

**Initial Study/Negative Declaration  
County of San Bernardino  
Department of Public Works**

**Solid Waste Facility Permit Revision and Joint  
Technical Document Amendment**

**San Timoteo Sanitary Landfill, San Bernardino County,  
California**

*Lead Agency:*



County of San Bernardino  
Department of Public Works  
825 E 3<sup>rd</sup> Street,  
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*Technical assistance provided by:*



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**November 2018**

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## SECTION 1 - INTRODUCTION

This Final Initial Study has been prepared to identify and assess the potential environmental impacts from intermittent temporary diversion of up to 1,000 tons per day (tpd) of refuse from the Mid-Valley Sanitary Landfill (MVSL) to the San Timoteo Sanitary Landfill (STSL); for a maximum of 15 days per year. The diversion of refuse would be in response to windy days that force the temporary cessation of operations at MVSL. A revised final grading plan and revised base grades for future lined areas has added to the total refuse airspace of STSL. A revision to the existing STSL Solid Waste Facility Permit (SWFP) issued by the San Bernardino County Division of Environmental Health Services acting as the Solid Waste Local Enforcement Agency (LEA) and an Amendment of the Joint Technical Document (JTD) for approval by the Santa Ana Regional Water Quality Control Board (SARWQCB) would be required for the revised grading plans and associated refuse airspace increase as well as to allow the increased daily tonnage during up to 15 windy days at MVSL.

Copies of the Draft Initial Study were provided to the State Clearinghouse on 14 September 2018 for a 30-day public review which concluded on 15 October 2018. In addition, a copy of the Initial Study was provided to the City of Redlands, the South Coast Air Quality Management District and the County of San Bernardino Division of Environmental Health Services who is the Local Enforcement Agency on 27 September 2018. A 30-day review period was requested from these agencies (Appendix A).

Comments on the proposed action were received from CalRecycle and South Coast Air Quality Management. The comment letters plus a response to comments may be found as Appendix A. Based on comments from South Coast Air Quality Management, the Air Quality and Greenhouse Gas Technical Report was revised to indicate that the maximum increase in landfill gas as a result of the project was used to determine the potential impacts to air quality (Appendix B).

## SECTION 2 - REGULATORY FRAMEWORK

The County of San Bernardino Department of Public Works, Solid Waste Management Division (SWMD) has identified that the SWFP Revision for the San Timoteo Sanitary Landfill Project meets the California Environmental Quality Act (CEQA) Guidelines Section 15378 definition of a Project. CEQA Guidelines Section 15378 defines a Project as the following:

"Project" means the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 21000-21177), this Initial Study has been prepared to determine potentially significant impacts upon the environment resulting from the construction, operation and maintenance of the proposed changes described in Section 3 below for the San Timoteo Sanitary Landfill Project (hereinafter referred to as the "Project" or "proposed Project"). In accordance with Section 15063 of the State *CEQA Guidelines*, this Initial Study is a preliminary analysis prepared by the County of San Bernardino Department of Public Works Environmental Management Division as Lead Agency to inform the Lead Agency decision makers, other affected agencies, and the public of potential environmental impacts associated with the implementation of the proposed Project.

### **Instructions for Completing Initial Study and Evaluating Environmental Impacts**

*The Initial Study shall be prepared as follows:*

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 offsite as well as onsite, 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: No Impact or Less Than Significant" applies when the proposed project will not have a significant effect on the environment, does not require the incorporation of mitigation measures, and does not require the preparation of an Environmental Impact Report. The lead agency must briefly describe the reasons that a proposed project will not have significant effect on the environment and does not require the preparation of an environmental impact report.
5. "Mitigated Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced any effect from "Potentially Significant Impact" to a "Less Than Significant Impact". The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses", as described in (-6) below, may be cross-referenced).

6. 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. (CEQA Guidelines Section 15063(c)(3)(D).) The use of an earlier analysis as a reference should include a brief discussion that identifies 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.
7. 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.
8. Supporting Information Sources. A source list should be attached and other sources used or individuals contacted should be cited in the discussion.
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.

### **Initial Study Organization**

The Initial Study is organized as follows:

**Introduction:** Provides the regulatory context for the review along a brief summary of the CEQA process.

**Project Information:** Provides fundamental Project information, such as the Project description, Project location and figures.

**Lead Agency Determination:** Identifies environmental factors potentially affected by the Project and identifies the Lead Agency's determination based on the initial evaluation.

**Mitigated Negative Declaration:** Prepared when a determination can be made that no significant environmental effects will occur because revisions to the Project have been made or mitigation measures will be implemented which will reduce all potentially significant impacts to less than significant levels.

**Evaluating Environmental Impacts:** Provides the parameters the District uses when determining level of impact.

**CEQA Checklist:** Provides an environmental checklist and accompanying analysis for responding to checklist questions.

**References:** Includes a list of references and various resources utilized in preparing the analysis.

### SECTION 3 - DETAILED PROJECT DESCRIPTION

This Initial Study has been prepared to identify and assess the potential environmental impacts from intermittent temporary diversion of up to 1,000 tons per day (tpd) of refuse from the Mid-Valley Sanitary Landfill (MVSL) to the San Timoteo Sanitary Landfill (STSL); for a maximum of 15 days per year (Figure 1). The diversion of refuse would be in response to windy days that force the temporary cessation of operations at MVSL. This Initial Study also analyzes the potential environmental effect of a revised final grading plan and revised base grades for future lined areas which has added to the total refuse airspace of STSL.

The STSL is currently permitted to receive a maximum of 2,000 tpd of refuse with a maximum of 1,092 vehicles per day. A vehicle is defined as a round trip and accounts for a vehicle traveling in and out of the landfill. The average daily disposal rate from January 1, 2016 through April 15, 2017 at the STSL was 950 tpd. The high wind policy at the MVSL (updated 2015) requires that the site should be closely monitored if sustained winds reach 35 miles per hour (mph). When the wind velocity meter at the scale house registers 45 mph three or more times in any 30-minute period or registers a constant 40 mph, commercial loads may be directed to a designated tipping area which afford better protection from the wind (County of San Bernardino 2015). Three or more gusts of 50 mph or greater in any 30-minute period or steady readings of 40 mph will result in closure of the MVSL to private vehicles. With sustained winds at 40 mph, the site supervisor will also determine if the site will also be closed to commercial haulers (County of San Bernardino 2015). Commercial and private haulers are to be diverted to alternate disposal sites in accordance with the MVSL windy weather closure policy (County of San Bernardino 2015). There are estimated to be as many as 15 days per year when windy weather conditions at MVSL result in temporary high wind landfill closure.

When wind conditions require temporary closure of MVSL, refuse would be temporarily directed to STSL. The temporary increase in tonnage from the re-directed waste vehicles would require operational changes at STSL, thereby necessitating a revised SWFP and amended JTD. With an amended JTD, STSL would accept an increase of up to 1,000 tpd in addition to the permitted 2,000 tpd for a daily maximum tonnage of 3,000 tpd. This increase would be limited, and is anticipated to occur up to 15 high wind days per year. This would result in a possible increase of up to 15,000 tons per year at the STSL diverted from MVSL. The MVSL can accept up to 7,500 tpd with a maximum of up to 2,500 vehicles per day hauling refuse to the facility (County of San Bernardino 2010). The average daily disposal rate in 2015 at the MVSL was 3,954 tpd with an average of 388 vehicles per day (Table 1).

During those windy days, a minor increase in the number of vehicles would occur at STSL; however, with this increase the number of vehicles will not exceed the current permitted maximum vehicles as the average vehicles per day from January 1, 2016 through April 15, 2017 was 170 representing 950 tons per day of waste or 5.6 tons per load (Table 1). At this rate, approximately 357 vehicles would be received for the maximum 2,000 tons per day. A total of approximately 125 additional vehicles transporting the maximum 1,000 tons of trash would be delivered in a variety of vehicle types coming from MVSL (self-haul in pick-up trucks or vehicles with small trailers, commercial vehicles including roll-offs, front-loaders and transfer trucks) based on the current average of 8 tons per load on days when MVSL loads are diverted to STSL. The actual number of vehicles that would be diverted to STSL during windy days would fluctuate slightly depending on the actual mix of vehicles and resulting average tons per load. Based on the above, the number of vehicles coming into STSL on a day when the maximum 3,000 tons per day would be accepted (2,000 for the existing facility and 1,000 diverted from MVSL) would be approximately 482. Therefore, the JTD would be updated to show that the maximum increase in the number of vehicles for windy day diversion from MVSL which would not result in exceeding the currently permitted maximum of 1,092 vehicles at STSL.

**Table 1: Maximum and Average Daily Vehicles and Tons of Refuse Received at San Timoteo and Mid-Valley Landfills**

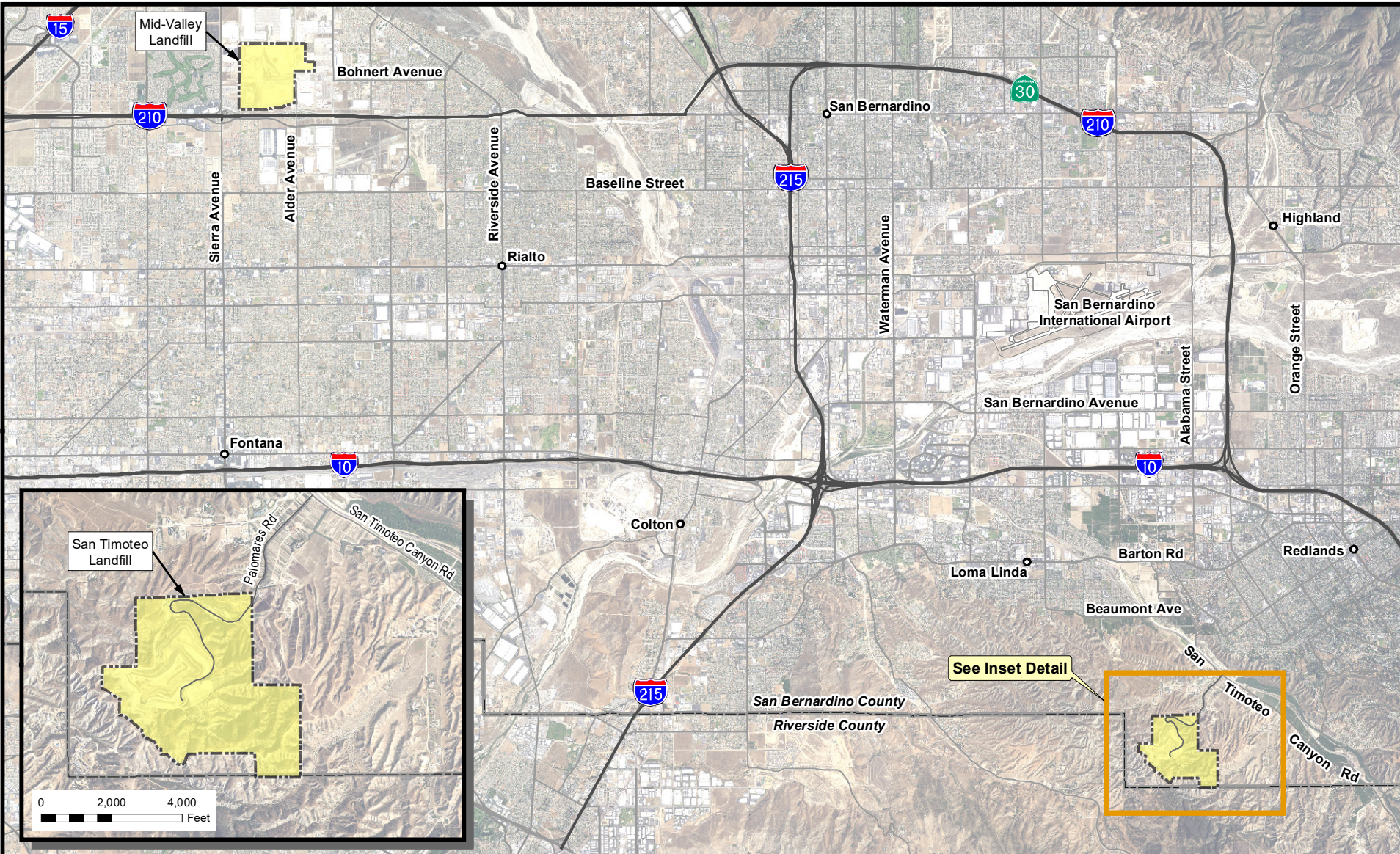
	Average Tons per Day	Permitted Tons per Day	Average Vehicles per Day	Permitted Vehicles per Day
Mid-Valley Landfill	3,954 (1)	7,500	388 (1)	2,500
San Timoteo Landfill	950 (2)	2,000	170 (2)	1,092



(1) 2015 counts at Mid-Valley Landfill

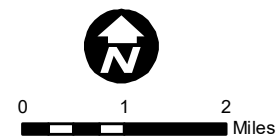
(2) 2016-2017 to date counts at San Timoteo Landfill

In 2001, total airspace capacity of the STSL was calculated to be 20.4 million cubic yards (mcy). This estimate was based on the use of pre-landfill topography for all base grades at the landfill (County of San Bernardino 2001) (Figure 2). Figures 3 and 4 show the current permitted final grading and drainage plan for the northern and southern portions of the landfill, respectively. This was a representative estimate for base grades in unlined areas but was not adequate for areas in the landfill that had already been lined or for future base grades that had been approved in the existing JTD at the time and have been subsequently constructed. Based on utilizing pre-landfill topography for the unlined area base grades, as-built liner grades for existing lined areas, and approved base grades from the current JTD for yet-to-be-constructed areas, a permitted base grade surface was developed and compared to the currently permitted final grading plan. This comparison yielded a permitted total capacity of 22,685,785 cubic yards (cy) as depicted on the final grading plan (Figure 2).

A permitted remaining capacity of 11,924,000 cy was calculated as of the December 31, 2017 with a corresponding site life and closure date of March 2039. This project proposes a revised final base grade (Figure 5) and revised grading plan (Figure 6) in future lined areas that result in an increase of approximately 1.0 mcy of airspace at the landfill. This would increase total air space capacity at the landfill to 12,924,000 cy. The additional airspace, when combined with the extra tonnage diverted to STSL from MVSL during windy days would increase the landfill life from March 2019 to December 2039. A revision to the existing SWFP and an amendment to the JTD for STSL would be required to allow the increased daily tonnage and revised grading plan and revised base grades in future lined areas for an increase in refuse airspace at the landfill.



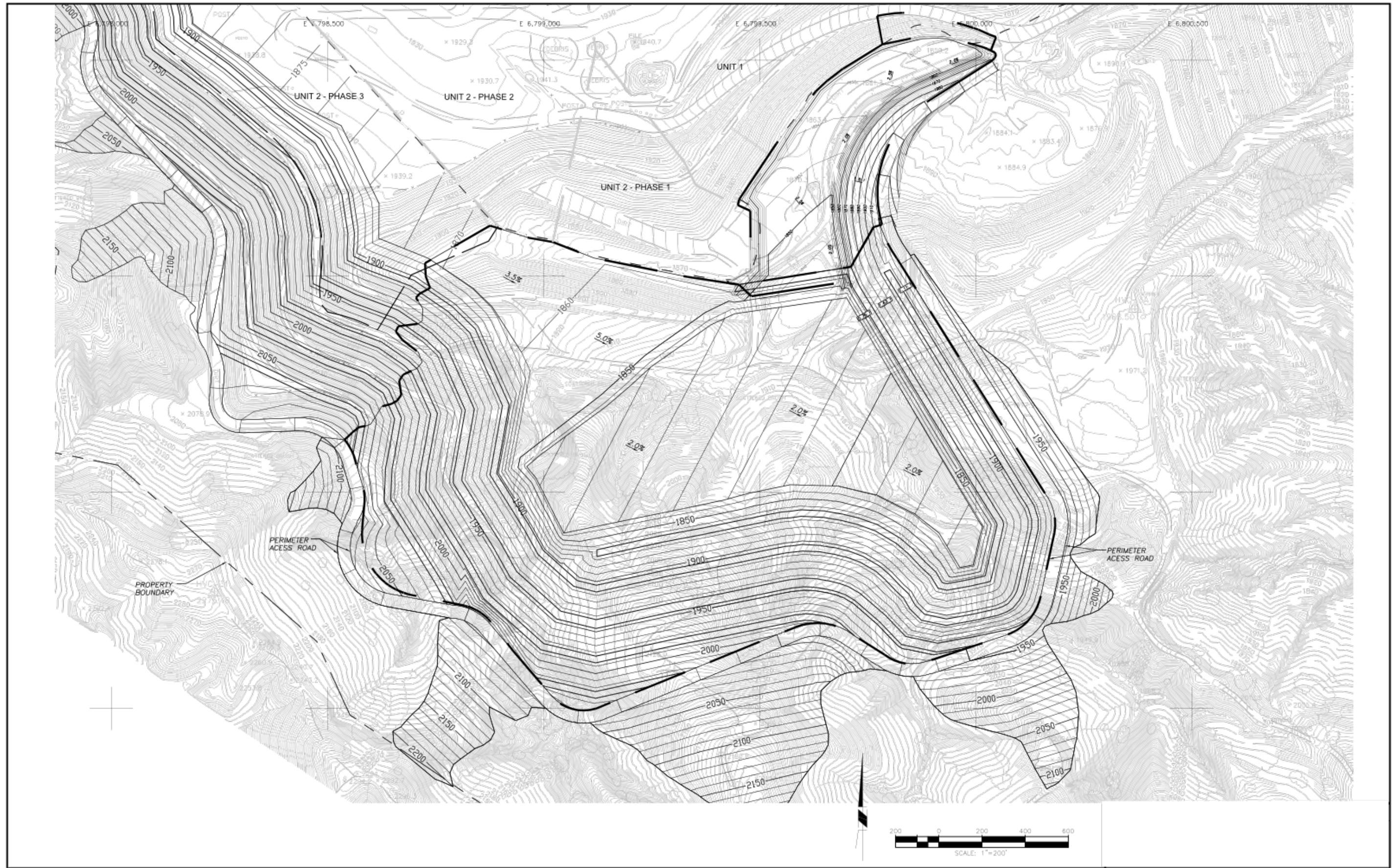
-  County Line
-  Landfill Boundary



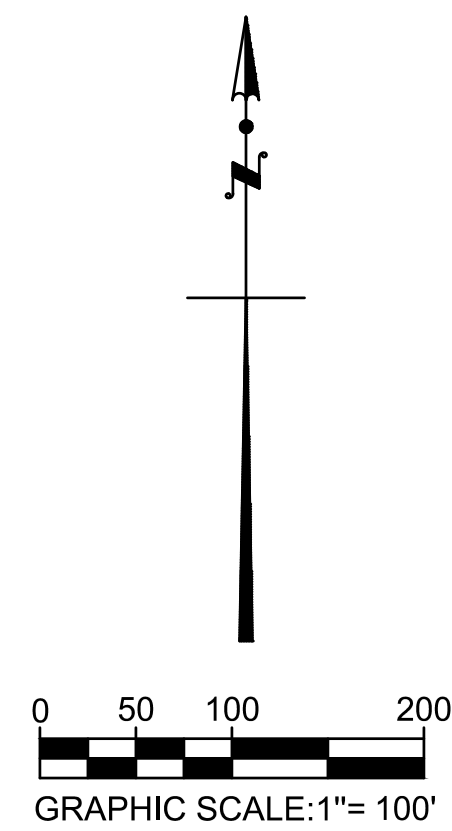
SAN TIMOTEO AND MID-VALLEY LANDFILLS

**Figure 1**  
**Regional Location of**  
**San Timoteo Sanitary Landfill**  
**and Mid-Valley Sanitary Landfill**





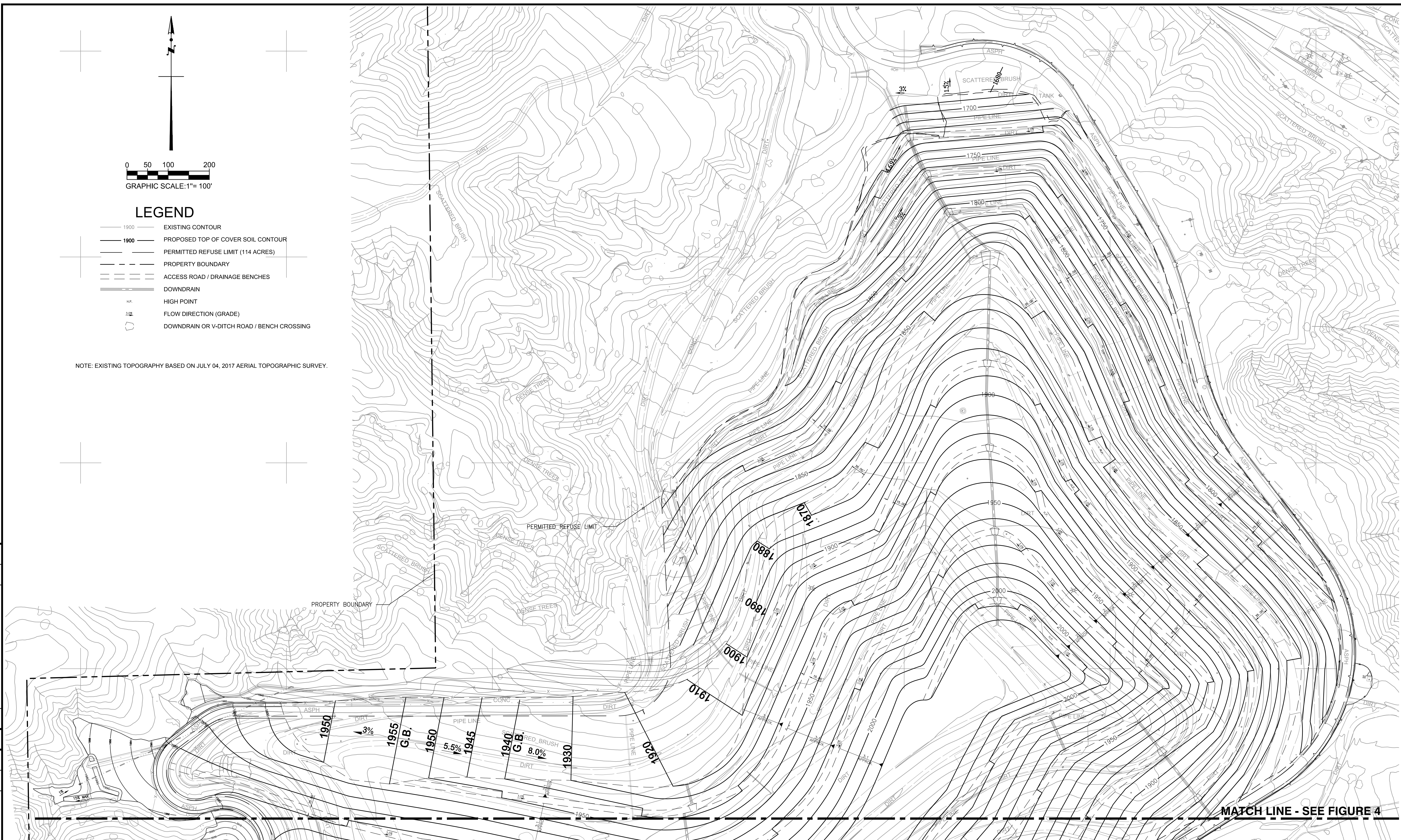
Source: SWT Civil & Environmental Engineering, 2012



**LEGEND**

- 1900 — EXISTING CONTOUR
- 1900 — PROPOSED TOP OF COVER SOIL CONTOUR
- - - - - PERMITTED REFUSE LIMIT (114 ACRES)
- - - - - PROPERTY BOUNDARY
- - - - - ACCESS ROAD / DRAINAGE BENCHES
- ==== DOWNDRAIN
- HP HIGH POINT
- FLOW DIRECTION (GRADE)
- DOWNDRAIN OR V-DITCH ROAD / BENCH CROSSING

NOTE: EXISTING TOPOGRAPHY BASED ON JULY 04, 2017 AERIAL TOPOGRAPHIC SURVEY.



MARK	REVISIONS	APPR.	DATE
MARK	REVISIONS	APPR.	DATE

SOURCE: ADVANCED EARTH SCIENCES, INC. SAN TIMOTEO SANITARY LANDFILL PRELIMINARY CLOSURE PLAN

MARK	CHANGES	RESIDENT ENGINEER	DATE
	NO CHANGES		
<b>FIELD CHANGES</b>			

**Tt TETRA TECH BAS**  
 1360 Valley Vista Drive, Diamond Bar, CA 91765  
 TEL 909.860.7777 FAX 909.860.8017

PREPARED UNDER THE SUPERVISION OF: \_\_\_\_\_ DATE \_\_\_\_\_

**COUNTY OF SAN BERNARDINO  
 DEPARTMENT OF PUBLIC WORKS**

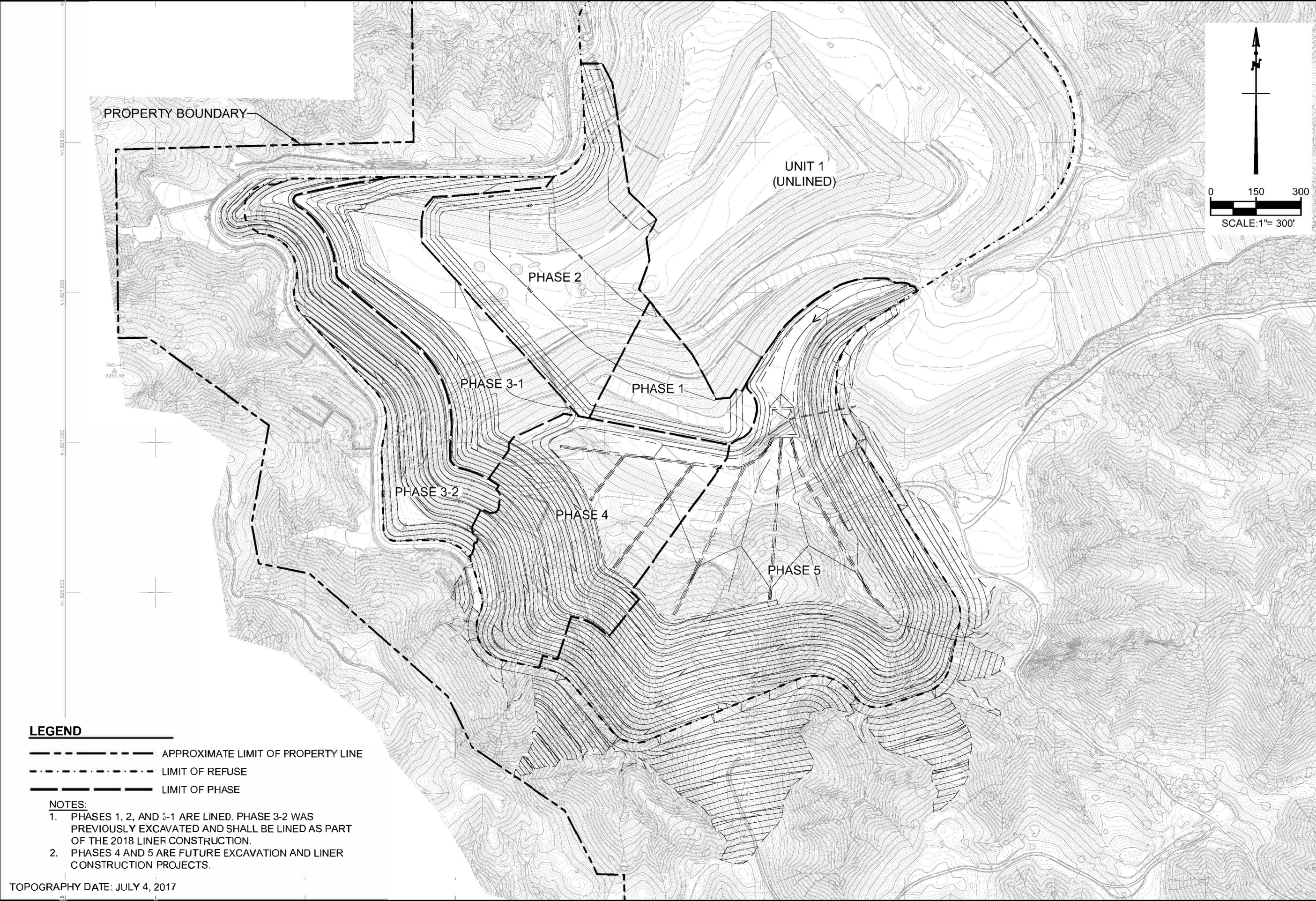
DRAWN BY A.N.P.	DESIGNED BY D.L.L.	PROJ. ENGR. G.E.S.	RECOMMENDED / APPROVED BY
SUBMITTED BY			CHIEF ENGINEER _____ DATE _____
PROJECT MANAGER _____ DATE _____			DEPUTY DIRECTOR _____ DATE _____

**SAN TIMOTEO SANITARY LANDFILL  
 CURRENTLY PERMITTED GRADING  
 AND DRAINAGE PLAN  
 (NORTH HALF)**

DATE SEP. 2017	DWG NO. C-805-FINAL GRADING PLAN	SCALE AS SHOWN	FIGURE 3
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P:\San Bernardino County\San Timoteo\3-2 4-1\CAD\Sheet\Figures\Excavation And Phasing Plan



PROPERTY BOUNDARY

UNIT 1  
(UNLINED)

PHASE 2

PHASE 3-1

PHASE 1

PHASE 3-2

PHASE 4

PHASE 5

**LEGEND**

- APPROXIMATE LIMIT OF PROPERTY LINE
- - - - - LIMIT OF REFUSE
- LIMIT OF PHASE

**NOTES:**

1. PHASES 1, 2, AND 3-1 ARE LINED. PHASE 3-2 WAS PREVIOUSLY EXCAVATED AND SHALL BE LINED AS PART OF THE 2018 LINER CONSTRUCTION.
2. PHASES 4 AND 5 ARE FUTURE EXCAVATION AND LINER CONSTRUCTION PROJECTS.

TOPOGRAPHY DATE: JULY 4, 2017

**TETRA TECH BAS**



1360 Valley Vista Drive, Diamond Bar, CA 91765  
TEL 909.860.7777 FAX 909.860.8017

COUNTY OF SAN BERNARDINO SWMD	
DESIGNED BY: D.L.L.	DATE: 04-2018
DRAWN BY: N.G.P.	PROJ. NO.: 2018-0190
CHECKED BY: D.L.L.	
APPROVED BY: NAME	

SAN TIMOTEO SANITARY LANDFILL

**PROPOSED BASE GRADES**

FIGURE 5