution of vehicle trips that are already occurring in the project region and would not constitute an increase in GHG generation in the Air Basin.

Neither the SCAQMD nor County has established a quantitative threshold of significance or standard for determining whether a project's GHG emissions are significant. The SCAQMD does have a GHG threshold of 10,000 MT/yrCO_2 for industrial facilities and the County has adopted a Greenhouse Gas Emission Reduction Plan (September 2011), which includes a threshold of 3,000 MT/yrCO_2. Estimated GHG emissions from the facility, including the proposed project, are included in Table 2. As shown in Table 2, GHG emissions are not anticipated to exceed the GHG emission thresholds established by the SCAQMD or County.

Table 2 – Operating Greenhouse Gas Emissions (lbs/yr):

Vehicle Type	CO_2	CH_4	N_2O
Passenger Vehicles	48,114.63	3.13	33.88
Delivery Trucks	1,078,850.82	41.60	6,756.45
Heavy Duty Trucks	789,217.93	21.81	5,788.93
Total	1,916,183.38	66.54	12,579.26
MT/yrCO_2	869.02	0.03	5.70
Total MT/yrCO_2	**874.75**		

312 working days (Monday – Saturday)
Thresholds: SCAQMD = 10, 000 MT/yrCO_2; County = 3,000 MT/yrCO_2

As such, the project's direct and indirect impact to GHGs is considered **less than significant**.

Response b): No Impact. The County has adopted a Greenhouse Gas Emission Reduction Plan (September 2011), which presents a comprehensive set of actions to reduce the County's GHG emissions to 15% below current levels by 2020 consistent with the Assembly Bill (AB) 32 Scoping Plan. The proposed project is consistent with the San Bernardino County 2007 General Plan and Greenhouse Gas Emission Reduction Plan (September 2011) and would not conflict with any regionally adopted plans or policies aimed at reducing GHGs or climate change impacts. Therefore, there is a **less than significant** impact.

VIII. HAZARDS AND HAZARDOUS MATERIALS -- WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
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 the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

Responses to Checklist Questions

Responses a): No Impact. The proposed project consists of an increase in the maximum number of waste tires that may be stored at an existing waste tire facility and associated increase in daily vehicle trips to the facility. The proposed project does not include any physical improvements.

The facility only accepts waste tires and does not accept special wastes (e.g., medical waste, dead animals, septic tank pumping, sewage sludge, food processing waste, etc.) or hazardous waste.

The proposed project would not include the handling of any materials not presently handled at the existing waste tire facility. All waste materials accepted at the project site are visually spot-checked by workers to ensure that prohibited hazardous materials are not included in loads that are received. Therefore, there is **no impact.**

Response b): Less than Significant. Waste tires are considered inert materials when they are properly stored in a manner consistent with the waste tire storage and disposal standards, and are not considered to be a significant health hazard or source of hazardous substance release. However, potential fires associated with improperly stored waste tires have the potential to release volatile organic chemical compounds. Many of the compounds can cause respiratory problems, and some are carcinogenic. Suspended particulate matter in the smoke could present potential health hazards. The soot and ash from tire fires can also present potential impacts from the release of hazardous substances.

The pyrolytic oil that is produced from burning tires or by fire suppressant materials used to control and extinguish a fire could pose as a significant hazard. According to the State Fire Marshall Instructor Guide for Fire Prevention and Fire Suppression of Scrap Tire Piles, tire fires can result in ash residue with hazardous levels of zinc, lead and other heavy metals, such as acenapthene, naphthalene, penathrene, and polynuclear hydrocarbons. Many of these compounds are potential carcinogens. Impacts from tire fires are typically the result of accidental or intentional fires at unregulated tire piles that do not have site security or stored in accordance with 14 CCR requirements. Impacts from tire fires are exacerbated by the lack or inadequacy of fire prevention and suppression plans and equipment and the lack of the proper fire lanes, separation between tire piles, and limitations on tire pile size.

Permitted waste tire facility operators are required to meet the waste tire storage and disposal standards found in 14 CCR Sections 17350-17356 that are designed to prevent and control potential fires and vector propagation. The operators are also required to obtain written approval of their tire storage plans and vector control plans from the local fire and vector authorities.

In addition, the operator is required to complete an Emergency Response Plan, CIWMB Form 503 that contains their plan should a fire actually occur. BJ Tire's plan is to 1) contain a small fire with on-site fire equipment; 2) Call the Fire Department for larger fires; 3) Sandbag the on-site water drains to maintain any oil and water on-site that may be used to extinguish the fire; and to 4) Call proper authorities to remove oil and insure proper disposal.

As such, the project's indirect and direct impacts to create a significant hazard to the public or the environment is considered **less than significant**.

Response c): Less than Significant. The nearest school to the project site is Kaiser High School which is located approximately 1,400 feet (0.27 miles) to the southeast of the project site. In addition, Chaparral Elementary School and Shadow Hills Elementary School are both located approximately 0.65 miles south of the project site. As discussed in Response b) above, the existing waste tire facility does not accept hazardous materials and all loads are checked prior to unloading to ensure that hazardous materials are not dropped at the site. However, potential fires associated

with improperly stored waste tires have the potential to release volatile organic chemical compounds as discussed under responses a) and b) above.

As such, the project's indirect and direct impacts to create a significant hazard to the public or the environment is considered **less than significant**.

Response d): No Impact. According to the California Department of Toxic Substances Control (DTSC) there are no Federal Superfund Sites, State Response Sites, or Voluntary Cleanup Sites within 1 mile of the project site (DTSC Envirostor Database, 2012). The project site is not part of a known hazardous materials site and is located more than one mile from the nearest such site. Therefore, the proposed project would have **no impact** related to hazardous materials sites.

Responses e), f): No Impact. The Ontario International Airport is located approximately four miles west of the project site. There are no private airstrips in the vicinity of the project site. There is **no impact**.

Response g): No Impact. The proposed project involves an increase in the maximum number of waste tires that may be stored at an existing waste tire facility and an increase in daily vehicle trips to the site. The proposed project does not include any physical changes that would interfere with an adopted emergency response plan. There is **no impact**.

Response h): No Impact. The project site is surrounded by industrial land uses. There are no wildlands in the vicinity of the project site; therefore, there is **no impact**.

IX. HYDROLOGY AND WATER QUALITY -- WOULD THE PROJECT:

	Potentially Significant Impact	***Less Than Significant with Mitigation Incorporation***	***Less Than Significant Impact***	***No Impact***
a) Violate any water quality standards or waste discharge requirements?			X	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X
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?				X
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?				X
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				X
f) Otherwise substantially degrade water quality?				X
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j) Inundation by seiche, tsunami, or mudflow?				X

Responses to Checklist Questions

Responses a): Less than Significant. Implementation of the proposed project would not violate any waste discharge requirements and waste discharge requirements (or WDRs) are not required by the Santa Ana Regional Water Quality Control Board for the proposed project. Waste tire storage in and of itself does not pose any significant impact to water quality. Waste tires are considered inert materials by the State Water Resources Control Board/Regional Water Quality Control Boards, which are not a source of soluble pollutants or leachate in precipitation run-off events under normal circumstances. Sandbags are used as needed to direct rainwater flow from tires that are not stored under existing structures.

However, if tires were to catch on fire, surface water and ground water could be contaminated by pyrolytic oil, which is produced from burning tires, or by fire suppressant materials used to control and extinguish the fire. Sandbags and best management practices will continue to be maintained at the site to control any potential run-off from the site to protect stormdrains in the event of a tire fire. Also, see discussion under section VIII. HAZARDS AND HAZARDOUS MATERIALS for details.

Potential impacts from fires are minimized by project design, 14 CCR regulatory requirements, and permit associated requirements. Because fire prevention and fire control standards are conditions of project approval, potential impacts to water quality as described are **less than significant**.

Response b): No Impact. Implementation of the proposed project would not substantially deplete groundwater supplies, or interfere with groundwater recharge such that there would be a net deficit in an aquifer volume. The proposed project does not include any physical improvements. The existing waste tire facility is currently served by municipal water sources and implementation of the proposed project would not alter that service or demand. There is **no impact** to water supply.

Responses c), d), e), f): No Impact. As the proposed project does not include any physical changes, it would not result in any changes to existing topography or drainage patterns of the project site or the surrounding areas. There are no streams or rivers within the vicinity of the project site. There is **no impact**.

Responses g), h), i), j): No Impact. Implementation of the proposed project would not place housing within a 100-year flood hazard area, place structures which would impede or redirect flood flows within a 100-year flood hazard area, nor would it 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, or inundation by seiche, tsunami, or mudflow).

The project site is not within any inundation zone or other flood area. Therefore, the proposed project would have **no impact** on these environmental issues.

X. LAND USE AND PLANNING -- WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

Responses to Checklist Questions

Responses a), b): No Impact. The proposed project includes an increase in number of waste tires that may be stored at the facility but does not include any physical improvements. The facility is located on land that is fully developed and zoned for Commercial Industrial use, has been issued a CUP by the County, and is consistent with the local zoning designation. No change in land uses will occur on the project site or adjacent sites due to the proposed project. The project will not divide an established community. There is **no impact**.

Response c): No Impact. Implementation of the proposed project will not conflict with any adopted habitat conservation plan. There is **no impact**.

XI. MINERAL RESOURCES -- WOULD THE PROJECT:

	Potentially Significant Impact	***Less Than Significant with Mitigation Incorporation***	***Less Than Significant Impact***	***No Impact***
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

Responses to Checklist Questions

Responses a), b): No Impact. There are no known mineral resources located on the project site. The project site is currently operating as a minor waste tire facility, and the proposed project would not result in any physical changes. Implementation of the proposed project would not preclude the future extraction of mineral resources from the project site if such resources were discovered in the future. There is **no impact** to mineral resources as a result of project implementation.

XII. NOISE -- WOULD THE PROJECT RESULT IN:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
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?				X
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				X
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				X
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

Responses to Checklist Questions

Responses a), c): No Impact. Generally, a project may have a significant effect on the environment if it will substantially increase the ambient noise levels for adjoining areas or expose people to severe noise levels. In practice, more specific professional standards have been developed. These standards state that a noise impact may be considered significant if it would generate noise that would conflict with local planning criteria or ordinances, or substantially increase noise levels at noise-sensitive land uses.

There are no existing noise sensitive land uses adjacent to the project site. The project site is located in an industrial area that generally has a relatively high level of ambient background noise throughout the day. Surrounding property uses are compatible with the proposed project. Community Industrial land use allows for primary commercial and primary industrial use of the land and for Accessory Residential Dwellings (ARD). ARDs are allowed subject to Land Use Review and must demonstrate the need for on-site residency to maintain, operate and/or secure the primary non-residential land use. The project site has an existing caretaker residence on their property. In addition to the ARD on-site, there are two others located directly across the street from the project entrance, which is approximately 200 feet from the tire storage activities. A high

school is located approximately 1,400 feet southeast and residential development approximately 0.50 miles south of the site.

Sorting, baling and cutting of waste tires currently takes place at the facility and would continue with implementation of the proposed project. Existing noise levels associated with baling and cutting waste tires would not increase with implementation of the proposed project, however, the frequency and duration of baling and cutting waste tires may increase with implementation of the project. Baling and cutting activities are currently limited to the less-noise sensitive daytime hours, and do not occur at night, when sensitivity to noise is higher. With project implementation, baling and cutting activities would continue to occur only during daytime hours.

Project implementation would result in an increase in daily vehicle and truck tips to the project site. However, these trips would be dispersed throughout the day, and are not anticipated to generate more than 25 additional trips in any given day. The new vehicle trips generated by the project would occur during the daytime, when sensitivity to noise is reduced (when compared to nighttime noise sensitivity). The project site is located within an area designated and zoned for industrial uses, and the ambient background noise levels are relatively high under existing conditions. Noise generated by vehicle traffic entering and leaving the site is negligible and will not have a measurable impact on the surrounding community.

This increase in daily vehicle trips would not increase the ambient traffic noise levels in the project vicinity and would not result in a violation of any established noise thresholds in the project vicinity. The facility will continue to be operated in a manner that noise levels are maintained at or below the County Noise Standards (Development Code Section 87.0905(b)). There is **no impact.**

Responses b), d): No Impact. As discussed above, the proposed project involves an increase in number of waste tires that may be stored at the facility but does not include any physical changes. Groundborne vibrations and noise increases generally occur during construction activities. Since the proposed project does not include any construction activities or any other physical changes, there is **no impact**.

Responses e), f): No Impact. The project site is not located within two miles of a public airport or a private airstrip. There is **no impact**.

XIII. POPULATION AND HOUSING -- WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

Responses to Checklist Questions

Responses a), b), c): No Impact. As described above, the project consists of an increase in the number of waste tires that may be stored at the facility and an increase in daily vehicle trips to the site. The project will not result in the removal of any housing, and will not displace any people. There are no physical improvements proposed as part of the project and there is no potential to induce growth either directly or indirectly. There is **no impact**.

XIV. PUBLIC SERVICES

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?				X
ii) Police protection?				X
iii) Schools?				X
iv) Parks?				X
v) Other public facilities?				X

Responses to Checklist Questions

Response i): No Impact. The project site is currently served by existing public fire protection services by the San Bernardino County Fire Department. The nearest fire station is approximately two miles from the project site. In addition, the existing waste tire facility is equipped with a fire hydrant on-site and one near the front entrance with pressurized fire hoses located around the working area and fire extinguishers are located in all buildings and areas as required by local regulations. Implementation of the project would not require the construction of new fire protection facilities, and would not increase demand for fire protection services. In the event of a fire at the facility, access is provided to emergency vehicles and personnel, as required by 14 CCR Section 17352(a). There is **no impact**.

Responses ii), iii), iv), v): No Impact. The proposed project would not include any physical changes that would increase demand for police protection, schools, parks, or other public facilities. Project approval is not anticipated to increase the demand for police protection services, and would not require the construction of new police facilities, or cause existing police service levels to decline in the project area. The project would not result in any population increases, and as such, would not increase demands for parks, schools, or other public facilities. There is **no impact**.

XV. RECREATION

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

Responses to Checklist Questions

Responses a), b): No Impact. The proposed project does not include any construction activities or physical changes and would not increase the use of existing parks or other recreational facilities. There is **no impact** to recreational facilities.

XVI. TRANSPORTATION/TRAFFIC -- WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
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)?			X	
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e) Result in inadequate emergency access?				X
f) Result in inadequate parking capacity?				X
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X

Responses to Checklist Questions

Responses a), b): Less than Significant. Traffic volume currently generated at the project site is approximately 10 vehicle trips per day plus two to three semi-truck vehicle trips per day bringing waste tire in and transporting waste tires out of the facility each day. With the proposed project, the number of vehicle trips will increase up to 25 vehicle trips per day plus six semi-truck vehicle trips per day. The operator currently employs seven people and at full implementation of the project may hire up to seven additional staff over a period of time as business conditions warrant.

Vehicles will continue to enter the project site via Santa Ana Avenue, which is a paved two lane street. The majority of the vehicle trips to and from the project site are expected to continue to utilize Interstate 10 to the north and/or State Highway 60 to the south. The most common route utilized to the facility is Interstate 10, south on Cherry Avenue, and west Santa Ana Avenue (BJ Tire, December 12, 2012). Travel to the vicinity of the site may also be via Etiwanda Avenue, Slover Avenue, Mulberry Avenue or Almond Avenue and onto Santa Ana Avenue to gain access to the project site. The roadways in the vicinity of the project site are all paved and range from six lanes

to two lanes with stop lights or stop signs located at the intersections. The roadways in the vicinity of the facility are shown in Figures 2 and 3.

The San Bernardino County General Plan Circulation and Infrastructure Element (April 2007) does not identify this area, or facility access roads, as congestion management program segments.

With an increase in the number of waste tires that may be stored at the facility, there will be an increase in the number of daily vehicle trips to and from the facility. The daily vehicle trips generated by the proposed project is expected to increase by 25 vehicles per day, six semi-trucks and 14 employee trips per day. However, the proposed projected will not result in a substantial increase in traffic load or change the level of service for roadway operations in this industrial area and is considered a **less than significant** impact.

Response c): No Impact. The project site is not located in the vicinity of a public airport or private airstrip. Project implementation would have **no impact** on air traffic patterns.

Responses d), e): No Impact. Project implementation would not introduce new land uses to the project site. The proposed project is the continuation of an existing use in an area dominated by industrial uses and operations. There are no roadway design improvements proposed as part of the project, and therefore, no changes to the area roadways would occur. Emergency access to the project site would continue to be provided via Santa Ana Avenue. There is **no impact**.

Response f): No impact. Vehicle trips to the project site include commercial trucks and private vehicles used to haul waste tires. Vehicles enter the project site from Santa Ana Avenue, cycle through the facility to the unloading areas and then exit the site onto Santa Ana Avenue after unloading or loading tires for transport to another authorized facility or port. The increase in the number of waste tires stored may require seven additional employees at the facility on a daily basis. Employee parking is provided on site and there is sufficient room to park additional employee vehicles if needed and consistent with the requirements of the CUP. The project would not result in inadequate parking at the facility. Therefore, there is **no impact**.

Response g): No Impact. The project would have no impact on any existing plans or policies related to alternative transportation. There is **no impact**.

XVII. UTILITIES AND SERVICE SYSTEMS -- WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?				X
f) Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?				X
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X

Responses to Checklist Questions

Responses a), b), c), d), e): No Impact. The existing waste tire facility is currently served by a septic system and all required drainage, and water supply utilities and infrastructure. The facility is required to ensure that the septic system is maintained so as not to create a nuisance and serviced by a Division of Environmental Health Services permitted pumper. The proposed project does not include any physical changes that would affect any of these services or result in an increase in demand. There is **no impact to** water, wastewater, and drainage systems.

Responses f), g): No Impact. Waste tires are sorted and stored at the facility and resold or baled and shipped overseas. Waste tires that cannot be resold or baled are separated and either diverted for recycling to another waste tire facility or hauled to a local landfill with sufficient permitted capacity. All waste tire storage and hauling is subject to all applicable federal, state, and local regulations. There is **no impact**.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	***Less Than Significant with Mitigation Incorporation***	***Less Than Significant Impact***	***No Impact***
a) Does the project 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?				X
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?				X
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X

Responses to Checklist Questions

Responses a), b), c): No Impact. As described throughout the analysis above, the proposed project would not result in any significant impacts to the environment. The proposed project involves an increase in the maximum number of waste tires that may be stored at an existing waste tire facility and does not include any physical changes. The project would not result in any cumulative impacts, impacts to biological resources or impacts to cultural and/or historical resources. There are **no impacts**.

REFERENCES

California Department of Conservation, Alquist –Priolo Earthquake Fault Zone Maps, December 2010. http://www.quake.ca.gov/gmaps/ap/ap_maps.htm

California Department of Toxic Substances Control, Envirostor Database, Site/Facility Search, 2012. http://www.envirostor.dtsc.ca.gov/public/

California Integrated Waste Management Board, August 2007, Negative Declaration (SCH #2007051119), Approval of a Minor Waste Tire Facility Permit for BJ Used Tire & Rubber Recycling, Inc.

Jankouzian, Raffi and Rita, BJ Used Tire & Rubber Recycling, Personal Communications November 20, 2012 and December 12, 2012

San Bernardino County Web Page (http://cms.sbcounty.gov/lus/Planning.aspx)
- General Plan, 2007
- Land Use Plan, 2007. Geologic Hazards, Map FH29C, May 30, 2007
- Greenhouse Gas Emission Reduction Plan, September 2011

South Coast Air Quality Management District Web Page
- CEQA Air Quality Handbook, 1993. http://www.aqmd.gov/ceqa/hdbk.html
- EMFAC2007 (version 2.3) Emission Factors for On-Road Passenger Vehicles & Delivery Trucks, rev. 2007
- EMFAC2007 (version 2.3) Emission Factors for On-Road Heavy-Heavy Duty Diesel Trucks, rev. 2007
- Final 2007 Air Quality Management Plan, June 2007

APPENDIX A

Minor Waste Tire Facility Permit, 2012

WASTE TIRE FACILITY PERMIT

Facility/Permit Number:
TPID # 1001094

1. Name & Street Address of Facility:	2. Name & Mailing Address of Operator:	3. Name & Mailing Address of Property Owner:
BJ Used Tire & Rubber Recycling,Inc. 14212 Santa Ana Avenue Fontana, CA 92337	Rita Jankouzian and Raffi Jankouzian BJ Used Tire & Rubber Recycling,Inc. 1170 Hastings Ranch Drive Pasadena, CA 91107	Boghus Jankouzian 1170 Hastings Ranch Drive Pasadena, CA 91107

4. Specifications:

a. Permit Type: ☐ **Major Waste Tire Facility** ☒ **Minor Waste Tire Facility**

b. Permit Action: ☐ **New Permit** ☒ **Five (5) Year Permit Renewal**

☐ **Permit Revision**

c. Operational Status: ☒ **Existing** ☐ **Proposed**

d. Maximum Permitted Capacity: **4,999 Whole Waste Tires/Passenger Tire Equivalents**

e. Permitted Storage Area (acres): **2.5 acres - See Permit Condition 15. b.**

Violation of any term or condition of this permit or the Waste Tire Storage and Disposal Standards may result in any of the following: issuance of orders (clean up and abatement); penalties (civil, administrative, or criminal); and permit revocation or suspension.

Upon a significant change in design or operation from that described herein, this permit is subject to revocation or suspension. The included findings and conditions supersede the conditions of any previously issued waste tire facility permit and/or exclusion(s).

This permit shall remain active unless or until the facility is closed pursuant to 14 CCR section 18440 or is abandoned.

5. Approval:

Approving Officer Signature

Susan Markie, Chief
Permitting & Assistance Branch
Waste Permitting, Compliance & Mitigation Division
Department of Resources Recycling and Recovery (CalRecycle)

6. Enforcement Agency Name and Address:

Department of Resources Recycling and Recovery (CalRecycle)
1001 I Street
P.O. Box 4025
Sacramento, CA 95812

Waste Tire Hotline: (866) 896-0600

7. Date Application Received:	8. Date Application Accepted:
April 20, 2012	May 18, 2012

9. Permit Issued Date:	10. Permit Application Renewal Due Date:	11. Permit Expiration Date:
August 13, 2012	August 13, 2016	August 13, 2017

WASTE TIRE FACILITY PERMIT

Facility/Permit Number:
TPID # 1001094

12. Legal Description of Facility:

Assessor's Parcel Number (APN): 0236-09104

13. Findings:

a. This permit is consistent with the standards adopted by the California Department of Resources Recycling and Recovery (CalRecycle) as required by Title 14, California Code of Regulations (CCR), Division 7, Chapter 6.

b. The design and operation of the facility is consistent with the Waste Tire Storage and Disposal Standards applicable to a Minor Waste Tire Facility, pursuant to §42830 et. seq. and implementing regulations found in 14 CCR, Division 7, Chapter 3.

c. This facility is located in an Industrial Community zone, and is consistent with the County of San Bernardino's General Plan policies and zoning designation.

d. A Negative Declaration (State Clearinghouse No. 2007051119) was prepared for waste tire storage at B J Used Tire & Rubber Recycling, Inc. located at 14212 Santa Ana Avenue, Fontana, CA in compliance with California Environmental Quality Act (CEQA) and the CEQA Guidelines pursuant to Public Resources Code, Section 21081.6.

e. This permit does not release the permittee from their responsibility under any other existing laws, ordinances, regulations, or statutes of other government agencies.

14. The following documents describe and/or restrict the operation of this facility:

	Date		Date
☒ Permit Application	03/20/2012	☒ Vector Control Approval	03/19/2012
☒ Operation Plan	03/20/2012	☒ Local Fire Authority Requirements	04/11/2012
☒ Environmental Information	03/20/2012	☐ Lease Agreements - owner & operator	n/a
☒ Emergency Response Plan	03/20/2012	☒ EIR or Negative Declaration	08/15/2007
☐ Closure Plan	n/a	☐ Air Pollution Permits and Variances	n/a
☐ Reduction/Elimination Plan	n/a	☐ Local & County Ordinances	n/a
☐ Closure Financial Responsibility Document	n/a	☐ Contract Agreements	
☐ Operating Liability Document	n/a	☐ Other (list):	
☒ Conditional Use Permit	02/20/2003		

15. Conditions - Site Specific:

a. The permittee shall store no more than 4,999 waste tires on site, at any given time. All waste tires stored in trailers, roll off (fire resistant) containers, and on the ground will be included in the total count. A waste tire includes a repairable tire, scrap tires, baled tires, and altered tires, but does not include crumb rubber (less than or equal to ¼ inch in size) or a used tire stored in conformance with 30 PRC Section 42806.5 – Used Tire Definition.

b. Waste tire storage shall be arranged as approved by the local fire authority and as detailed on the Plot Plan on page 5 of this permit and described in the operation plan.

16. Conditions - General:

a. The design and operation of this facility shall comply with the applicable Waste Tire Storage and Disposal Standards contained in 14 CCR, Division 7, Chapter 3. The permittee shall also comply with the permitting requirements in 14 CCR, Division 7, Chapter 6.

b. In the event of a fire or other emergency that may have potential significant off-site effects, the permittee shall notify CalRecycle within 24 hours by calling the Waste Tire Hotline at (866) 896-0600.

c. Upon presentation of proper credentials, the Enforcement Agency, CalRecycle staff, or other authorized agent of CalRecycle, shall be allowed to enter the permitted facility during normal operating hours to examine and copy books, papers, records, or memorandum, to take photographs of the tire storage area, and to conduct inspections and investigations pertaining to the facility. CalRecycle staff, designated contractors and representatives shall also have access to the facility to investigate, remediate, or stabilize the facility, if such activities are deemed necessary to protect the public health, safety and the environment.

d. The permittee shall maintain a copy of the Fire Authority approval at the facility. The permittee shall maintain a copy of the Emergency Response Plan at the facility. At the time of permit issuance, the permittee shall forward a copy of the Emergency Response Plan to the local fire authority. The Emergency Response Plan shall be revised as necessary to reflect any changes in the operations of the waste tire facility or requirements of the local fire authority. Such revisions to the emergency response plan will not be effective until CalRecycle concurs with the revisions. All emergency phone numbers shall be updated immediately. The local fire authority and CalRecycle shall be notified of any changes to the plan within 30 days of implementing the revision.

e. The permittee shall maintain copies of all waste & used tire manifests documenting tire movement in and out of the facility for a minimum of 3 years.

f. The permit-related Tire Program Identification Card (TPID) shall be posted in a visible location at the facility. The permit shall be available on-site and all facility personnel shall be familiar with the terms, conditions, operation plan and emergency response plan for this facility.

g. Other local permits or approvals referenced in this permit shall be maintained in force during the term of this permit. In the event the permittee intends to modify any permit or approval from another government program, during the term of this permit, the permittee shall notify CalRecycle in writing within at least 30 days prior to the change and include copies of any renewed or modified permits or approvals from these agencies. In the event any permit or approval from another government program is suspended or revoked, or expires during the term of this permit, the permittee shall notify CalRecycle in writing within 5 working days of the suspension, revocation or expiration, and include copies of the pertinent documents with the notification.

h. The permittee shall notify CalRecycle in writing of each administrative change no later than seven (7) business days after the change is effective. Administrative changes shall include, but not be limited to changes to any information in the application that does not apply to the design, operation of the facility.

i. If the owner or operator of this facility plans to sell, encumber, transfer or convey the ownership or operation of the facility or land to a new owner or operator, or who plans to change their address, then the permittee shall notify CalRecycle 30 days prior to the date of the planned transaction. The new owner or operator shall submit information to CalRecycle as prescribed in 14 CCR, Division 7, Chapter 6, Section 18428.

j. The terms and conditions of this permit may change as a result of a revision of CalRecycle's statutes or regulations.

k. The permittee shall report to CalRecycle the receipt of 10 or more waste or used tires from unregistered haulers in a manner that is consistent with Title 14 CCR §18461.

l. The permittee shall maintain a copy the Waste Tire Facility Operation Plan (Operation Plan) at the facility. All site conditions, equipment, and precautions outlined in the Operation Plan shall remain in force during the term of this permit. In no case shall the permittee implement any change of permit conditions herein without first seeking approval from CalRecycle by submitting a written notice of the proposed change to the Enforcement Agency at least 90 days in advance of the change. Such revisions to the Operation Plan will not be effective until CalRecycle concurs with the revisions.

m. CalRecycle staff reserves the right to suspend or modify waste tire receiving and/or storage operations when deemed necessary due to an emergency, a potential health hazard or the creation of a public nuisance, to protect the public health and safety, protect and rehabilitate or enhance the environment, or to mitigate adverse environmental impacts.

n. The permittee shall only give, contract, or arrange with California registered used and waste tire haulers to transport waste tires or tire pieces (greater than 1/4") away from the facility, unless the hauler is exempt as specified in PRC §42954, or CalRecycle has granted written approval to the permittee or the hauler.

o. Waste tires used in on-site construction projects or any other beneficial reuse must be pre-approved as required by Title 14 CCR §17346(f).

p. This permit has been issued to the operator for the waste tire facility located at 14212 Santa Ana Avenue, Fontana, CA and is not transferable to any other location (PRC §42808).

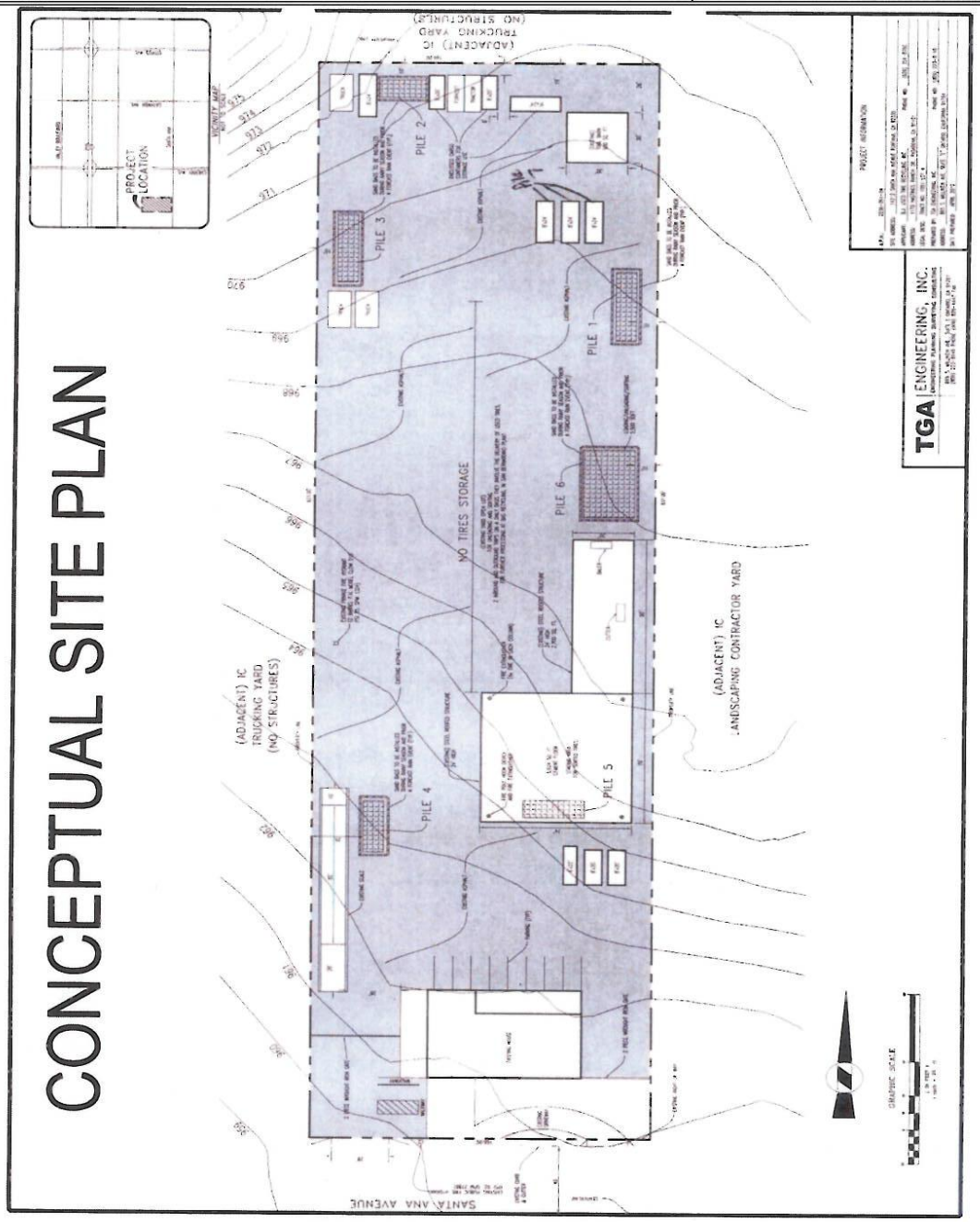
q. The permittee shall maintain a record of the total number of waste tires received, stored on-site, and removed, measured once each month, and provide a quarterly report containing that information in a manner prescribed by CalRecycle.

r. Prior to initiating closure of this facility, the permittee shall notify and obtain written approval from CalRecycle of the proposed final destination sites, where the tires are planned to be taken (Title 14 CCR §§18440 & 18441).

s. The permittee shall only give, contract, or arrange for the removal of Tire Derived Product (TDP) from the facility after first obtaining an exemption letter from CalRecycle, and providing a copy of that letter to the hauler (14 CCR 18451). In the absence of a letter, the permittee shall ensure that all loads of TDP removed comply with all manifesting requirements.

WASTE TIRE FACILITY PERMIT

Facility/Permit Number:
TPID # 1001094



APPENDIX B

Conditional Use Permit, 2007

SAN BERNARDINO COUNTY LAND USE SERVICES DEPARTMENT
Current Planning Division

CERTIFICATE OF CONDITIONAL USE PERMIT

This certificate indicates that the land use listed below has completed all the Conditions of Approval required prior to final inspection, that such inspection has been completed and that occupancy of the structure(s) is now allowed. The approved land use must be operated in accordance with the conditions of approval. Any addition or change of the approved land use and/or any addition, expansion, modification or alteration of any structure or the amount of land area used for the approved land use will require a subsequent approval of another land use application and issuance of a revised permit. The land use authorization granted by this certificate is specific to this property and is transferrable to any successors in interest, heirs and/or assigns.

A CONDITIONAL USE PERMIT is issued to:

APN: **0236-091-04**

APPLICANT:	B.J. USED TIRE RECYCLING, INC.
PROPOSAL:	CONDITIONAL USE PERMIT TO ESTABLISH A COMMERCIAL TRUCK TIRE STORAGE & SORTING FACILITY ON 2.5 ACRES.
COMMUNITY:	FONTANA/ 2ND SUPERVISORIAL DISTRICT
LOCATION:	NORTH SIDE OF SANTA ANA, APPROX. 460' WEST OF ALMOND AVE.
DATES:	011331CU1/W142-109/1998
FILE/INDX:	A&B)GPA&CUP/W135-86/99/APN: 0229-231-03'
STAFF:	KEVIN WHITE
REP(S):	JANKOUZIAN, RITA

This certificate is issued to:

PROPERTY OWNER:

Boghos Jankouzian
B.J. Used Tire & Rubber Recycling
1170 Hastings Ranch Dr.
Pasedena, CA 91107

The above referenced project has received final inspection and been granted occupancy by the Land Use Services Department – Current Planning Division. The approved land use may be operated as stipulated in the conditions of approval issued by the Current Planning Division.

Signed _____ Date: 1/26/07
Kevin White, Senior Associate Planner

NOTICE: A Certificate of Fee Exemption is being issued for this project pursuant to California State Assembly Bill 3158. The certificate shall be filed with the Clerk of the Board of Supervisors, along with a $35.00 administrative handling fee. This Administrative fee will be transferred from your project account. Section 21089(b) of the Public Resources Code provides that any project approved under the California Environmental Qualities Act (CEQA) is not operative, vested, or final until the required fee is paid.

GENERAL ON-GOING CONDITIONS

PLANNING DIVISION (909) 387-4112

1. This Conditional Use Permit conditional approval is being granted to establish a used commercial truck tire recycling, storage and distribution facility with an 805 square foot office, a caretaker residence, and a mobile home (696 square feet) to be used for security purposes on 2.50 acres in the Fontana Sphere of Influence as depicted on the approved site plan; APN 0236-091-04. No vehicle repair is approved by this action. Any alteration or expansion of these facilities or increase in the developed area of the site from that shown on the approved site plan will require submission of an additional application for review and approval.

2. This project shall be subject to any applicable development impact fees that are in effect prior to the issuance of final development permits. The exact timing and applicability of the fees will be determined by the ordinance or other action that establishes the fee.

3. The applicant/owner shall agree to defend at his sole expense any action brought against the County, its agents, officers, or employees, because of the issuance of such approval, or in the alternative, to relinquish such approval, in compliance with the San Bernardino County Development Code. The applicant shall reimburse the County, its agents, officers, or employees, for any court costs and attorney's fees which the County, its agents, officers or employees may be required by a court to pay as a result of such action. The County may, at its sole discretion, participate at its own expense in the defense of any such action but such participation shall not relieve the applicant of his obligations under this condition.

4. This Conditional Use Permit shall become null and void if all conditions and requirements have not been complied with and the occupancy or use of the land has not taken place within one year of the date of approval. An extension of time may be granted upon written request and submittal of the appropriate fee, not less than thirty (30) days prior to the date of expiration. Approval of an extension of time will require that the applicant has made a "good faith effort" to complete the requirements in a timely manner and that the delay in obtaining full compliance was beyond the control of the applicant. PLEASE NOTE: This will be the only notice given for the above-specified expiration date. The applicant is responsible for the initiation of an extension request.

5. Chemical toilets (porta potties) shall not be utilized for any reason on this site.

6. A Special Use Permit (SUP), for the purpose of monitoring the continued compliance with all general on-going conditions of approval, shall be maintained for the life of the project.

7. The stacking of tires shall not exceed the height of the perimeter screening/fencing/walls. All tie storage shall be located as shown on the approved site plan, under the metal owning on site.

8. Any lights used to illuminate the site shall be hooded and designed so as to reflect away from adjoining properties and public thoroughfares.

10. All rooftop mechanical equipment shall be screened from ground vistas.

11. All signs proposed by this project may only be lit by steady, stationary, shielded light directed at the sign, by light inside the sign, by direct stationary neon lighting, or by an alternating lighting system that changes no more than once per hour. The glare from the luminous source shall not exceed one-half (0.5) foot-candle.

12. All landscaped areas shall be maintained in a healthy and thriving condition, free from weeds, trash, and debris. Regular maintenance of the landscaping and irrigation is critical. Periodic repair and replacement should be a budgeted aspect of the facility's overall maintenance program.

13. Facility must be maintained in a clean, attractive manner. Failure to maintain facility to County standards may be cause for revocation or modification of permit.

14. Employees and customers shall park inside the facility within the assigned parking spaces.

15. Parking and on-site circulation requirements shall be provided for and maintained as identified on the approved site plan:

    a. Parking and site circulation surfaces (County Road Specification #38 or #39, as required) shall be maintained in good condition at all times.

    b. All markings, to include parking spaces, directional designations, "No Parking" designations, and "Fire Lane" designations shall be clearly defined and said markings shall be maintained in good condition at all times.

    c. All parking stalls shall be clearly striped and permanently maintained with double or hairpin lines on the surface of the paving, with the two lines being located an equal nine (9) inches on either side of the stall sidelines; arrows shall be painted on the paving to indicate direction of traffic flow.

17. The applicant/owner shall ascertain and comply with requirements of all State, County, and local agencies applicable to the project area. They include, but are not limited to: County Departments of Environmental Health Services, Transportation/Flood Control, Fire Warden, Building and Safety, the State Fire Marshall, the South Coast Air Quality Management District and Cal OSHA.

18. All conditions and requirements of this Conditional Use Permit are continuing requirements. Failure of the owner, applicant, and/or operator, or their heirs or assigns, to comply with any or all of said conditions at any time shall result in the revocation of the approval granted to use the property.

DIVISION OF ENVIRONMENTAL HEALTH SERVICES (909) 387-4666

19. Noise levels shall be maintained at or below County Standards, per Development Code Section 87.0905(b). For information, call DEHS/Land Use at (909) 387-4666.

20. The septic system shall be maintained so as not to create a public nuisance and shall be serviced by a DEHS-permitted pumper. For information, call DEHS/Wastewater Section at (909) 387-4666.

21. All refuse generated at the premises shall, at all times, be stored in approved containers and shall be placed in a manner so that visual, noise, or other impacts and environmental public health nuisances are minimized in compliance with San Bernardino County Code 33.087. For information, call DEHS/Local Enforcement Agency (LEA) at (909) 387-4655.

22. All refuse containing garbage shall be removed from the premises at least one (1) time per week in conformance with San Bernardino County Code 33.083. For information, call DEHS/LEA at (909) 387-4655.

23. All refuse not containing garbage shall be removed from the premises at least one (1) time per week to an approved solid waste facility, in conformance with San Bernardino County Code Chapter 8, Section 33.083. For information, call DEHS at (909) 387-4666.

PRIOR TO THE ISSUANCE OF BUILDING PERMITS, THE FOLLOWING CONDITIONS SHALL BE MET:

DIVISION OF BUILDING AND SAFETY (909) 387-4246

24. Provide proof of permits for all structures or obtain field investigation inspection permit for each structure not permitted.

25. Any building, sign, or structure to be constructed or located on site shall require professionally prepared plans approved by the Building and Safety Division.

DIVISION OF ENVIRONMENTAL HEALTH SERVICES (909) 387-4666

26. Water purveyor shall be Fontana Water Company.

27. Applicant shall procure a verification letter from the water agency with jurisdiction. This letter shall state whether or not water connection and service shall be made available to the project by the water agency. This letter shall reference File Index Number (W142-109) and Assessor's Parcel Number (APN 0236-091-04).

28. Method of sewage disposal shall be DEHS-approved. If sewer connection or service is unavailable, then existing septic system can be used if applicant provides certification from a qualified professional [i.e., Professional Engineer (P.E.), Registered Environmental Health Specialist (REHS), C-42 contractor, Certified Engineering Geologist (C.E.G.)], that the system functions properly, meets code, and has the capacity required for the proposed project. Applicant shall provide documentation outlining methods used in determining function.

COUNTY FIRE DEPARTMENT (909) 386-8400

29. This project is under the protection of the San Bernardino County Fire Department. The applicant shall contact the Fire Agency for verification of current fire protection requirements. All new construction shall comply with the existing Uniform Fire Code requirements and all applicable codes, ordinances or standards of the Fire Department.

30. A water system designed to meet the required fire flow shall be approved by the water company having jurisdiction and Fire Agency staff. The developer shall furnish the Fire Agency with two copies of the water system improvement plans and a letter from the water purveyor stating the water system is capable of providing the required fire flow. Water supply for fire protection shall be operational and field inspection approval shall be granted before construction will be permitted. The required fire flow shall be determined by using appropriate calculations established by the San Bernardino County "Guide for Determining Required Fire Flow". All underground piping for water systems shall have a minimum of eight (8) inches in diameter with no less than six (6) inch lateral lines, and six (6) inch risers. **Fire flow shall be 2,000 GPM for a 2-hour duration at 20 PSI residual operating pressure.**

31. Prior to framing construction, approved fire hydrants and fire hydrant pavement markers shall be installed. Fire hydrants shall be six (6) inches in diameter with a minimum of one four (4) inch and one 2 1/2 inch connection as specified by fire staff. The design of the fire hydrant and hydrant markers shall be approved by the Fire Agency. All fire hydrant spacing shall be three hundred (300) feet.

32. Prior to any framing construction occurring, the Applicant/Developer is required to provide Fire staff with a letter from the water company having jurisdiction, verifying financial arrangements have been made for the required water improvements or that existing fire hydrants and water system will meet distance and fire flow requirements. Fire flow water supply shall be in place prior to placing combustible materials on the job site.

33. An approved turn-around shall be provided at the end of each roadway one hundred fifty (150) feet or more in length. Cul-de-sac length shall not exceed six hundred (600) feet except as identified in the Fire Code and approved by the Fire Chief.

34. Private roadways that exceed one hundred fifty (150) feet in length shall be approved by the Fire Department having jurisdiction, and shall be extended to within 150 feet of, and shall give reasonable access to, all portion of the exterior walls of the first story of any building. Where access cannot be provided, a fire protection system shall be provided and approved by the Fire Department.

35. Tire storage shall not exceed 2,500 square feet of continuous area.

36. A clear space of at least 40 feet shall be provided between piles.

37. Tire storage shall not be located within ten (10) feet of any property line or building, except the metal owning under which the tires will be stored, and shall not exceed six (6) feet in height when within twenty (20) feet of any property line or building.

38. Piles shall not exceed 25,000 cubic feet in volume or 10 feet in height.

39. All bins for storage shall be enclosed.

40. Prior to release for building permits, the required Fire fee of $103.00 shall be paid to the San Bernardino County Fire Department/Community Safety Division. Please contact the Fire Department Office at (909) 386-8400.

LAND DEVELOPMENT /DRAINAGE DIVISION (909) 387-8218

41. Adequate provision shall be made to intercept and conduct the tributary/off-site, on-site drainage flows around or through the site in a manner that will not adversely affect adjacent or downstream properties.

LAND DEVELOPMENT/ROADS DIVISION (909) 387-8218

42. Road improvement plans shall be submitted to the San Bernardino County Public Works Department/Land Development Division at 825 East Third Street, Room #204, San Bernardino, CA 92415-0835 for review and approval. The plans shall delineate the following requirements:

Santa Ana Avenue

a. An additional 14 feet dedication to equal a 44-foot half-width right-of-way.
b. Curb, gutter and sidewalk with match-up paving 32-feet from centerline.
c. Driveway approach/entrance per County Standard No. 129b.
d. Westerly driveway approach shall be a minimum of 5 feet from the property line per County Standard No. 130.

43. Right of way and improvements (including offsite) to transition traffic and drainage flows from proposed to existing shall be required as necessary.

PLANNING DIVISION (909) 387-4112

44. The applicant shall process a Condition Compliance Review through the County in accordance with the directions stated in the conditional approval letter, for verification of compliance with all conditions which must be met prior to the issuance of building permits.

45. The applicant shall submit an application to the Code Enforcement Division for a Special Use Permit (SUP) which will be utilized for the purpose of monitoring the continued compliance with all general on-going conditions of approval for the life of the project.

46. An adequate, hooded, security light shall be provided for the exterior of the site, shielded to prevent glare on streets and adjacent parcels.

47. The applicant shall provide four (4) copies of a landscape and irrigation plan showing the size, type, and location of all plant material. Indigenous plant material shall be utilized to minimize water consumption. Said plan shall incorporate a permanent automatic irrigation system and all landscaping shall be maintained in good condition at all times. The landscape and irrigation plans shall include/conform to the following:

    a. The Landscape and Irrigation Plan shall be prepared by a licensed landscape architect and shall be prepared in compliance with the approved site plan.

    b. Voltage boxes, mailboxes, trash enclosures, maintenance structures, backflow devices, automatic controls, air conditioning/heating units, etc. shall be screened with landscaping and/or decorative fencing/trim.

    c. Irrigation shall be by drip, mister or other non-aerial water serving method or system. All perimeter landscaping shall be provided with an approved permanent irrigation system.

    d. The landscape buffer along Santa Ana Avenue is required to be a minimum of twenty (20) feet deep with berming mounted at an average height of three (3) feet above the curb height along the street. Landscaping provided shall be dense and shall include trees, shrubs, and vines.

    e. A five (5) foot wide landscape buffer shall be shown along the west property line from the Santa Ana Avenue right-of-way to the gate.

    f. Trees shall be a combination of 15-gallon 1-inch caliper, multibranched and 24' box trees at a ratio of 3:1.

    g. Shrubs (50% 1-gallon/50% 5-gallon), minimum average of one (1) per 100 square feet of total landscaped area.

    h. Groundcover from flats at a minimum spacing of eight (8) inches on center.

    i. Driveways and parking areas shall be clearly defined with physical barriers.

    j. All planter areas shall be protected from vehicular and pedestrian encroachment with a positive barrier such as a 6 inch raised curb or other acceptable barrier.

    k. All required walls/fencing and signage shall be shown, including existing.

l. Trash enclosure detail shall be shown.

m. Irrigation system shall include timers for controlled application.

THE SUBJECT PROPERTY SHALL NOT BE OCCUPIEDAND/OR USED FOR PURPOSES APPLIED FOR UNTIL THE FOLLOWING CONDITIONS HAVE BEEN MET:

COUNTY FIRE DEPARTMENT (909) 386-8400

48. Street address numbers shall be posted on the entrances, with a minimum eight (8) inch in height by one (1) inch stroke width and shall be visible from the street. During the hours of darkness, the numbers shall be electrically illuminated.

49. Prior to Fire Department clearance for occupancy, an automatic fire sprinkler system shall be installed. This system shall comply with NFPA Pamphlet #13 and Fire Department Guideline #10.507. The applicant shall submit hydraulic calculations and detailed plans, to a Fire Protection Consultant approved by the Fire Department, showing type of storage and use with the applicable protection system. Consultant fee for plan review shall be paid directly to the consultant and shall include two field inspections.

50. Prior to final inspection or occupancy, an automatic fire alarm system is required to be installed in accordance with the Uniform Fire Code.

51. Hand portable fire extinguishers are required to be provided. The location, type and cabinet design shall be approved by the Fire Department.

52. An approved fire department key box is required. If automatic electric security gates are used, an approved lock switch is required on each gate in lieu of the box.

NOTE: All questions regarding the meaning of the fire conditions shall be referred to Fire Prevention staff at (909) 386-8400..

COUNTY FIRE DEPARTMENT/HAZARDOUS MATERIALS SECTION

53. The operator shall submit a Business Emergency/Contingency Plan for emergency release or threatened release of hazardous materials and wastes or a letter of exemption. Contact the Emergency Response and Enforcement Section at (909) 386-8430.

54. Applicant shall be required to apply for one or more of the following: a Hazardous Materials Handler's Permit, a Hazardous Waste Generator Permit, an Aboveground Storage Tank Permit, and /or an Underground Storage Tank Permit. For information, call HAZMAT Field Services Section at (909) 386-8418.

LAND DEVELOPMENT DIVISION/ROADS SECTION (909) 387-8218

55. The required road improvements shall be completed in accordance with the approved road improvement plans.

PLANNING DIVISION (909) 387-4112

56. All landscaping shown on the approved landscaping plan and all walls/fencing shall be completed. A licensed landscape architect shall certify, in writing, that the landscaping and irrigation have been installed in accordance with the approved landscape plan.

57. Parking and on-site circulation requirements shall be provided for and maintained as identified on the approved site plan.

58. Any existing or proposed signs on site shall be registered with the Code Enforcement Division and appropriate fees paid.

59. Prior to the final inspection by Building and Safety and/or the issuance of a Conditional Use Permit by the Planning Department, all fees required under actual cost job number 11331CU1 shall be paid in full.

End of Conditions

APPENDIX C

Title 14, California Code of Regulations, Chapter 3, Article 5.5,
Waste Tire Storage and Disposal Standards

Article 5.5. Waste Tire Storage and Disposal Standards

Section 17350. Applicability.

(a) Any facility storing 500 or more waste tires outdoors must comply with the technical and operational standards in sections 17351 through 17355 of this Article.
(b) Any facility storing waste tires indoors must comply with the technical and operational standards in section 17356 of this Article.
(c) Waste tires that are disposed of by burying at a solid waste disposal facility are addressed in section 17355 of this Article.
(d) For purposes of determining the applicability of this Chapter, altered waste tires shall be counted as passenger tire equivalents (PTE).

Authority cited:
Section 40502, 42820, 42830 and 43020 of the Public Resources Code.
Reference:
Sections 42820, 42821, 42830, 42832 and 43020 of the Public Resources Code.

Section 17351. Fire Prevention Measures.

(a) Communication equipment shall be maintained at all facilities, if they are staffed by an attendant, to ensure that the site operator can contact local fire protection authorities in the event of fire.
(b) Adequate equipment to aid in the control of fires must be provided and maintained at the facility at all times. At a minimum the following items shall be maintained on site and in working order at all times:

(1) One (1) dry chemical fire extinguisher;
(2) One (1) two and one-half gallon water extinguisher;
(3) One (1) pike pole or comparable pole at least 10 feet in length to separate burning from nonburning tires; and
(4) One (1) round point and one (1) square point shovel.
(5) One (1) dry chemical fire extinguisher with a minimum rating of 4A:40BC shall be carried on each piece of fuel-powered equipment used to handle waste tires;

(c) An adequate water supply shall be available for use by the local fire authority. The water supply shall be capable of delivering at least 1000 gallons per minute for a duration of at least three hours and at least 2000 gallons per minute for a duration of at least three hours if the sum of altered plus whole waste tires exceeds 10,000.
(d) All of the requirements of subsections (b) and (c) shall apply unless the local fire authority having jurisdiction over a particular facility determines that a different requirement is necessary or adequate to meet the intent of these regulations for fire control and the protection of life and property. This may include the availability of earth moving equipment or other approved means to control the tire fire. Any change in, or any new, local fire authority requirements that affect the requirements in this Article shall be reported to the Board by the operator within 30 days after their effective date. Any requirements approved by the local fire authority shall be subject to Board concurrence at the time of issuance or renewal of the permit.

Authority cited:
Sections 40502, 42820, 42830 and 43020 of the Public Resources Code.
Reference:
Sections 42820, 42821, 42830, 42832 and 43020 of the Public Resources Code.

Section 17352. Facility Access and Security.

(a) Signs--for facilities open to the public a sign shall be posted at the facility entrance stating the name of the operator, operating hours, and site rules.
(b) Attendant--An attendant shall be present when the facility is open for business if the facility receives tires from persons other than the operator of the facility.
(c) Access--An access road to the facility must be maintained passable for emergency equipment and vector control vehicles at all times. Unauthorized access must be strictly controlled.

Authority cited:
Sections 40502, 42820, 42830 and 43020 of the Public Resources Code.
Reference:
Sections 42820, 42821, 42830, 42832 and 43020 of the Public Resources Code.

Section 17353. Vector Control Measures.
(a) All waste tires shall be stored in a manner which prevents the breeding and harborage of mosquitoes, rodents, and other vectors by any of the following means:
(1) Cover with impermeable barriers other than soil to prevent entry or accumulation of precipitation; or
(2) Use of treatments or methods to prevent or eliminate vector breeding as necessary, provided the control program is approved as appropriate and effective by the local vector control authority, if such authority exists. If no local vector control authority exists, the local Environmental Health Department or other local agency with authority over vector control shall approve the vector control plan. Any control program approved by the local vector control authority shall be subject to Board concurrence at the time of issuance or renewal of the waste tire facility permit.

Authority cited:
Section 40502, 42820, 42830 and 43020 of the Public Resources Code.
Reference:
Section 42820, 42821, 42830, 42832 and 43020 of the Public Resources Code.

Section 17354. Storage of Waste Tires Outdoors.
(a) Except as provided in subsection (c) waste tires shall be restricted to individual piles, which include stacks and racks of tires that do not exceed 5,000 square feet of contiguous area. Any pile shall not exceed 50,000 cubic feet in volume nor 10 feet in height. Piles shall not exceed 6 feet in height when within 20 feet of any property line or perimeter fencing. Waste tires shall not be located within 10 feet of any property line or perimeter fencing. The minimum distance between waste tire piles and between waste tire piles and structures that are located either on-site or off-site shall be as specified in Table I.
(b) Except as provided in subsection (c) waste tires shall be separated from vegetation and other potentially flammable materials by no less than 40 feet. Accessible fire lanes with a minimum width as specified in Table I shall be provided between tire storage units. Fire lanes shall be kept free of flammable or combustible material and vegetation. Access to fire lane(s) for emergency vehicles must be unobstructed at all times. Open flames, blow torches, or highly flammable materials, including but not limited to, tire inner tubes, are prohibited within 40 feet of a waste tire pile.

Table I
Minimum Separation Distances (Ft.)

Length of Exposed Face (Ft.)	Tire Storage Pile Height (Ft.)		
	6	**8**	**10**
25	50	56	62
50	66	75	84
100	84	100	116
150	99	117	135
200	111	130	149
250	118	140	162

(c) All of the requirements in subsections (a) and (b) shall apply to the storage of waste tires unless, for any particular requirement, the local fire authority having jurisdiction over a particular facility determines that a different requirement is necessary or adequate to meet the intent of these regulations for the prevention of fire and the protection of life and property. Any change in, or any new, local fire authority requirements that affect the requirements in this Article shall be reported to the Board by the operator within 30 days after their effective date. Any requirements approved by the local fire authority shall be subject to Board concurrence at the time of issuance or renewal of the permit.
(d) Surface water drainage shall be directed around and away from the waste tire storage area.
(e) Waste tires at existing waste tire facilities shall not be stored on surfaces with grades that will interfere with fire fighting equipment or personnel unless mitigation measures have been approved in writing by the local fire authority, or a fire safety engineer registered by the State of California. Measures established by a fire safety engineer shall be subject to approval by the local fire authority.
(f) New waste tire facilities shall not:
(1) Be sited in any area where they may be subjected to immersion in water during a 100-year storm unless the operator demonstrates to the Board that the facility will be designed and operated so as to prevent waste tires from migrating off site; or

(2) Be located on sites with grades or other physical features that will interfere with fire fighting equipment or personnel.
(g) Tires must be removed from rims immediately upon arrival at the facility.
(h) The site shall be designed and constructed to provide protection to bodies of water from runoff of pyrolytic oil resulting from a potential tire fire.

Authority cited:
Section 40502, 42820, 42830 and 43020 of the Public Resources Code.
Reference:
Section 42820, 42821, 42830, 42832 and 43020 of the Public Resources Code.

Section 17355. Disposal of Waste Tires at Solid Waste Facilities.

(a) Waste tires may not be landfilled in a solid waste disposal facility which is permitted pursuant to Chapter 3 of Part 4 of the Public Resources Code, commencing with section 44001, unless they are permanently reduced in volume prior to disposal by shredding, or other methods subject to the EA approval and Board approval.
(b) The requirement of subsection (a) shall not apply to: waste tires received which are commingled with municipal solid waste that arrive in loads, where the waste tires comprise less than one-half of one (0.5) percent by weight of the total load, or where the waste tires inadvertently arrive in homeowner delivered household loads of mixed waste and are not readily removable from the waste stream; or
(c) All waste tires stored at a solid waste facility shall meet the requirements of this Article.

Authority cited:
Section 40502, 42820, 42830 and 43020 of the Public Resources Code.
Reference:
Section 42820, 42821, 42830, 42832 and 43020 of the Public Resources Code.

Section 17356. Indoor Storage.

Waste tires stored indoors must be stored under conditions that meet or exceed those in "The Standard for Storage of Rubber Tires", National Fire Protection Association, NFPA 231D-1989 edition, published by the National Fire Protection Association, which is incorporated by reference. This requirement shall apply unless the local fire authority having jurisdiction over a particular facility determines that a different requirement is necessary or adequate to meet the intent of these regulations for fire control and the protection of life and property. Any change in, or any new, local fire authority requirements that affect the requirements in this Article shall be reported to the Board by the operator within 30 days after their effective date.

Authority cited:
Section 40502, 42820, 42830 and 43020 of the Public Resources Code.
Reference:
Section 42820, 42821, 42830, 42832 and 43020 of the Public Resources Code.

APPENDIX D

Air Emission Calculation Worksheet

Air Emission Calculations for BJ Used Tires & Rubber, Inc. (with project)

Passenger Vehicles (pounds/mile)		Number of Trips (Employees)	Trip Length (miles/day)	Total
CO	0.00765475	14	10	1.071664525
NOx	0.00077583	14	10	0.108615969
ROG	0.00079628	14	10	0.111479019
SOx	0.00001073	14	10	0.001501928
PM10	0.00008979	14	10	0.012570822
PM2.5	0.00005750	14	10	0.008049394
CO2	1.10152540	14	10	154.2135553
CH4	0.00007169	14	10	0.010036319

Delivery Trucks (pounds/mile)		Number of Trips (Customers	Trip Length (miles/day)	Total
CO	0.01545741	25	50	19.32176337
NOx	0.01732423	25	50	21.65528528
ROG	0.00223776	25	50	2.797195733
SOx	0.00002667	25	50	0.033336027
PM10	0.00064975	25	50	0.812186843
PM2.5	0.00054954	25	50	0.686924196
CO2	2.76628414	25	50	3457.85518
CH4	0.00010668	25	50	0.133344109

TOTALS	lbs/day
CO	26.5225445
NOx	40.3181754
ROG	4.42526018
SOx	0.05909191
PM10	2.53537471
PM2.5	2.22011923
CO2	6141.61338
CH4	0.21328888

MTCO2e = 875 MT/Yr (312 days (M-Sat))

874.752468

HHDT-DSL (pounds/mile)		BJ's Semi/TT	Trip Length (miles/day)	Total
CO	0.01021519	6	100	6.129116633
NOx	0.03092379	6	100	18.55427416
ROG	0.00252764	6	100	1.516585424
SOx	0.00004042	6	100	0.024253953
PM10	0.00149566	6	100	0.897396267
PM2.5	0.00129354	6	100	0.776126501
CO2	4.21590774	6	100	2529.544644
CH4	0.00011651	6	100	0.069908453

HHDT-DSL, Exh (pounds/mile)		BJ's Semi/TT	Trip Length (miles/day)	Total
PM10	0.00135537	6	100	0.813220782
PM2.5	0.00124837	6	100	0.749019142