
SAN BERNARDINO COUNTY INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

This form and the descriptive information in the application package constitute the contents of Initial Study pursuant to County Guidelines under Ordinance 3040 and Section 15063 of the State CEQA Guidelines.

PROJECT LABEL:

APN:	0260-131-14, 0260-0131-15
APPLICANT:	Howard Industrial Partners, LLC
COMMUNITY:	Agua Mansa/Rialto/5th Supervisorial District
LOCATION:	12685 Holly Street
STAFF:	Aron Liang

REP(S): Mike Tunney, Howard Industrial Partners, LLC

PROPOSAL: Conditional Use Permit for the construction of a parking lot to accommodate 1,561 parking spaces for automobiles, long haul tractors, and trailers, on approximately 64.8 acres.

USGS Quad: San Bernardino South
T, R, Section: T2S R4W 2

SB Countywide Plan: Heavy Industrial (H-IND) and Open Space Agricultural (OS-AG)
Planning Area: Agua Mansa Industrial Corridor Specific

PROJECT CONTACT INFORMATION:

Lead Agency: San Bernardino County
Land Use Services Department
385 North Arrowhead Avenue, First Floor
San Bernardino, CA 92415

Contact Person: Aron Liang, Senior Planner
Phone No: (909) 387-0235
E-mail: Aron.Liang@lus.sbcounty.gov

Fax No: (909) 387-7911

Project Sponsor: Howard Industrial Partners, LLC
1944 N. Tustin Street, Suite 122
Orange, CA 92865

Consultant: Environment | Planning | Development Solutions, Inc.
2030 Main Street, Suite 1200
Irvine, CA 92614

PROJECT DESCRIPTION

The proposed project is the redevelopment of the approximately 65 acre project site, which is currently a motorcycle track (Milestone MX motorcycle park) and other ancillary improvements into a parking lot to be used for truck tractor, tractor trailer storage and overflow employee parking associated with the existing FedEx facilities located at 330 Resource Drive, Rialto or 11600 Cactus Ave., Bloomington, both approximately 2.1 miles north of the project site. The existing FedEx facilities are over capacity, which prevents efficient operations and has the potential to prevent the facilities managers from maintaining safe operations onsite. Thus, the project would ease parking and storage congestion and improve trailer management operations. The project would not result in an increase in personnel at the existing FedEx facilities.

The parking lot portion of the project, which totals approximately 31 acres, would include a total of 1,561 parking spaces for automobiles, long haul tractors, and trailers. Of those, approximately 1,005 parking stalls would be for automobiles and long haul tractors, and 556 stalls would be for trailers. The parking lot will be used for FedEx Ground drivers (Contracted Service Providers – CSPs). FedEx would utilize the entire site and no other site users are anticipated due to operational and security concerns. The CSPs would arrive in their personal vehicles and park, then drive a tractor to the FedEx Rialto Hub located 330 Resource Drive, Bloomington or the West Rialto Station located at 11600 Cactus Ave., Bloomington. CSPs would then pick up a trailer and dispatch from the hub. Drivers would return to drop their trailers at the Rialto Hub or West Rialto station then drive the tractor back to the proposed Holly Street lot. When the FedEx facilities are congested, some trailers would be returned to the Holly Street lot along with the tractor.

Access to the site would be provided from a driveway along Holly Street and a transponder-operated gate. In addition, a secondary emergency fire access driveway would be provided from a different access point on Holly Street, as shown on Figure 1, Site Plan. FedEx security personnel would patrol the site on a regular basis, approximately every 2 hours or 12 times per day.

The project also includes approximately 18 acres of landscaped areas that would surround and be within the proposed parking lot, and be located along Holly Street. The landscaping would include a variety of 24-inch box trees, 5-gallon shrubs, and ground covers.

The project would install drainage infrastructure that would direct runoff from the parking lot surface to drainage inlets and gutters that would convey runoff to an infiltration basin that would be located in the southern portion of the project site. The basin has been designed to accommodate the required 100-year storm event design volume runoff.

Site Access

The project site is regionally accessed by State Route 60 by way of either the Market Street or Rubidoux Boulevard interchanges to the south of the site, or by the Center Street interchange from Interstate 215 to the east of the site.

Construction

Development would occur in one phase and would last approximately 12 months, as shown in Table 1.

Table 1: Construction Schedules

Construction Activity	Work Days
Demolition	10
Site Preparation	10
Grading	132

Construction*	67
Transport of Asphalt and Paving	67
Architectural Coating (parking lot striping)	34
(*) As the project is a large parking area, there will not be any actual construction of a physical building; the building construction phase has been included to account for the vendor transportation of asphaltic concrete to the project site for the parking/storage lot construction	

Construction activities would include demolition of the existing structures, clearing and grubbing, grading, excavation and re-compaction of soils, paving, architectural coatings (parking lot striping), and landscape installation. Grading would involve 58,400 cubic yards of cut and 356,400 cubic yards of fill. Thus, 298,000 cubic yards of soil import would be required. Soil import would occur during the 132 days of grading using 16 cubic yard trucks, all heavy-heavy duty trucks (HHDT). At this time, the source of the soil import has not yet been identified, however it is likely that import trips would access the site from Interstate 10 via South Riverside Avenue and Agua Mansa Road or from State Route 60 via Market Street and Agua Mansa Road. Import trips will comply with all routes and temporary traffic control prescribed in the construction traffic management plan to be prepared for the project as described below. Imported soil will be brought on-site as needed during the grading phase. On-site stock piling and soil storage is not anticipated during construction.

A construction traffic management plan will be prepared prior to submittal of the application for grading permits. The construction traffic management plan will address such items as, but not limited to the following:

- hours of construction activities
- haul routes
- identification of a single point of contact to respond to inquiries or concerns of surrounding residents and businesses, as well as the general public
- staging and parking areas
- air quality controls and noise controls
- coordination with local agencies along the haul route and emergency services providers (if required)
- any necessary traffic control for trucks accessing the project site

Project Approvals

The County of San Bernardino is the Lead Agency under CEQA and is responsible for reviewing and approving this Initial Study/Mitigated Negative Declaration.

In addition to the discretionary approval identified above, the project is subject to other ministerial actions by the County as part of project implementation. Subsequent activities would be examined in light of the Initial Study/Mitigated Negative Declaration to determine whether additional CEQA review would be required pursuant to the requirements of Section 21166 of the CEQA Statutes (i.e., Public Resources Code § 21166) and Sections 15162 and 15168 of the State CEQA Guidelines (i.e., 14 CCR) for subsequent approvals, including but not limited to the following:

- Grading Permits
- Utility Connections
- Encroachment and Road Permits

ENVIRONMENTAL/EXISTING SITE CONDITIONS:

The project site is approximately 64.8 acres in size and consists of 2 coterminous parcels: APN 0260-0131-14 that is 7.4-acres in size and 0260-0131-15 (12685 Holly Street), which is 57.4-acres. The project site is located on the east side of Holly Street, approximately 560 feet north of the intersection of Holly Street and Wilson Street, in an unincorporated portion of San Bernardino County (Figure 2, Regional Location).

The majority of the site is developed as an off-road motorcycle course that includes 8 off-road motorcycle race tracks located in the northern, eastern, and central portions of the site. The race tracks consist of dirt courses with earthen berms ranging from approximately 1 to 10 feet in height. The other portion of the site is developed with 10 structures that include vacant single-family residences, barns, stables, storage sheds, horse corals, and canopies.

A detention basin is located in the southern portion of the site. The bottom of the basin is approximately 5 to 7 feet below the surrounding grades. Ground surface cover throughout the site consists of exposed soil with several large trees in central and southwestern areas of the site. The topography of the site ranges from an elevation of approximately 910 feet mean sea level (msl) at the northwest corner of the site to an elevation of approximately 818 feet msl at the base of the detention basin in the southern portion of the site. Also, an existing slope is located along the western boundary of the site that ranges in height from approximately 45 to 55 feet and ascends toward Holly Street at inclinations ranging from 0.5:1 (horizontal to vertical) to 1:1. Except for the western slope, the overall site grades generally slope to the south at a gradient of less than 2 percent.

The project site is within the Agua Mansa Industrial Corridor Specific Plan area. The zoning for the 7.4-acre parcel is Heavy Industrial (H-IND) and the zoning for the 57.4-acre parcel is Open Space Agriculture (OS-AG). Pictures of the site are provided in Figure 3, Existing Land Use Zoning Designations.

The project site is surrounded by both developed and undeveloped lands. Areas to the north and west are developed with industrial uses. The Santa Ana River is located to the east of the project site and equestrian areas are located to the south of the site. The project is also located adjacent to lands within the jurisdiction of four different cities. Areas to the north of the project site are in the City of Rialto, areas to the east are within the City of Colton, and areas to the south are within the City of Jurupa Valley and the City of Riverside. Areas of unincorporated Riverside County are also near the project site. The existing uses and designations for the project site and adjacent areas are listed in Table 2. An aerial photograph of the site, showing surrounding land uses, is provided in Figure 4, Aerial Photo of Existing Land Uses. Photographs of the project site are provided in Figure 5, Project Site Photos.

Table 2: Existing Land Uses

Area	Existing Land Use	General Plan Designation	Zoning Designation
Project Site	Motorcycle track, Residential	Agua Mansa Industrial Corridor Specific Plan	Heavy Industrial and Open Space Agriculture
North	Industrial	City of Rialto: General Industrial	City of Rialto Agua Mansa Industrial Corridor Specific Plan
East	Santa Ana River	City of Colton: Light Industrial	City of Colton: Light Industrial (M-1)
South	Equestrian	Agua Mansa Industrial Corridor Specific Plan City of Jurupa Valley: Heavy Industrial City of Riverside: Business/Office Park	Heavy Industrial and Open Space Agriculture City of Jurupa Valley: Watercourse, Watershed and Conservation Areas (W-1) City of Riverside: Business and Manufacturing Park (BMP)

West	Industrial	Agua Mansa Industrial Corridor Specific Plan City of Jurupa Valley: Heavy Industrial	Heavy Industrial City of Jurupa Valley: Manufacturing-Heavy
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Other public agencies whose approval is expected (e.g., permits or participation agreement):

Federal: N/A

State: Regional Water Quality Control Board (RWQCB) - Santa Ana Region

County of San Bernardino: Land Use Services – Code Enforcement; Building and Safety; Land Development; Public Health – Environmental Health Services; Environmental Management Division, NPDES Section; Public Works; San Bernardino County Fire Department; San Bernardino County Sheriff's Department.

Special Districts, Other: South Coast Air Quality Management District (SCAQMD) (permit to construct).

Figure 1: Site Plan

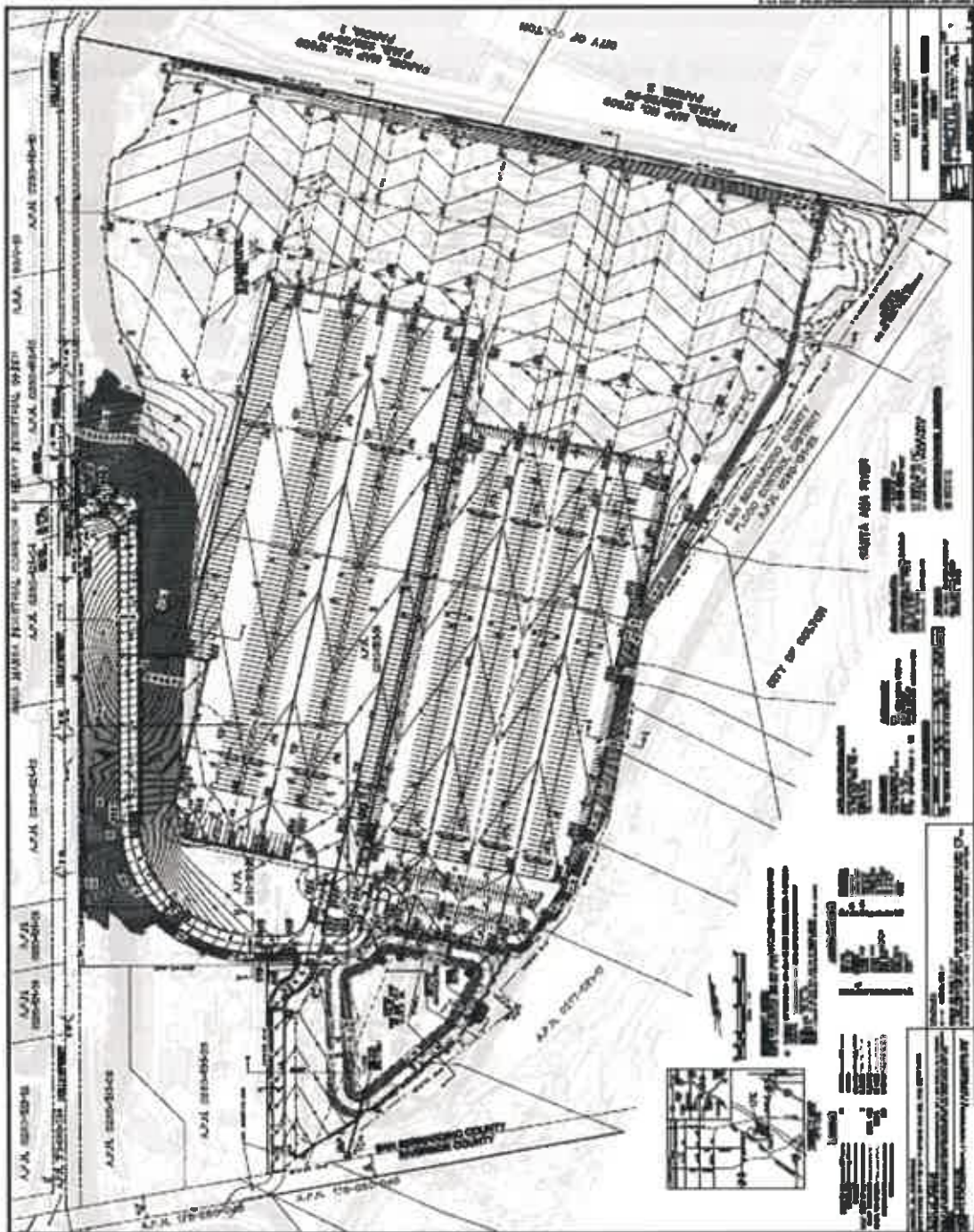


Figure 2, Regional Location

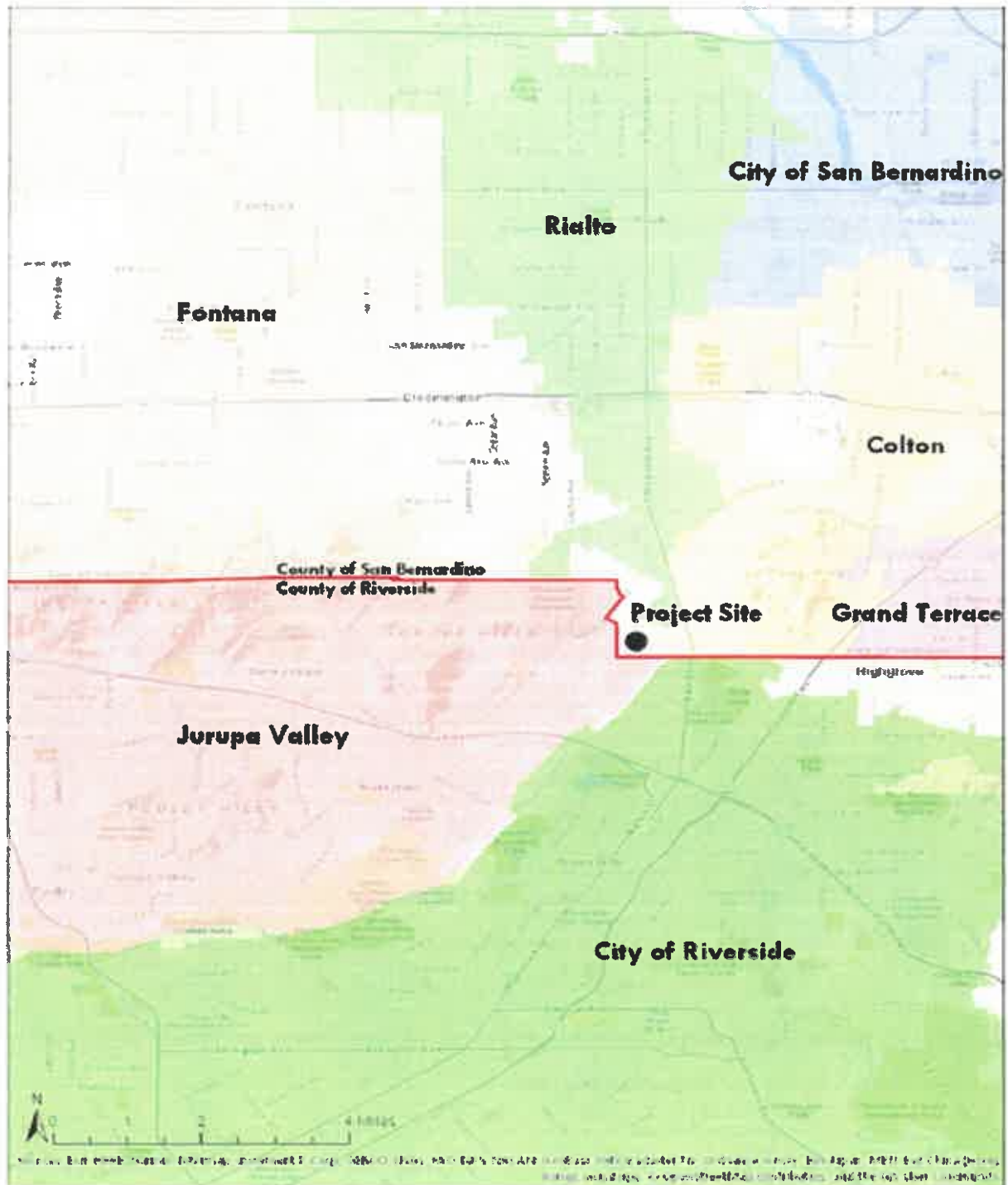


Figure 3, Existing Land Use Zoning Designations

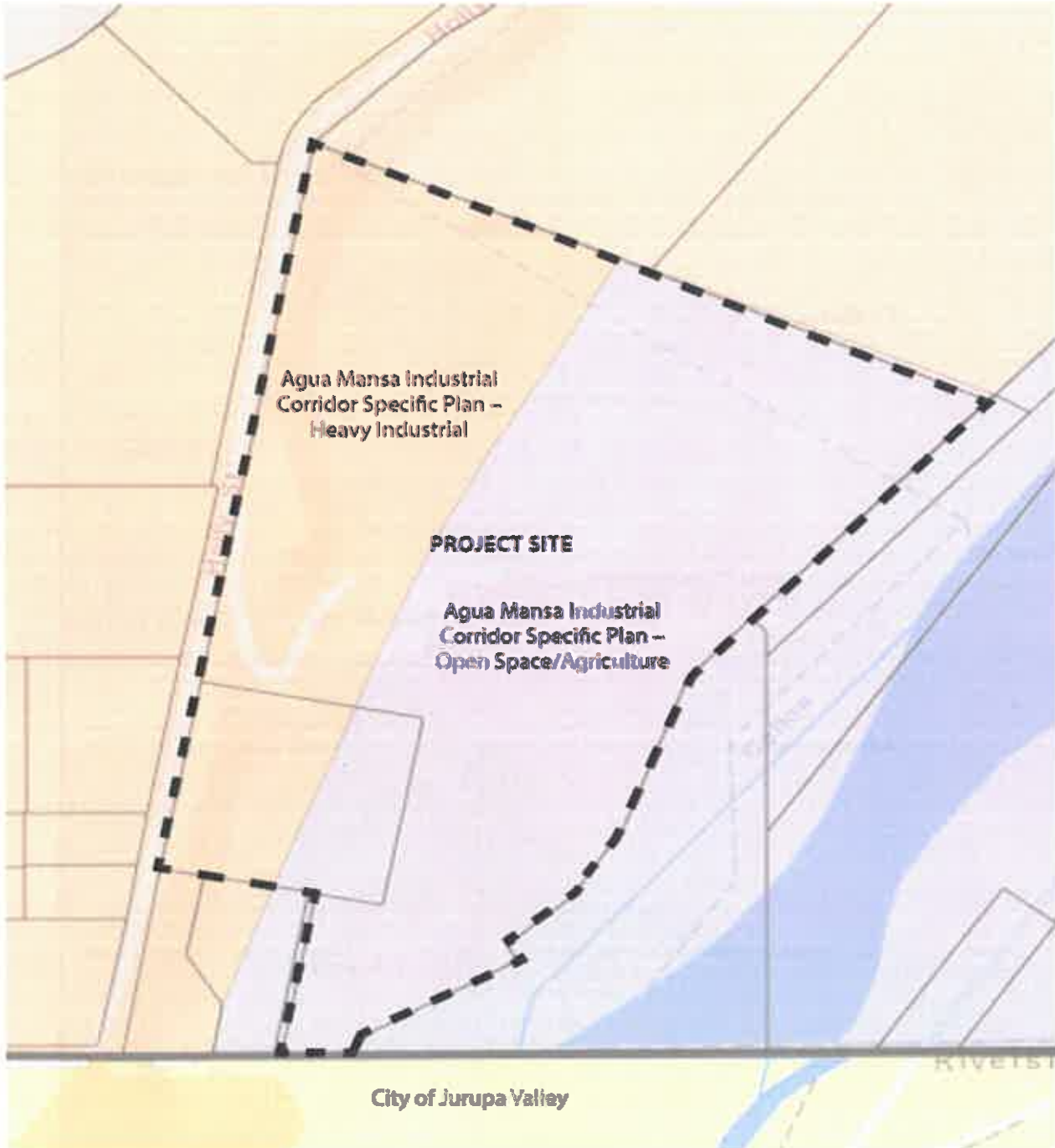


Figure 4, Aerial Photo of Existing Land Uses



Figure 5: Project Site Photos



View along Holly St. towards south



View along Holly St. towards north



View towards northeast



View towards northwest



View towards southwest



View towards south

EVALUATION FORMAT

This Initial Study is prepared in compliance with the California Environmental Quality Act (CEQA) pursuant to PRC Section 21000, et seq. and the State CEQA Guidelines (California Code of Regulations Section 15000, et seq.). Specifically, the preparation of an Initial Study is guided by Section 15063 of the State CEQA Guidelines. The project is evaluated based upon its effect on 17 major categories of environmental factors. Each factor in the Initial Study Checklist is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The effect of the project is categorized into one of the following four categories of possible determinations:

- Potentially Significant
- Less than Significant with Mitigation
- Less than Significant
- No Impact

Substantiation is then provided to justify each determination. One of the four following conclusions is then provided as a summary of the analysis for each of the major environmental factors.

1. **No Impact:** No impacts are identified or anticipated, and no mitigation measures are required.
2. **Less than Significant Impact:** No significant adverse impacts are identified or anticipated, and no mitigation measures are required.
3. **Less than Significant Impact with Mitigation Incorporated:** Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant.
4. **Potentially Significant Impact:** Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts.

At the end of the analysis the required mitigation measures are restated and categorized as being either self-monitoring or as requiring a Mitigation Monitoring and Reporting Program.

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.

- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture & Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/ Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION:

On the basis of this initial evaluation, the following finding is made

- The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- 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.
- The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- 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.
- 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.

Signature (prepared by): Aron Lian, Senior Planner

Date

Signature: Dave Prusch, Supervising Planner

Date

2-21-2019

2-21-2019

APN: 026-013-114, 026-013-115
Holly Street Parking Lot Project
P201700305
February 21, 2019

INITIAL STUDY

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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
I. AESTHETICS - Would the project				
I a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION (Check if project is located within the viewshed of any Scenic Route listed in the General Plan):

I-a) **Less Than Significant Impact.** Scenic vistas consist of expansive, panoramic views of important, unique, or highly valued visual features that are seen from public viewing areas. This definition combines visual quality with information about view exposure to describe the level of interest or concern that viewers may have for the quality of a particular view or visual setting.

The County of San Bernardino General Plan Conservation and Open Space elements describe areas of the county with identified scenic resources and vistas. In addition to scenic corridors, scenic resources include natural landmarks and prominent or unusual features of the landscape. Scenic backdrops include hillsides and ridges that rise above urban or rural areas or highways. Scenic vistas are points accessible to the general public that provide views of highly valued landscape or open space areas. Scenic vistas include panoramic views of natural or man-made features—such as mountains, oceans or lakes, forests, or urban skylines—not available from most places.

The public views near the project site and surrounding area contain views of distant hillsides from to the west and northeast of the project site, across undeveloped parcels around the project site, and above or in between existing buildings on the project site and in the project vicinity.

Development of the proposed parking lot would not hinder any scenic vistas or panoramic views. The existing long-distance views of hillsides would be visible across the parking structure, above the vehicles parking in the lot and above and in between the trailers to be stored on the site. Thus, the project would not have a substantial adverse effect on a scenic vista, and impacts would be less than significant.

I-b) **No Impact.** The proposed project would not damage any scenic resources or historic buildings within a state scenic highway. There are no designated state scenic highways in the vicinity of the project site. The closest, SR-91 at the SR-71 is identified as an Eligible State Scenic Highway and is located over 24 miles from the project site (Caltrans 2018). Thus, no impacts to state scenic highways would occur from implementation of the proposed project.

- I-c) **Less Than Significant Impact.** The project site currently includes an off-road motorcycle facility that consists of: 8 off-road motorcycle race tracks, a related retail store, motorcycle repair shop, and heavy equipment used in the maintenance of the tracks. In addition, the project site includes a detention basin in the southern area of the site; 2 boarded up single-family residences along Holly Street; and barns, stables, storage sheds, horse corals, and canopies in the southwestern portion of the site. Many of the onsite structures appear aged. The site is bound by a wire fence along Holly Street. The undeveloped portions of the site consist of either dirt motorcycle related facilities or areas covered with sparse vegetation and corals for keeping horses.

The proposed project would alter the existing views of the site by removing the existing off-road motorcycle facility, structures, and sparse landscaping, and develop the proposed parking lots driveways, and install landscaping. The new parking lot would be gated, and the new landscaping would be consistent throughout the development area and include 24-inch box ornamental trees, 15-gallon ornamental shrubs, and ground covers.

Public views of the proposed parking lot and storage facility would be available from Holly Street, which would include views of the new landscaping, surface parking, and the vehicles parked. The parking is proposed to be setback from Holly Street behind new ornamental trees and shrubs, which would minimize views of the parking lot and vehicles from the roadway.

Given the existing visual character of site that includes an off-road motorcycle track, boarded up structures along Holly Street, and inconsistent sparse vegetation, development of the proposed project would alter, but not substantially degrade the existing visual character or quality of the project site and its surroundings. As a result, Impacts would be less than significant.

- I-d) **Less Than Significant Impact.** As described above, the project site is developed with various structures and has some existing sources of nighttime lighting from security lighting and exterior building lights and uses around the motorcycle racing tracks. Additionally, the project site is surrounded by sources of nighttime lighting that includes illumination from vehicle headlights along Holly Street and interior illumination from the uses across Holly Street passing through windows. Sensitive receptors relative to lighting and glare include residents, motorists, and pedestrians.

The proposed project would include removal of existing onsite lighting and installation of new lighting sources for security. However, the project would be required to be consistent with the requirements of County's Municipal Code. Light emanating from the proposed project is required by Municipal Code Section 83.07.030 to be shielded and directed downward and away from adjoining properties and public rights-of-way. With compliance with the County's Municipal Code, that is included as PPP AE-1 and is checked through the County's plan check and project permitting process, impacts related to increased sources of light would be less than significant.

Glare can emanate from many different sources, some of which include direct sunlight, sunlight reflecting from cars or buildings, and bright outdoor or indoor lighting. Glare in the project vicinity is generated by building and vehicle windows reflecting light. However, there are no substantial buildings or structures near the project site that presently generate substantial glare since most of the buildings are one or two-story structures that are constructed of non-reflective materials and are not surfaced with a substantial number of windows adjacent to one another that would create a large reflective area.

The parking lot would be paved with asphalt, which is not a reflective surface. Additionally, installation of outdoor lighting would be required to meet the requirements of the County's Municipal Code, as included as PPP AE-1, which would reduce the potential to generate glare from new lighting fixtures.

As a result, the proposed project would not create a substantial source of glare, and impacts would be less than significant.

No significant adverse impacts are identified or anticipated and no mitigation measures are required. The project would be conditioned to comply with all applicable County of San Bernardino regulations and conditions of approval.

Conditions of Approval

AE – Glare and Outdoor Lighting. The project is required to comply with the provisions of the County of San Bernardino Municipal Code Section 83.07.030 to reduce light spillage that includes directing light fixtures downward and having them shielded so that light and glare is confined within the boundaries of the project site.

II. AGRICULTURE AND FORESTRY RESOURCES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d) Result in loss of forest land or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION (Check if project is located in the Important Farmlands Overlay):

- II-a) **No Impact.** The development area of the project site is identified by the California Department of Conservation Important Farmland Finder as "Other Land" and states that land included in this category is not used for agriculture. (CDC 2018). Therefore, the project site is not designated as Prime, Unique, or Farmland of Statewide Importance. Thus, the proposed project would not result in impacts related to conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use.
- II-b) **Less Than Significant Impact.** The project site has existing zoning designations of Heavy Industrial and Open Space Agriculture. Although a portion of the site has an agricultural zoning designation, no agriculture exists on or adjacent to the project site. In addition, the project would not result in a zone

change, so the existing zoning would remain. Furthermore, the site is not subject to a Williamson Act contract. Thus, the proposed project would result in less than significant impacts related to conflict with an existing agricultural zoning and Williamson Act contracts.

- II-c) **No Impact.** The project site consists of disturbed land that is used for a motorcycle track, residential, and equestrian uses. No forest land exists on or adjacent to the project site. The project site is not zoned for forest land or timberland uses. Thus, the proposed project would not result in impacts related to conflict with an existing forest land or timberland zoning, and impacts would not occur.
- II-d) **No Impact.** The project site is used for a motorcycle track, residential, and equestrian uses and no forest land exists. Thus, the proposed project would not result in the loss of forest land or conversion of forest land to non-forest use, and impacts would not occur.
- II-e) **No Impact.** As described in the responses above, the project area does not include farmland or forest land. In addition, the proposed project would not 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. Impacts would not occur.

No significant adverse impacts are identified, and no mitigation measures are required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

The discussion below is based on the Air Quality, Health Risk, and Greenhouse Gas Assessment Report prepared by Vince Mirabella, 2019 (AQ 2019), which is included as Appendix A.

III-a) **Less Than Significant Impact.** The project site is located in the South Coast Air Basin (Basin), which is under the jurisdictional boundaries of the South Coast Air Quality Management District (SCAQMD). The SCAQMD and Southern California Association of Governments (SCAG) are responsible for preparing the Air Quality Management Plan (AQMP), which addresses federal and state Clean Air Act (CAA) requirements. The AQMP details goals, policies, and programs for improving air quality in the Basin. In preparation of the AQMP, SCAQMD and SCAG use land use designations contained in General Plan documents to forecast, inventory, and allocate regional emissions from land use and development-related sources. For purposes of analyzing consistency with the AQMP, if a proposed project would have a development density and vehicle trip generation that is substantially greater than what was anticipated in the General Plan, then the proposed project would conflict with the AQMP. On the other hand, if a project's trip generation is consistent with the General Plan, its emissions would be consistent with the assumptions in the AQMP, and the project would not conflict with SCAQMD's attainment plans. In addition, the SCAQMD considers projects consistent with the AQMP if the project

would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation.

As provided in the Project Description, the proposed project would provide new parking and storage facilities for FedEx to provide efficiency for the existing operations. The project would not increase the number of FedEx personnel. In addition, the employees and motorcycle uses and related emissions that are currently onsite would not exist with the proposed project. Therefore, the proposed project would not result in a new development project or a change of General Plan Land Uses that would result in an increase in daily vehicle trips. The proposed parking lot and storage uses are consistent with the existing Agua Mansa Industrial Corridor Specific Plan designation. Thus, the emissions generated from the proposed project would be consistent with the assumptions in the AQMP and would not conflict with SCAQMD's attainment plans.

In addition, emissions generated by construction and operation of the proposed project would not exceed thresholds, as described in the analysis below, which are based on the AQMP and are designed to bring the Basin into attainment for the criteria pollutants for which it is in nonattainment. Therefore, because the proposed project does not exceed any of the thresholds it would not conflict with SCAQMD's goal of bringing the Basin into attainment for all criteria pollutants and, as such, is consistent with the AQMP. As a result, impacts related to conflict with the AQMP from the proposed project would be less than significant.

III-b) **Less Than Significant Impact With Mitigation Incorporated.** As described in the previous response, the project site is within the SCAQMD. Thus, the methodologies from the SCAQMD CEQA Air Quality Handbook and SCAQMD thresholds are used in evaluating project impacts. The SCAQMD has established daily mass thresholds for regional pollutant emissions, which are shown in Table AQ-1. Should construction or operation of the proposed project exceed these thresholds a significant impact could occur; however, if estimated emissions are less than the thresholds, impacts would be considered less than significant.

Table AQ-1: SCAQMD Regional Daily Emissions Thresholds (lbs/day)

Pollutant	Construction	Operations
VOC	75	55
NO _x	100	55
CO	550	550
PM ₁₀	150	150
PM _{2.5}	55	55
SO _x	150	150

Source: SCAQMD CEQA Air Quality Handbook, November 1993 Rev.
 Notes:
 VOC = volatile organic compounds
 NO_x = nitrogen oxides
 CO = carbon monoxide
 SO_x = sulfur oxides
 PM₁₀ and PM_{2.5} = particulate matter

Construction

Construction activities associated with the proposed project would generate pollutant emissions from the following: (1) demolition of existing structures, site preparation, and grading. (2) construction workers traveling to and from project site; (3) delivery and hauling of construction supplies and soil import to, and debris, the project site; (4) fuel combustion by onsite construction equipment (construction equipment evaluated is listed in Table AQ-2); (5) paving; and application of architectural coatings (parking lot striping). The amount of emissions generated on a daily basis would vary, depending on the intensity and types of construction activities occurring. Grading for the proposed project would involve emissions related to cut of 58,400 cubic yards of cut and 356,400 cubic yards of fill, and 298,000 cubic yards of soil import. Soil import would occur during the 132 days of grading using 16 cubic yard trucks, all heavy-heavy duty trucks (HHDT), resulting in approximately 171 soil import roundtrips per day (approximately 342 truck trips per day). At this time, the source of the soil import has not yet been identified, however it is likely that import trips would access the site from Interstate 10 via South Riverside Avenue and Agua Mansa Road or from State Route 60 via Market Street and Agua Mansa Road. Import trips will comply with all routes and temporary traffic control prescribed in the construction traffic management plan to be prepared for the project. Imported soil will be stored on-site until needed and maintained according to relevant industry standards.

Table AQ-2: Construction Equipment

Activity	Equipment	Number	Hours per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	1	8	81	0.73
	Excavators	3	8	158	0.38
	Rubber Tired Dozers	2	8	247	0.40
Site Preparation	Crawler Tractors	4	8	212	0.43
	Rubber Tired Dozers	3	8	257	0.40
Grading	Crawler Tractors	2	8	212	0.43
	Excavators	2	8	158	0.38
	Graders	1	8	187	0.41
	Rubber Tired Dozers	1	8	257	0.40
	Scrapers	2	8	367	0.48
Paving	Pavers	2	8	130	0.42
	Rollers	2	8	80	0.38
	Paving Equipment	2	8	132	0.36
Architectural Coating	Air Compressors	1	8	78	0.48

Building construction is not shown as it serves as a place holder for the transport of paving materials
 Source: Construction equipment inventory derived from the CalEEMod model; see Appendix A

It is mandatory for all construction projects to comply with several SCAQMD Rules, including Rule 403 for controlling fugitive dust, PM10, and PM2.5 emissions from construction activities, particularly during grading. Rule 403 requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the proposed project site, covering all trucks hauling soil with a fabric cover and maintaining a freeboard height of 12-inches, and maintaining effective cover over exposed areas. Compliance with Rule 403 is included as PPP AQ-1 and was accounted for in the construction emissions modeling. In addition, implementation of SCAQMD Rule 1113 that governs the VOC content in architectural coating, paint, thinners, and solvents, was accounted for in the construction emissions modeling, and is included as PPP AQ-2.

However, the cut, fill, and import of soils during the maximum activity would result in peak-day emissions of NOx reaching 140.5, which would exceed the SCAQMD threshold, as shown on Table AQ-3.

Table AQ-3: Peak-Day Regional Construction Emissions (lbs/day)

	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	23.5	140.5	45.7	0.4	11.7	6.7
SCAQMD Threshold	75	100	550	150	150	55
Exceed Significance?	No	Yes	No	No	No	No
Maximum Daily Emissions With Mitigation	75	89	45.5	0.4	11.7	6.7
Exceed Significance?	No	No	No	No	No	No

Source: AQ, 2019

Therefore, Mitigation Measure AQ-1 has been included to require all off-road construction equipment with a capacity of 50 horsepower or greater to be equipped with engines that meet the USEAP Tier 4 engine standards. With implementation of Mitigation Measure AQ-1, the regional construction emissions would be reduced to 89 pounds per day, which is below the SCAQMD thresholds. Therefore, with mitigation impacts would be less than significant.

Operations

As provided in the Project Description, the proposed parking lot would be utilized for employee parking truck tractor and tractor trailer parking and storage to reduce congestion at the existing FedEx facilities in Rialto and Bloomington approximately 2.1 miles away.

The modeled operational emissions are summarized in Table AQ-4. As shown, the proposed project would not generate emissions exceeding the SCAQMD's applicable thresholds. Therefore, the project's operational emissions would be less than significant. It is important to note that the following emissions do not account for reductions related to the existing operations at the motorcycle track.

Table AQ-4: Peak Operation Emissions Total (lbs/day)

Summer Scenario	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Source	0.2	0	0	0	0	0
Energy Source	0	0	0	0	0	0
Mobile	1.7	54.4	9.5	0.00	1.5	0.4
Total Maximum Daily Emissions	1.9	54.4	9.5	0.0	1.5	0.4
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Winter Scenario	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Source	0.2	0	0	0	0	0
Energy Source	0	0	0	0	0	0
Mobile	1.8	52.6	11.6	0	1.5	0.5
Total Maximum Daily Emissions	2.0	52.6	11.6	0.0	1.5	0.5
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: AQ, 2019

III-c) **Less Than Significant Impact.** The South Coast Air Basin (SCAB) is in a non-attainment status for federal ozone standards, federal carbon monoxide standards, and state and federal particulate matter standards. Any development in the SCAB, including the proposed project, could cumulatively contribute to these pollutant violations. Evaluation of cumulative air quality impacts of the proposed project has been completed pursuant to SCAQMD's cumulative air quality impact methodology, SCAQMD states that if an individual project results in air emissions of criteria pollutants (VOC, CO, NO_x, SO_x, PM₁₀, and PM_{2.5}) that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of the criteria pollutant(s) for which the project region is in non-attainment under an applicable federal or state ambient air quality standard.

As described above in response to Impact 3.b), neither construction or operation of the proposed project would result in an exceedance of any SCAQMD's recommended daily thresholds. Therefore, the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant, and impacts would be less than significant.

III-d) **Less Than Significant Impact.** The SCAQMD recommends the evaluation of localized NO₂, CO, PM₁₀, and PM_{2.5} construction-related impacts to sensitive receptors in the immediate vicinity of the project site. Such an evaluation is referred to as a localized significance threshold (LST) analysis. The impacts were analyzed pursuant to the SCAQMD's Final Localized Significance Threshold Methodology (SCAQMD 2008). According to the LST Methodology, "off-site mobile emissions from the project should not be included in the emissions compared to the LSTs" (SCAQMD 2008).

Localized Air Quality Thresholds

SCAQMD has developed Local Significance Thresholds (LSTs) that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of NO_x, CO,

PM10, and PM2.5 pollutants for each of the 38 source receptor areas (SRAs) in the SCAB. The project site is located in SRA 34, Central San Bernardino County.

Construction

The localized thresholds from the mass rate look-up tables in SCAQMD's Final Localized Significance Threshold (LST) Methodology document, were developed for use on projects that are less than or equal to 5-acres in size or have a disturbance of less than or equal to 5 acres daily. SCAQMD's LST methodology clearly states that "off-site mobile emissions from the project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis only emissions included in the CalEEMod "on-site" emissions outputs were considered.

The Air Quality Impact Analysis (Appendix A) determined that the proposed project would disturb a maximum of 4 acres per day during grading activity, including during soil import, and that the closest receptor is approximately 789 feet (240 meters) from the project site. Thus, a 240-meter receptor distance is utilized to determine the LSTs. As shown in Table AQ-5, emissions during construction activity would not exceed SCAQMD's localized significance thresholds. Thus, impacts would be less than significant.

Table AQ-5: Peak Localized Daily Construction Emissions (lbs/day)

Site Preparation	Emissions (pounds per day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Demolition	35.8	22.1	5.1	2.2
Site Preparation	68.2	23.2	10.0	6.6
Grading	65.8	33.9	6.0	3.9
Paving	15.2	14.7	0.8	0.8
Architectural Coatings (parking lot striping)	1.8	1.8	0.1	0.1
Maximum Daily Emissions	68.2	33.9	10.0	6.6
SCAQMD Localized Threshold	491	10,320	115	43
Threshold Exceeded?	No	No	No	No

Source: AQ, 2019

Operation

The operational activities described previously would also generate LSTs. As shown below, emissions during operational activities would not exceed the SCAQMD's localized significance thresholds for any criteria pollutant and a less than significant impact would occur.

Table AQ-6: Peak Localized Daily Operational Emissions (lbs/day)

Operational Activity	Emissions (pounds per day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	3.3	0.6	0.1	0
SCAQMD Localized Threshold	526	11,149	30	12
Threshold Exceeded?	No	No	No	No

Source: AQ, 2019

Hot Spots

Regarding potential "hot spots" of CO that could result from the project, the Air Quality Impact Analysis (Appendix A) describes that the proposed project would not generate enough traffic to generate a potential hotspot. As described in the AQMP, even if the daily traffic volume at any intersection was to reach 400,000 vehicles per day, it still would not likely exceed the most stringent 1-hour CO standard (20 ppm).

Project operations would generate 86 a.m. peak hour vehicle trips and 86 p.m. peak hour trips, not accounting for existing trips associated with the existing motorcycle park. These trip levels are much less than the volume of traffic required to generate a CO hot spot. Thus, impacts related to a CO hot spot would not occur from implementation of the proposed project.

Air Quality Emission Health Risks

The SCAQMD CEQA Air Quality Handbook (1993) states that emissions of toxic air contaminants (TACs) are considered significant if there is an increased risk of greater than 10 in one million. Based on guidance from the SCAQMD in the document Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, for purposes of this analysis, 10 in one million is used as the cancer risk threshold for the proposed project.

The closest residence is 255 meters (838-feet) west of the project site and has the greatest potential exposure to diesel particulate matter emissions that would result from operation of the proposed project. The Air Quality, Health Risk, and Greenhouse Gas Assessment prepared for the project (Included as Appendix A) has modeled emissions from the project operations and determined that the maximum incremental cancer risk attributable to diesel particulate matter emissions is estimated at an average of 5.8 in one million, which is less than the threshold of 10 in one million. At this same location, non-cancer risks were estimated to be less than 0.01, which would not exceed the applicable threshold of 1.0. Therefore, operation of the proposed project would result in less than significant human health and cancer risks to adjacent residences.

- III-e) **Less Than Significant Impact.** According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor issues include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting activities, refineries, landfills, dairies, and fiberglass molding operations. The proposed project would implement mechanization to the existing manufacturing functions that would not emit objectionable odors affecting a substantial number of people. In addition, odors generated by land uses are required to be in compliance with SCAQMD Rule 402 to prevent odor nuisances on sensitive land uses. SCAQMD Rule 402, Nuisance, states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

During construction, emissions from diesel equipment, use of volatile organic compounds from architectural coatings (parking lot striping), and paving activities may generate some nuisance odors. However, these odors would be temporary and are not expected to affect a substantial number of people. Operation of the parking lot would generate limited odors from vehicle and truck operations.

However, these are not considered objectionable odors. Also, the project site is not near a residential tract, and any odors would not affect a substantial number of people. Therefore, impacts relating to both operational and construction activity odors would be less than significant.

No significant impacts are identified or anticipated. The project would be conditioned to comply with all applicable SCAQMD requirements and County of San Bernardino regulations and conditions of approval.

Conditions of Approval

AQ – Fugitive Dust. The project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 403, which includes the following:

- a) All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.
- b) The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project are watered, with complete coverage of disturbed areas, at least 3 times daily during dry weather; preferably in the mid-morning, afternoon, and after work is done for the day.
- c) The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 miles per hour or less.

AQ – Architectural Coatings (parking lot striping). The project is required to comply with the provisions of South Coast Air Quality Management District Rule (SCAQMD) Rule 1113. Only “Low-Volatile Organic Compounds” paints (no more than 50 gram/liter of VOC) and/or High-Pressure Low Volume (HPLV) applications shall be used.

MM# Mitigation Measures

- III-1** *Construction plans and specifications shall state that the construction contractor shall use off-road diesel construction equipment that complies with EPA/CARB Tier 4 emissions standards and shall ensure that all construction equipment be tuned and maintained in accordance with the manufacturer's specifications.*
- III-2** *Prior to the issuance of grading permits, the project applicant shall identify the source of all imported soil and proposed truck travel routes for hauling imported soil to the project site, which the County shall confirm is consistent with the analysis in the project Initial Study.*

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have substantial adverse effects, 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION: (Check if project is located in the Biological Resources Overlay or contains habitat for any species listed in the California Natural Diversity Database):
 Category (Burrowing Owl Overlay Zone)

The discussion below is based on the General Habitat Suitability Evaluation prepared by Ecological Sciences, 2017 (BIO 2017), which is included as Appendix B.

- IV-a) **Less Than Significant Impact with Mitigation Incorporated.** The development area of the project site is highly disturbed from existing uses and contains non-native grassland, ruderal/disturbed, and grubbed areas. The General Habitat Suitability Evaluation (BIO 2017) describes that no special-status plant species were detected during the reconnaissance survey, and none are expected to occur within the project site.

Four plants that are listed by the California Native Plant Society as rare plants have a low potential to occur; however, the site lacks suitable habitat for these species. Long-standing anthropogenic disturbances (e.g., equestrian, motocross, disking, mowing) have altered soil chemistry and other substrate characteristics such that onsite soils are likely not capable of supporting most sensitive plant species known to potentially occur in the site vicinity. Therefore, impacts related to special status plant species would not occur.

The General Habitat Suitability Evaluation also describes that no special-status wildlife species were observed on site, although several avian species and the San Diego black-tailed jackrabbit (*Lepus californicus bennettii*) have a moderate potential to occur on site. In addition, no sensitive habitat types are present within the project site. Impacts to non-native ruderal areas, non-native grassland habitats, or otherwise highly disturbed areas within the project site would not eliminate substantial habitat or high-quality habitat for these species. Thus, impacts related to special status species with a moderate potential to occur onsite would be less than significant.

Additionally, the General Habitat Suitability Evaluation describes that no burrowing owls (*Athene cunicularia*) (a CDFW species of special concern) or burrowing owl sign were identified during the focused surveys. However, potentially suitable habitat for burrowing owls occurs onsite as California ground squirrel burrows (BIO 2017). As a result, a subsequent focused survey effort will be required pursuant to the 2012 CDFG Staff Report on Burrowing Owl Mitigation. Mitigation Measure BIO-1 requires burrowing owl surveys to be conducted prior to start of demolition or construction activities. With implementation of Mitigation Measure BIO-1, impacts related to burrowing owl would be less than significant.

The General Habitat Suitability Evaluation also describes that the special-status habitats, plant and wildlife species in the project vicinity are associated with the Santa Ana River. However, construction and operation of the project would not encroach upon the Santa Ana river. Thus, impacts to habitat or species that have the potential to occur in the river would not be impacted by the project. As described throughout the MND, implementation of the project would not generate substantial increases in noise, air pollutants, or lighting that could affect river related resources. In addition, the project would implement required water quality protection measures as required for project permitting (described in the Hydrology discussion) that would ensure impacts to Santa Ana River resources would not occur. Overall, impacts related to candidate, sensitive, or special status species from implementation of the project would be less than significant with implementation of Mitigation Measure BIO-1.

- IV-b) **No Impact.** The project site does not include any riparian habitat or other sensitive natural community. As described above, the project site has been disturbed from past activities. No sensitive native vegetation communities exist on or adjacent to the project site. In addition, the project site does not include any riparian or wetland areas. Therefore, the project would not impact any riparian areas or other sensitive natural habitat, and impacts would not occur.

IV-c) **No Impact.** As described in the response above, the project site consists of disturbed upland areas. The project area does not contain any jurisdictional areas that would be subject to Section 404 of the Clean Water Act. Furthermore, the proposed project does not involve any removal, filling, or other hydrological interruption to any existing water resources. Thus, impacts to federally protected wetlands as defined by Section 404 of the Clean Water Act would not occur from implementation of the proposed project.

IV-d) **Less Than Significant Impact With Mitigation Incorporated.** Wildlife corridors are linear features that connect areas of open space and provide avenues for the migration of animals and access to additional areas of foraging. Habitat linkages are areas that join larger blocks of habitat and help to reduce the adverse effects of habitat fragmentation.

The project site does not contain any wildlife corridors or habitat linkages. The Santa Ana river, which is located adjacent to the site provides a linkage to open space and habitat areas. However, the project would not impact or encroach upon the Santa Ana river area. Thus, impacts related to interference with movement of wildlife species or wildlife corridors would not occur from implementation of the proposed project.

However, the General Habitat Suitability Evaluation describes that existing vegetation and structures that would be removed for the project have the potential to host nesting birds and as listed previously. These birds that are subject to the Migratory Bird Treaty Act (MBTA). Disturbance to or destruction of migratory bird eggs, young, or adults is in violation of the MBTA and California Fish and Game Code. If construction of the proposed project occurs during the general bird breeding season, between January 15 to September 1, then pre-construction surveys and avoidance of nesting birds will be required pursuant to Mitigation Measure BIO-2. With implementation of Mitigation Measure BIO-2 impacts related to native wildlife nursery sites would be less than significant.

IV-e) **No Impact.** There are no local biological related policies or ordinances, such as a tree preservation policy or ordinance that is applicable to the proposed project. The San Bernardino County Development Code (SBCDC) Section 88.01.070, Tree Removal Permits, stipulates that the removal of native trees and row-planted palm trees requires a tree or plant removal permit if native trees are 6-inch diameter at 4.5 feet above grade, and if planted palm trees are least three trees in a row. The project site does not contain trees that meet these criteria. Therefore, implementation of the proposed project would not conflict with local polices or ordinances protecting trees and no impact would occur.

IV-f) **No Impact.** The project site is not within an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. Thus, no impact related to this type of plan would occur.

Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as conditions of project approval to reduce these impacts to a level below significant.

MM# Mitigation Measures

IV-1 **Burrowing Owl:** *Prior to the issuance of the first grading or building permits a focused burrowing owl survey shall be conducted no more than 30 days prior to ground disturbance within the project*

site and a 150-meter survey area surrounding the project site, pursuant to the requirements of the 2012 CDFG Staff Report on Burrowing Owl Mitigation. After completion of appropriate surveys, a final report shall be submitted to the County of San Bernardino Building and Safety Division and the California Department of Fish and Wildlife (CDFW) within 14 days following completion. The report shall detail survey methods, transect width, duration, conditions, results of the survey, and any actions required to avoid impacts to burrowing owl.

- IV-2 Nesting Birds:** *If vegetation removal is required during the nesting bird season (between February 15 and August 31), conduct take avoidance surveys for nesting birds within 100-feet of areas proposed for demolition and/or vegetation removal. Surveys should be conducted by a qualified biologist(s) within three days of vegetation removal. If active nests are observed, a qualified biologist will determine appropriate minimum disturbance buffers or other adaptive mitigation techniques (e.g., biological monitoring of active nests during construction-related activities, staggered schedules, etc.) to ensure that impacts to nesting birds are avoided until the nest is no longer active.*

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
V. CULTURAL RESOURCES – Would the project				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION (Check if the project is located in the Cultural or Paleontological Resources overlays or cite results of cultural resource review):

The discussion below is based on the Phase 1 Cultural and Paleontological Resources Assessment, prepared by Material Culture Consulting (MCC 2018), which are included as Appendix C.

V-a) **Less than Significant.** The project site includes a small adobe house that was constructed on the southwestern portion of the site around 1940 (12777 Holly Street). A few additional structures were added to the same parcel in the 1950s and 1960s, which included equestrian stables. However, the historic-aged structures have been substantially modified. Doors and roofs have been replaced and a pergola has been added (which is deteriorating). Also, portions of the adobe house are crumbling and the windows are broken. Overall, the historic-era structures on the project site have been modified and the remaining historic components are severely deteriorating, such that the structures have lost historic integrity. Therefore, the project site does not include any historic resources, and impacts related to historic resources would be less than significant.

V-b) **Less than Significant with Mitigation Incorporated.** The Cultural Resources Assessment identified that the project site has undergone intensive disturbance from past uses and states that if any cultural resources were located within the project site they have likely been destroyed by the previous ground disturbance that has occurred onsite. However, there is a potential for encountering both prehistoric and historic-era materials associated with continued occupation of the region, particularly near the river bank. Deeply buried deposits of cultural materials have been widely documented along the Santa Ana River, due to periodic flooding and sediment deposit events.

Therefore, Mitigation Measure CULT-1 has been included to halt work within 50 feet of uncovering any potential archaeological resources during ground-disturbing activities until the find can be evaluated by a qualified archaeologist. With implementation of Mitigation Measure CULT-1, potential impacts related to archaeological resources would be less than significant.

V-c) **Less Than Significant Impact With Mitigation Incorporated.** The project site has been heavily disturbed by previous site activities to an unknown depth below surface. However, the geologic units underlying the project site are mapped entirely as alluvial fan deposits dating from the Holocene to

Late Pleistocene period. These types of alluvial deposits are considered to be of high paleontological sensitivity. Although the Western Science Center does not have any recorded localities within the project site or within 1-mile of the project site, there are numerous fossil localities that present significant paleontological finds within similarly mapped units (MCC 2018). Based on the mapped paleontological sensitivity of the project area, and the field survey, the Phase 1 Cultural and Paleontological Resources Assessment determined that the project has the potential to impact paleontological resources during construction activities at or below 10 feet in below the ground surface in undisturbed sedimentary deposits.

Therefore, Mitigation Measure CUL-2 is included to provide a paleontological resource monitoring plan with procedures to follow for monitoring and fossil discovery, and requires a curation agreement with an appropriate, accredited institution. With implementation of Mitigation Measure CUL-2, impacts related to paleontological resources would be less than significant.

- V-d) **Less Than Significant Impact.** The project site has undergone intensive ground disturbance, has no history of being used as a cemetery, and is not located adjacent to any known cemeteries. It is possible, though, that construction activities could unearth previously unknown human remains. However, compliance with California Health and Safety Code Section 7050.5, as included by PPP CUL-1, would ensure that human remains were treated with dignity and as specified by law, which would reduce the impact to a less than significant level.

As specified by California Health and Safety Code Section 7050.5, if human remains are found on the project site during construction or during archaeological work, the County Coroner's office shall be immediately notified and no further excavation or disturbance of the discovery or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code 5097.98. The Coroner would determine within two working days of being notified, if the remains are subject to his or her authority. If the Coroner recognizes the remains to be Native American, he or she shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC would make a determination as to the Most Likely Descendent. Overall, compliance with the existing California Health and Safety Code regulations, as included by PPP CUL-1, would reduce impacts related to human remains to a less than significant level.

Conditions of Approval

CUL – Human Remains. Should human remains be discovered during project construction, the project would be required to comply with State Health and Safety Code Section 7050.5, which states that no further disturbance may occur in the vicinity of the body until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine the identity of and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD must complete the inspection within 48 hours of notification by the NAHC.

Possible significant adverse impacts have been identified or anticipated and the following mitigation measure is required as conditions of project approval to reduce these impacts to a level below significant.

MM# Mitigation Measures

- V-1 Prior to the issuance of the first grading permit, the applicant shall provide a letter to the County of San Bernardino Building and Safety Division, or designee, from a qualified professional archeologist meeting the Secretary of Interior's Professional Qualifications for Archaeology as defined at 36 CFR Part 61, Appendix A stating that the archeologist has been retained to provide on-call services in the event archeological resources are discovered. The archeologist shall be present at the pre-grading conference to establish procedures for archeological resource surveillance. In the event a previously unrecorded archaeological deposit is encountered during construction, all activity within 50 feet of the area of discovery shall cease and the County shall be immediately notified. The archeologist shall be contacted to flag the area in the field and determine if the archaeological deposits meet the CEQA definition of historical (State CEQA Guidelines 15064.5(a)) and/or unique archaeological resource (Public Resources Code 21083.2(g)). If the find is considered a "resource" the archeologist shall pursue either protection in place or recovery, salvage and treatment of the deposits. Recovery, salvage and treatment protocols shall be developed in accordance with applicable provisions of Public Resource Code Section 21083.2 and State CEQA Guidelines 15064.5 and 15126.4. If unique archaeological resources cannot be preserved in place or left in an undisturbed state, recovery, salvage and treatment shall be required at the applicant's expense. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the archeologist. Resources shall be identified and curated into an established accredited professional repository. The archeologist shall have a repository agreement in hand prior to initiating recovery of the resource. Excavation as a treatment option will be restricted to those parts of the unique archaeological resource that would be damaged or destroyed by the project.
- V-2 Prior to the issuance of the first grading permit, the applicant shall provide a letter to the County of San Bernardino Building and Safety Division from a paleontologist selected from the roll of qualified paleontologists maintained by the County, stating that the paleontologist has been retained to provide services for the project. The paleontologist shall develop a Paleontological Resources Impact Mitigation Plan (PRIMP) to mitigate the potential impacts to unknown buried paleontological resources that may exist onsite for the review and approval by the County. The PRIMP shall require that the paleontologist be present at the pre-grading conference to establish procedures for paleontological resource surveillance. The PRIMP shall require spot-check monitoring of any project excavations that have the potential to impact paleontological resources in undisturbed native sediments below 10 feet in depth. The project paleontologist may re-evaluate the necessity for paleontological monitoring after examination of the affected sediments during excavation, with approval from the County.

All significant fossils collected shall be prepared in a properly equipped paleontology laboratory to a point ready for curation pursuant to the Society of Vertebrate Paleontology (SVP) professional standards. Following laboratory work, all fossils specimens shall be identified to the lowest taxonomic level, cataloged, analyzed, and delivered to the Western Science Center for permanent curation and storage. The cost of curation is assessed by the repository and is the responsibility of the project applicant.

At the conclusion of laboratory work and museum curation, a final report shall be prepared and submitted to the County describing the results of the paleontological mitigation monitoring efforts associated with the project. The report shall include a summary of the field and laboratory methods, an overview of the project area geology and paleontology, a list of taxa recovered (if any), an

analysis of fossils recovered (if any) and their scientific significance, and recommendations. If the monitoring efforts produced fossils, then a copy of the report shall also be submitted to the Western Science Center.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
VI. GEOLOGY AND SOILS – Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18 1-B of the California Building Code (2001) creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION: (Check if project is located in the Geologic Hazards Overlay District):

The discussion below is based on the Update of Geotechnical Report and Grading Plan Review, prepared by Southern California Geotechnical, 2018 (GEO 2018) and the Geotechnical

Investigation, prepared by Southern California Geotechnical, 2017 (GEO 2017), included as Appendix D.

- VI-a) i) **No Impact.** The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act requires the State Geologist to establish regulatory zones, known as "Alquist-Priolo (AP) Earthquake Fault Zones," around the surface traces of active faults and to issue appropriate maps. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically 50 feet).

The San Bernardino South Quadrangle map shows that the project site is not located within a designated Alquist-Priolo Earthquake Fault Zone. No active faults have been mapped near the project site. In addition, the proposed project would not result in habitable structures on the project site. Therefore, impacts related to rupture of a known earthquake fault would not occur.

ii) **Less Than Significant Impact.** The project site is located in a seismically active region, as is all of southern California. The project site could be subject to seismically related strong ground shaking. Ground shaking is a major cause of structural damage from earthquakes. The amount of motion expected at a building site can vary from none to forceful depending upon the distance to the fault, the magnitude of the earthquake, and the local geology. Greater movement can be expected at sites located closer to an earthquake epicenter, that consist of poorly consolidated material such as alluvium located near the source, and in response to an earthquake of great magnitude.

The geotechnical reports prepared for the project states that the site is likely to be subject to strong seismic ground shaking during the life of the project due to the numerous faults in the region, and states that the seismic design of the proposed structures should be implemented in accordance with the applicable provisions stipulated in the California Building Code (CBC).

However, the proposed project would not result in in habitable structures on the project site and the CBC includes provisions for earthquake resistant design that include considerations for geologic hazard and onsite soil conditions. The County of San Bernardino has adopted the CBC in Section 63.101 of the Municipal Code. The CBC requires that a California Certified Engineering Geologist or California-licensed civil engineer prepare a site-specific engineering analysis that demonstrates the satisfactory performance of proposed structures and contains requirements for design and construction of structures to resist loads and peak ground accelerations that could result from earthquakes. The geotechnical reports prepared for the project site includes this information, in addition to recommendations for site grading and pavement design that are based on the CBC regulations. These CBC-related and geologist and/or civil engineer specifications for the proposed project are required to be incorporated into grading plans and specifications as a condition of project approval, as included as PPP GEO-1. Thus, the project would be required to adhere to the provisions of the CBC as specified for the project, which are reviewed by the County for appropriate inclusion, as part of the plan check and development review process. Overall, compliance with the requirements of the CBC and the County municipal code for structural safety, as included as PPP GEO-1, would reduce hazards from strong seismic ground shaking to a less than significant level.

iii) **Less Than Significant Impact.** The term "liquefaction" describes a phenomenon in which a saturated cohesion less soil loses strength and acquires a degree of mobility as a result of strong ground shaking during an earthquake. The factors known to influence liquefaction potential include

soil type and depth, grain size, relative density, groundwater level, degree of saturation, and both the intensity and duration of ground shaking.

The Geotechnical Investigation describes that groundwater was encountered in onsite borings at depths of 9 and 10 feet below the ground surface and that potentially liquefiable soils were encountered by the Geotechnical Investigation between the depths of 9 and 32 feet below the ground surface. The settlement analysis determined that differential settlements of 1¼ to 2± inches could occur during a liquefaction inducing seismic event. The Geotechnical Investigation further states that these settlements are within the structural tolerances of typical development.

In addition, due to the need to grade the site for construction of the project and because artificial fill soils at a depth of 5± feet, construction would include removal and re-compaction of the upper 2-5± feet of soils and development of the parking and storage facility in compliance with the CBC, which would reduce the potential of liquefaction, settlement, and subsidence to a less than significant level. As described previously, the proposed project would be required to be constructed in compliance with the CBC and the County's Municipal Code, which would be verified through the County's plan check and permitting process. Thus, the project would be required to implement re-compaction of soils and foundation systems in compliance with the CBC, and potential impacts related to liquefaction, settlement, and subsidence would be reduced to a less than significant level.

iv) **No Impact.** The project site is not located near substantial slopes or hillsides. The site is located next to industrial warehousing buildings to the north and west, the Santa Ana river to the east and equestrian uses on level lands to the south. There are no known landslides near the site, nor is the site in the path of any known or potential landslides. Therefore, the project would not expose people or structures to slope instability or seismically induced landslides.

VI-b) Less Than Significant Impact.

Construction

Grading and excavation activities that would be required for the proposed project would expose and loosen topsoil, which could be eroded by wind or water. Thus, construction of the project has the potential to contribute to soil erosion and the loss of topsoil.

However, the County's Municipal Code Section 85.11.030 requires construction sites to implement control practices that address erosion and sedimentation and comply with the Statewide National Pollutant Discharge Elimination System (NPDES) Permit for General Construction Activity. This requires a Storm Water Pollution Prevention Plan (SWPPP) to be prepared and implemented by a Qualified SWPPP Developer. The SWPPP is required to address site-specific conditions related to sources of sediment and implement erosion control and sediment control BMPs to reduce or eliminate sediment during construction. Adherence to a County approved SWPPP, which is included as PPP WQ-1 would be verified prior to the issuance of a demolition or grading permit would ensure that potential erosion associated with construction activities would be minimized, and impacts would be less than significant.

Operation

The proposed project includes installation of landscaping on areas not used for the parking and storage lot and areas of loose topsoil that could erode by wind or water would not exist upon operation of the project. In addition, as described in Section 9, Hydrology and Water Quality the hydrologic features of the proposed project have been designed to flow to a drainage system that would reduce the potential for stormwater to erode topsoil. Furthermore, pursuant to the County's

Municipal Code Section 35.0118, implementation of the project requires a Water Quality Management Plan (WQMP), which is included as PPP WQ-2. The WQMP describes the operational BMPs that would be implemented to minimize or eliminate the potential for soil erosion or loss of topsoil during operation of the project. As a result, potential impacts related to substantial soil erosion or loss of topsoil would be less than significant.

- VI-c) **Less Than Significant Impact.** As described above, the project site is relatively level, and does not contain nor is adjacent to any significant slope of hillside area. The project would not create slopes. Thus, on or off-site landslides would not occur from implementation of the project.

Lateral spreading, a phenomenon associated with seismically-induced soil liquefaction, is a display of lateral displacement of soils due to inertial motion and lack of lateral support during or post liquefaction. It is typically exemplified by the formation of vertical cracks on the surface of liquefied soils, and usually takes place on gently sloping ground or level ground with nearby free surface such as drainage or stream channel.

Additionally, seismic related ground failure or settlements can occur within loose to moderately dense, dry or saturated granular soil. The Geotechnical Investigation describes that the settlement analysis determined that differential settlements of 1.25 to 2± inches could occur during a seismic event. Similarly, the liquefiable soils could result in lateral spreading. However, the proposed project would include grading and re-compaction of soils and would be less than significant with implementation of the CBC requirements, which are included as PPP GEO-1.

Subsidence is a general lowering of the ground surface over a large area that is generally attributed to lowering of the ground water levels within a groundwater basin. Localized or focal subsidence or settlement of the ground can occur as a result of earthquake motion in an area where groundwater in a basin is lowered. The project does not result in the need for water supplies and would not pump water from the groundwater basin (as further described below). Therefore, impacts related to subsidence would not occur from implementation of the project.

Overall, compliance with the requirements of the CBC as identified in the site geotechnical design recommendations (and included as PPP GEO-1) that would be reviewed by the County for appropriate inclusion, as part of the permitting process, would reduce potential impacts related to lateral spreading, subsidence, liquefaction, and collapse to a less than significant level.

- VI-d) **No Impact.** Expansive soils contain clay particles that swell when wet and shrink when dry. Foundations constructed on expansive soils are subjected to forces caused by the swelling and shrinkage of the soils and could result in heaving and cracking of buildings and foundations.

As described by the Geotechnical Investigation, the project site soils generally consist of sands and silty sands. Based on their composition and lack of any appreciable plasticity, these soils are considered to be non-expansive. Additionally, the Geotechnical Investigation also describes that foundation soils would be recompacted to a minimum 90 percent relative compaction and comply with the CBC requirements, as implemented by the County's Municipal Code and through the plan check and permitting process. Thus, impacts related to expansive soils would not occur.

- VI-e) **No Impact.** The proposed project would not use septic tanks or alternative wastewater disposal systems. As a result, impacts related to septic tanks or alternative waste water disposal systems would not occur from implementation of the proposed project.

No significant impacts are identified or anticipated. The project would be conditioned to comply with all applicable County of San Bernardino regulations and conditions of approval.

Conditions of Approval:

GEO – California Building Code. The project is required to comply with the California Building Standards Code as included in the County's Municipal Code and the geotechnical reports for the project site, prepared by Southern California Geotechnical in 2017 and 2018, to preclude significant adverse effects associated with seismic hazards. CBC related and geologist and/or civil engineer specifications for the proposed project are required to be incorporated into grading plans and specifications as a condition of project approval.

WQ - Stormwater Pollution Prevention Plan, provided in Section IX, Hydrology and Water Quality.

WQ - Water Quality Management Plan, provided in Section IX, Hydrology and Water Quality.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
VII. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION:

The discussion below is based on the Air Quality, Health Risk, and Greenhouse Gas Assessment Report prepared by Vince Mirabella, 2019 (AQ 2019), which is included as Appendix A.

Threshold

The County of San Bernardino published a guidance document titled: "Greenhouse Gas Emissions Development Processes in 2015, which determined that 3,000 metric tons of carbon dioxide equivalents (MTCO_{2e} = pounds per day x days x 0.0005 per year would serve as a threshold below which a project's GHG emissions would be considered less than significant. If a project exceeds the 3,000 MTCO_{2e} per year threshold, the project emissions would need to be reduced by 31 percent from year 2007 emission levels or alternatively the project would need to achieve a minimum score of 100 points pursuant to the County's Development process GHG screening tables.

- VII- **Less than Significant Impact.** Construction activities produce combustion emissions from various a) sources, such as demolition, grading, heavy-duty construction vehicles onsite, equipment hauling materials to and from the site, asphalt paving, and motor vehicles transporting the construction crew. Exhaust emissions from onsite construction activities would vary daily as construction activity levels change. As shown in Table GHG-1, construction of the project would result in 2,280 MTCO_{2e}.

Table GHG-1: Construction Greenhouse Gas Emissions

Construction Activity	Annual MTCO _{2e}
Total	2,280
Amortized Over 30 Years	76
Source: AQ, 2019	

In addition, operation of the proposed parking lot would result in GHG emissions from tractor truck and vehicle trips. The estimated operational and total GHG emissions that would be generated from implementation of the proposed project are shown in Table GHG-2. In accordance with SCAQMD's recommendation, the project's construction-related GHG emissions are amortized over 30 years and added to the operational emissions estimate in order to determine the project's total annual GHG emissions.

As shown in Table GHG-2, the project would result in a net change in GHG emissions of approximately 1,253 MTCO₂e per year from operation when the GHG emissions from the existing motorcycle park is considered, which would not exceed the threshold of 3,000 MTCO₂e per year. Thus, project-related GHG emissions would be less than significant.

Table GHG-2: Total Greenhouse Gas Emissions Generated by the Project

Construction Activity	Annual MTCO ₂ e
Operation	1,876
Construction (Amortized Over 30 Years)	76
Total	1,952
Emissions from the Existing Raceway	699
Net Change in Emissions	1,253
Threshold	3,000
Exceeded Threshold?	No
Source: AQ, 2019	

VII- **No Impact.** The proposed project would not conflict with an applicable plan, policy or regulation b) adopted for the purpose of reducing the emissions of greenhouse gases. The project would comply with regulations imposed by the State and the SCAQMD that reduce GHG emissions, as described below:

- Global Warming Solutions Act of 2006 (AB 32) is applicable to the project because many of the GHG reduction measures outlined in AB 32 (e.g., low carbon fuel standard, advanced clean car standards, and cap-and-trade) have been adopted over the last five years and implementation activities are ongoing. The proposed project would develop a parking and trailer storage facility that would not conflict with fuel and car standards or cap-and-trade.
- Pavley Fuel Efficiency Standards (AB1 493). Establishes fuel efficiency ratings for new (model year 2009-2016) passenger cars and light trucks. AB 1493 is applicable to the project because the vehicles traveling to and from the project site would meet the manufacturer required fuel efficiency standards that would reduce GHG emissions. The California Air Resources Board (CARB) anticipates that implementation of the Pavley regulations will reduce GHG emissions from California passenger vehicles by about 30 percent.
- Title 17 California Code of Regulations (Low Carbon Fuel Standard [LCFS]). Requires carbon content of fuel sold in California to be 10 percent less by 2020. Because the LCFS applies to any transportation fuel that is sold or supplied in California, all vehicle trips generated by the project would comply with LCFS.
- California Water Conservation in Landscaping Act of 2006 (AB 1881) provides requirements to ensure water efficient landscapes in new development and reduced water waste in existing landscapes. The proposed project is required to comply with AB 1881 landscaping requirements, which would be verified by the County during the project permitting process.

In addition, the County of San Bernardino adopted a Climate Action Plan (CAP) in 2011 that provides a framework for reducing GHG emissions and managing resources to best prepare for a changing climate. As described in the previous response, the proposed project would not result in GHG emissions that would exceed the County's threshold of 3,000 MTCO₂e per year. Therefore, the

proposed project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases and impacts would not occur.

No significant adverse impacts are identified and no mitigation measures are required. The project would be conditioned to comply with all applicable County of San Bernardino regulations and conditions of approval.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS				
Would the project:				
a) Create a significant hazard to the public or the Environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

The discussion below is based on the Phase I Environmental Site Assessment, 2017. Prepared by SCS Engineers (Phase I 2017), which is included as Appendix E.

- VIII-a) **Less Than Significant Impact.** A hazardous material is defined as any material that, due to its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous wastes, and any material that a business or the local implementing agency has a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released.

Construction

The proposed construction activities would involve transport, use, and disposal of hazardous materials such as paints, solvents, oils, grease, and caulking. In addition, hazardous materials would be used for fueling and serving construction equipment onsite. These types of hazardous materials used during construction are not acutely hazardous, and all storage, handling, use, and disposal of these materials are regulated by state and federal laws that the project is required to strictly adhere to. As a result, the routine transport, use or disposal of hazardous materials during construction activities of the proposed project would be less than significant.

Operation

Operation of the project would involve use of the proposed facility for employee parking and trailer storage. Employees would be shuttled from the proposed parking lot to the FedEx facility that is 2.1 miles from the project site. Operation of the parking and trailer storage lot would not involve the use of hazardous materials and would not generate hazardous waste. Therefore, the proposed project would not result impacts related to the routine transport, use, or disposal of hazardous materials or waste during operations.

- VIII-b) **Less Than Significant Impact.** As described above, project construction and operation activities would involve use and disposal of hazardous materials. Equipment that would be used in construction of the project has the potential to release gas, oils, greases, solvents; and spills of paint and other finishing substances. However, the amount of hazardous materials onsite would be limited, and construction activities would be required to adhere to all applicable regulations regarding hazardous materials storage and handling, as well as to implement construction BMPs (through implementation of a required SWPPP, per PPP WQ-1) to prevent a hazardous materials release and to promptly contain and clean up any spills, which would minimize the potential for harmful exposures. With compliance to existing laws and regulations, which is required by the County to receive construction permits, the project's construction-related impacts would be less than significant.

The Phase I Environmental Site Assessment did not identify any hazardous materials of concern on the project site. In addition, operation of the parking and trailer storage lot would not involve the use of hazardous materials and would not generate hazardous waste. Therefore, the proposed project would result in less than significant impacts related to a reasonably foreseeable upset and accident condition involving the release of hazardous materials into the environment, and impacts would be less than significant.

- VIII-c) **No Impact.** There are no schools or proposed schools within one-quarter mile of the project site. The closest school to the project site is the Crestmore Elementary School, which is located at 18870

Jurupa Ave, Bloomington, 3.2 miles from the project site. Additionally, described in response a), construction of the project would involve the use and disposal of hazardous materials on the project site. These hazardous materials would be used for a limited time during construction activities and would be disposed of in compliance with federal, state, and local regulations, which would reduce the potential of accidental release into the environment. Also, the emissions that would be generated from construction and operation of the proposed project were evaluated in the air quality analysis presented in Section 3, which determined that the project would not cause or contribute to an exceedance of the federal or state air quality standards. Thus, impacts related to emission or handling of hazardous materials, substances, or waste near the school would not occur.

- VIII-d) **No Impact.** The Phase I Environmental Site Assessment (Phase I 2017) prepared for the project site conducted a database search to determine if the project site or any nearby properties are identified as having hazardous materials. The Phase I record search determined that the project site is not located on or near by a site which is included on a list of hazardous materials sites. As a result, impacts related to hazards from being located on or adjacent to a hazardous materials site would not occur from implementation of the proposed project.
- VIII-e) **No Impact.** The proposed project is not located within an airport land use plan or within two miles of an airport. The closest airports to the project site are the Flabob Airport, which is approximately 2.85 miles southwest of the project site, and the Riverside Municipal Airport, which is 5.95 miles southwest of the project site. Therefore, the proposed project would not result in an airport related safety hazard for people residing or working in the project area.
- VIII-f) **No Impact.** There are no private airstrips located within the vicinity of the project site. Therefore, the development of the project would not result in a safety hazard related to airstrips for people residing or working in the project area.
- VIII-g) **Less Than Significant Impact.** The proposed project would provide a new parking lot with associated driveways that would be permitted and approved in compliance with existing safety regulations, such as the California Building Code and Fire Code as included in the County's Municipal Code to ensure that it would not conflict with implementation of an emergency evacuation.

The proposed construction activities, including equipment and supply staging and storage, would occur within the project site and would not restrict access of emergency vehicles to the project site or adjacent areas, and impacts related to interference with an adopted emergency response or evacuation plan during construction activities would be less than significant.

Operation of the proposed project would also not result in a physical interference with an emergency response evacuation. Direct access to the project site would be provided from a driveway along Holly Street that would have transponder activated sliding gates. Additionally, an emergency access entrance would be provided from Holly Street to the south of the main driveway, which would be gated and secured with a Knox Box that provides emergency access. The project is also required to design and construct internal access and provide fire suppression facilities in conformance with the County Municipal Code. The project plans would be reviewed by the County's Building and Safety Division to ensure adequate emergency access pursuant to the requirements of the building and fire codes is provided. As such, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

VIII-h) **Less Than Significant Impact.** The project site is not adjacent to wildlands; however, the site is located within a Cal Fire identified wildland fire hazard area, as shown on the Cal Fire San Bernardino County Southwest Fire Hazard Map. However, the project would not develop any flammable structures. In addition, implementation of the proposed project would be required to adhere to the California Fire Code, as adopted by the San Bernardino County Fire Department, and would be reviewed by the County's Building and Safety Division during the permitting process to ensure that the project plans meet the fire protection requirements. Therefore, the proposed project would result in a less than significant impact related to wildfires.

No significant adverse impacts are identified and no mitigation measures are required. The project would be conditioned to comply with all applicable County of San Bernardino regulations and conditions of approval.

IX. HYDROLOGY AND WATER QUALITY – Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structure that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- j) Inundation by seiche, tsunami, or mudflow?

SUBSTANTIATION:

The discussion below is based on the Preliminary Drainage Study, prepared by FM Civil Engineers, Inc., 2018 (Drainage 2017), which is included as Appendix F, and the Preliminary Water Quality Management Plan, prepared by FM Civil Engineers, Inc., 2018 (WQMP 2018), which is included as Appendix G.

IX-a) Less Than Significant Impact.

Construction

Construction of the proposed project would require grading and excavation of soils, which would loosen sediment, and then have the potential to mix with surface water runoff and degrade water quality. Additionally, construction would require the use of heavy equipment and construction-related chemicals, such as concrete, cement, asphalt, fuels, oils, antifreeze, transmission fluid, grease, solvents and paints. These potentially harmful materials could be accidentally spilled or improperly disposed of during construction and, if mixed with surface water runoff, could wash into and pollute waters.

These types of water quality impacts during construction of the project would be prevented through implementation of a stormwater pollution prevention plan (SWPPP). Construction of the project would disturb more than one acre of soil; therefore, the proposed project would be required to obtain coverage under the NPDES General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ, as amended). Construction activity subject to this permit includes clearing, grading, and ground disturbances. Thus, the Construction General Permit and County Municipal Code Section 85.11.030, requires implementation of a SWPPP that is required to identify all potential sources of pollution that are reasonably expected to affect the quality of storm water discharges from the construction site. The SWPPP would generally contain a site map showing the construction perimeter, proposed buildings, stormwater collection and discharge points, general pre- and post-construction topography, drainage patterns across the site, and adjacent roadways. The SWPPP would also include construction BMPs such as:

- Silt fencing, fiber rolls, or gravel bags
- Street sweeping and vacuuming
- Storm drain inlet protection
- Stabilized construction entrance/exit
- Vehicle and equipment maintenance, cleaning, and fueling
- Hydroseeding
- Material delivery and storage
- Stockpile management
- Solid waste management

- Concrete waste management

Adherence to the existing requirements and implementation of the appropriate BMPs as ensured through the County's construction permitting process and included as PPP WQ-1, would ensure that the project would not violate any water quality standards or waste discharge requirements, potential water quality degradation associated with construction activities would be minimized, and impacts would be less than significant.

Operation

The proposed project would introduce new impervious surfaces to approximately 48 percent of the project site, which would introduce the potential for pollutants such as, trash and debris, and oil and grease from vehicles. These pollutants could potentially discharge into surface waters and result in degradation of water quality. Thus, the project would be required to comply with existing regulations that limit the potential for pollutants to discharge from the site.

The current regional municipal storm water permit requirements approved by the Santa Ana RWQCB (Order No. R8-2010-0036), which are included in the County's Municipal Code as Section 35.0118, is the primary water pollutant control regulation for development projects and requires implementation of Water Quality Management Plans (WQMPs) based on the anticipated pollutants that could result from the project. The potential pollutants guide which BMPs are incorporated into the project, including the Low Impact Development (LID) features, pollutant source control features, and pollutant treatment control features. In addition, the project is required to infiltrate, evapotranspire, or biotreat/biofilter the 85th percentile 24-hour storm event. As provided in the Project Description, the project would be designed such that runoff is directed to drainage inlets and gutters that would convey runoff to an above ground infiltration basin. The infiltration basin would remove pollutants (i.e., sediments, nutrients, heavy metals, oxygen demanding substances, oil and grease, bacteria, and pesticides).

With implementation of the operational BMPs that would be included in the required WQMP, that is required pursuant to the Santa Ana RWQCB and the County's Municipal Code that is implemented by PPP WQ-2, which would be verified during the permitting process for the proposed project, potential pollutants would be reduced to the maximum extent feasible, and development of the proposed project would not violate any water quality standards or waste discharge requirements, and impacts would be less than significant.

- IX-b) **Less Than Significant Impact.** The project would require a temporary source of water during the 14-month construction process. This limited and short-term use of water would not have the potential to substantially deplete groundwater supplies.

During operations, the parking and storage facility would be unmanned. There would be no restrooms needed and no process water would be required. However, the project would result in impervious surfaces on approximately 48 percent of the project site. To provide for stormwater drainage, the project would install drainage infrastructure that would convey runoff to an above ground infiltration basin, which would provide for basin recharge.

Additionally, the proposed parking and storage facility would not require or include water infrastructure or delivery of water supplies; and the project does not propose to extract groundwater. Thus, the project would not result in the lowering of the local groundwater table, and impacts would be less than significant.

- IX-c) **Less Than Significant Impact.** The project site does not contain, a stream, river, creek, or other flowing water body. The Santa Ana river is located adjacent to the site; however, no project activity would occur within or adjacent to the river. Thus, impacts related to alteration of the course of a stream or river would not occur.

Construction

Construction of the proposed project would require grading and excavation of soils, which would loosen sediment and could result in erosion or siltation. However, as described in Response 3.9 a), construction of the proposed project requires County approval of a SWPPP prepared by a Qualified SWPPP Developer, as included by PPP WQ-1. The SWPPP is required for plan check and approval by the County's Public Works Department, prior to provision of permits for the project, and would include construction BMPs to reduce erosion or siltation. Typical BMPs for erosion or siltation, include: use of silt fencing, fiber rolls, gravel bags, stabilized construction driveway, and stockpile management (as described in the previous above). Adherence to the existing requirements and implementation of the required BMPs per the permitting process would ensure that erosion and siltation associated with construction activities would be minimized, and impacts would be less than significant.

Operation

After development of the project, approximately 48 percent of the site would be impervious, and the pervious areas would be landscaped. Thus, implementation of the project would not generate soils that could erode. In addition, the proposed drainage infrastructure would slow and the infiltration basin would retain stormwater, which would also limit the potential for erosion or siltation. As described in previous Response 3.9 a), the project is required to implement a WQMP (as included by PPP WQ-2) to infiltrate, evapotranspire, or biotreat/biofilter the 85th percentile 24-hour storm event, and the project would achieve this by the use of the drainage infrastructure and infiltration basin that has been designed to meet the drainage needs of the proposed project. As a result, stormwater runoff and the potential for erosion and siltation would not increase with implementation of the proposed project. Therefore, the proposed project would not alter the existing drainage pattern in the project area and would not result in substantial erosion or siltation on- or off-site. Impacts would be less than significant.

- IX-d) **Less Than Significant Impact.** As described in the previous response, the project site does not contain, a stream, river, creek, or other flowing water body. The Santa Ana River is adjacent to the project site and no project activity would occur within or adjacent to the creek. In addition, the proposed project would be required to implement a SWPPP (included as PPP WQ-1) during construction that would implement BMPs, such as the use of silt fencing, fiber rolls, and gravel bags, that would ensure that runoff would not substantially increase during construction, and flooding on or off-site would not occur. Impacts would be less than significant.

The project is a paved parking lot that will increase paved, impervious area onsite that will increase surface runoff where there is paved or compacted dirt surfaces. However, as described above, the project would implement an operational WQMP (as included by PPP WQ-2) that would install an onsite storm drain system and an infiltration basin that would infiltrate, evapotranspire, or biotreat/biofilter the 85th percentile 24-hour storm event, as required by the Santa Ana RWQCB regulations. Thus, operation of the project would not substantially increase stormwater runoff, and flooding on or off-site would not occur. Impacts would be less than significant.

- IX-e) **Less Than Significant Impact.** As described in the previous responses, the proposed project would be required to implement a SWPPP (included as PPP WQ-1) during construction that would

implement BMPs, such as the use of silt fencing, fiber rolls, and gravel bags, that would ensure that runoff would not substantially increase during construction, and that pollutants would not discharge from the project site, which would reduce potential impacts to drainage systems and water quality to a less than significant level.

Also, the project would implement an operational WQMP (included as PPP WQ-2) that would install an onsite storm drain system and an infiltration basin, that would infiltrate, evapotranspire, or biotreat/biofilter the 85th percentile 24-hour storm event, as required by the Santa Ana RWQCB regulations. Thus, operation of the proposed project would not substantially increase stormwater runoff, and pollutants would be filtered onsite. Impacts related to drainage systems and polluted runoff would be less than significant with implementation of the existing requirements, which would be verified during the permitting process.

- IX-f) **Less Than Significant Impact.** As described in the previous responses, the proposed project would be required to implement a SWPPP during construction (as included by PPP WQ-1) that would implement BMPs to limit the potential of pollutants to discharge from the project site. Similarly, a WQMP would be required to be implemented pursuant to the requirements of the Santa Ana RWQCB (as included by PPP WQ-2), which would reduce the potential for pollutants to discharge from the project site. Overall, potential impacts related to the substantial degradation of water quality would be less than significant with implementation of the existing regulations that are verified during the County's permitting process.
- IX-g) **Less Than Significant Impact.** The Federal Emergency Management Agency Flood Insurance Rate Map (FIRM) for the project area (06071C8688H) identifies that a majority of the project site is located within a 100-year flood zone. However, the project does not involve housing. Thus, the proposed project would not place housing within a 100-year flood hazard zone, and impacts would be less than significant.
- IX-h) **Less Than Significant Impact.** As described in the response above, a majority of the project site is located within a 100-year flood zone. However, the project includes redevelop the project site with a parking lot and trailer storage facility. The proposed project would not develop any structures that could impede or redirect flood flows. Thus, impacts would be less than significant.
- IX-i) **Less Than Significant Impact.** According to the California Department of Water Resources Seven Oaks Dam Inundation Map, the site is located within the Seven Oaks dam inundation area. However, the proposed project would provide a parking lot and storage facility for FedEx operations and would not develop any habitable structures or result in residents on site that could be at risk. Therefore, impacts related to flooding as a result of the failure of a levee or dam would be less than significant.
- IX-j) **No Impact.** A seiche is a surface wave created when an inland body of water is shaken, usually by earthquake activity. The project site is not subject to flooding hazards associated with a seiche because there are no nearest large bodies near the project site.

The Pacific Ocean is located more than 43 miles west of the project site; consequently, there is no potential for the project site to be inundated by a tsunami. In addition, the project site is not located near any steep hillsides; therefore, there is no potential for the site to be adversely affected by mudflow. Thus, implementation of the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow. No impact would occur.

No significant adverse impacts are identified and no mitigation measures are required. The project would be conditioned to comply with all applicable City of Redlands regulations and conditions of approval.

Conditions of Approval

WQ – Stormwater Pollution Prevention Plan. Prior to grading permit issuance, the project developer shall have a Stormwater Pollution Prevention Plan (SWPPP) prepared by a QSD (Qualified SWPPP Developer) pursuant to the Santa Ana RWQCB requirements and the County's Municipal Code Section 85.11.030. The SWPPP shall incorporate all necessary Best Management Practices (BMPs) to comply with the National Pollutant Discharge Elimination System (NPDES) regulations to limit the potential of polluted runoff during construction activities. Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by County staff or its designee to confirm compliance.

WQ – Water Quality Management Plan. Prior to grading permit issuance, the project developer shall have a Water Quality Management Plan (WQMP) approved by the County for implementation. The project shall comply with the County's Municipal Code Section 35.0118 and the Santa Ana Regional Water Quality Control Board (RWQCB) requirements in effect at the time permitting to control discharges of sediments and pollutants during operation of the project.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
X. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION:

X-a) **No Impact.** The physical division of an established community could occur if a major road (expressway or freeway, for example) were built through an existing community or neighborhood, or if a major development was built which was inconsistent with the land uses in the community such that it divided the community. The environmental effects caused by such a facility or land use could include lack of, or disruption of, access to services, schools, or shopping areas. It might also include the creation of blighted buildings or areas due to the division of the community.

The proposed project site is largely used as an off-road motorcycle race track. In addition, the site contains vacant single-family residences, barns, stables, storage sheds, canopies, and horse corrals. The site is surrounded by industrial uses to the north and west; the Santa Ana river to the east; and equestrian uses to the south. The proposed project would remove the existing off-road motorcycle race track and building structures and develop a new parking and FedEx trailer storage facility.

The project site does not consist of an established community because the few residential structures onsite are vacant. The new parking lot uses would be consistent with the existing industrial uses to the north and west of the site, and development of the project would not divide an established community. In addition, the project would not develop any off-site roads or other infrastructure that could divide a community. Therefore, implementation of the proposed project would not physically divide an established community, and impacts would not occur.

X-b) **No Impact.** The project site has an existing General Plan land use designation of Agua Mansa Industrial Corridor Specific Plan and the zoning designations of the site include: Heavy Industrial and Open Space Agriculture. The Agua Mansa Industrial Corridor Specific Plan allows for the proposed parking lot uses with approval of a Conditional Use Permit (CUP). Thus, the project would be consistent with the existing General Plan designations of the project site, and impacts related to conflict with a policy adopted for the purpose of avoiding or mitigating an environmental effect would not occur.

- X-c) **No Impact.** The project site is not within an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. Thus, no impact related to this type of plan would occur.

No significant adverse impacts are identified or anticipated and no mitigation measures are required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated.	Less than Significant	No Impact
XI. MINERAL RESOURCES – Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION:

XI-a) **No Impact.** The project site has been historically used for residential, equestrian, and off-road motorcycle racing and is not identified as an area of known mineral resources. In addition, the project site is not identified as a locally-important mineral resources recovery site in the County's General Plan. Therefore, the project area is not considered to be an area of known mineral resources, and impacts related to known mineral resources would not occur.

XI-b) **No Impact.** The project site does not include a mineral resource recovery site and is not identified as a locally-important mineral resources recovery site on the County's General Plan. Therefore, the project would not have the potential to result in the loss of availability of a locally-important mineral resource recovery site delineated in the General Plan, and no impacts would occur.

No significant adverse impacts are identified or anticipated and no mitigation measures are required.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XII.	NOISE – Would the project result in:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION:

Giroux & Associates, prepared a *Noise Impact Analysis, Holly Street Parking Lot, San Bernardino County, California (Noise Assessment)* (January 7, 2019). The *Noise Assessment* can be found in Appendix H and is summarized herein. Noise Measurements were provided in a report prepared by Urban Crossroads, in September of 2017, for an alternative site use.

An ambient noise level survey was conducted over a 24-hour period, to estimate the existing noise environment near noise-sensitive areas in the area. Five sound measurement locations were selected.

XII-a) Less Than Significant.

Construction

Section 83.01.080(g)(3) of the County of San Bernardino Development Code regulates construction noise and indicates that construction activity is considered exempt from the noise level standards between the hours of 7:00 a.m. to 7:00 p.m. except on Sundays and Federal holidays.

Construction of the project is anticipated to last 12-months and would involve demolition of existing structures, grading, excavation and re-compaction of onsite soils, paving, and architectural coatings (parking lot striping). These activities would require use of heavy equipment that would increase noise levels in the immediate project area. The noise from construction activity would fluctuate depending on the particular type, number, and duration of use of construction equipment. Table N-1 describes the noise level for each individual piece of equipment at a reference 50-foot distance between the construction equipment and noise receptor.

Table N-1: Construction Equipment Noise Levels

Phase Name	Equipment	Usage Factor ¹	Hours of Operation ²	Published Noise @ 50 feet (dB)	Actual Measured Noise @ 50 feet (dB)	Average Noise Level @ 50 feet (dB)
Demolition	Excavator	40%	3.2	85	81	78
	Concrete Saw	20%	1.6	90	90	84
	Dozer	40%	3.2	85	82	78
Site Prep/Grading	Tractor	40%	3.2	84	84	80
	Grader	40%	3.2	85	85	81
	Excavator	40%	3.2	85	81	78
	Dozer	40%	3.2	85	82	78
Paving	Paver	50%	4.0	85	77	74
	Paving Equip	40%	3.2	76	76	72
	Roller	38%	3.0	85	80	76

Source: FHWA's Roadway Construction Noise Model, 2006

1. Estimates the fraction of time each piece of equipment is operating at full power during a construction operation
2. Represents the actual hours of peak construction equipment activity out of a typical 8-hour day

The closest sensitive receptor—a residence—to the project site is approximately 838 feet to the west of the project near the intersection of Wilson Street and Brown Avenue (see Figure N-2, L4). At this distance, a 25 dBA reduction in noise level would occur. Therefore, the highest construction noise level at this location is expected to be no more than 60 dBA Leq, which would be less than the National Institute for Occupational Safety and Health (NIOSH) significance threshold of 85 dBA Leq during temporary construction activities.

The project's construction activities would only occur during the allowable construction hours, as ensured through PPP N-1, and as described above, construction noise at the closest sensitive receptor would be lower than the maximum allowed. Therefore, construction of the project would be consistent with the County's Municipal Code, and impacts related to noise standards would not occur from construction activities.

Operation

The County of San Bernardino County Code, Title 8 Development Code, Section 83.01.080(c) establishes the noise level standards. For residential properties the exterior noise level shall not

exceed 55 dBA Leq during daytime hours (7:00 a.m. to 10:00 p.m.) and shall not exceed 45 dBA Leq during the nighttime hours (10:00 p.m. to 7:00 a.m.) for both the whole hour, and for not more than 30 minutes in any hour. These standards apply for a cumulative period of 30 minutes in any hour, as well as plus 5 dBA cannot be exceeded for a cumulative period of more than 15 minutes in any hour, or the standard plus 10 dBA for a cumulative period of more than 5 minutes in any hour, or the standard plus 15 dBA for a cumulative period of more than 1 minute in any hour, or the standard plus 20 dBA for any period of time. The closest residence to the project site is located 838 feet west of the project site on Wilson Street.

For other commercial land uses (such as the equestrian uses to the south of the project site), the exterior noise level shall not exceed 60 dBA Leq for a cumulative period of 30 minutes in any hour, as well as plus 5 dBA cannot be exceeded for a cumulative period of more than 15 minutes in any hour, or the standard plus 10 dBA for a cumulative period of more than 5 minutes in any hour, or the standard plus 15 dBA for a cumulative period of more than 1 minute in any hour, or the standard plus 20 dBA for any period of time.

Trailer Storage Activity. To evaluate the noise levels associated with trailer storage activity reference noise level measurement were collected at an existing parcel hub facility in the City of Rialto on March 13th, 2017 (Appendix J). The measured reference noise level at 50 feet from trailer storage activity was measured at 57.0 dBA Leq. The trailer storage reference noise level measurement includes a semi-truck with trailer pass-by event, background switcher cab trailer towing, drop off, idling, and backup alarm events. As mentioned above, the closest sensitive receptor is approximately 838 feet to the west of the project near the intersection of Wilson Street and Brown Avenue. At this distance, a 25 dBA reduction in noise level would occur. Therefore, the highest trailer storage noise level at this location is expected to be no more than 32 dBA Leq.

Auto Parking Lot Activity. To determine the noise levels associated with parking lot vehicle movements, reference noise level measurements were taken over a 24-hour period on May 17th, 2017 (Appendix J), which determined that the measured reference noise level at 50 feet from parking lot vehicle movements was 41.7 dBA Leq. The parking lot noise levels are mainly due to cars pulling in and out of spaces and employees talking.

As operations of the proposed project consist of employee parking, tractor-trailer travel, and trailer storage, the operational noise generated from the project would be between 41.7 and 57.0 dBA at 50 feet from project activities. This noise level would not exceed the 60 dBA Leq day and night noise level standards for the equestrian use to the south of the project site that is considered an "other commercial land use".

Additionally, the highest noise of 57.0 dBA at 50 feet from project activities would attenuate to approximately 32 dBA at the closest residence located 838 feet west of the project site, which is less than the nighttime noise standard of 45 dBA at residential uses. Therefore, operational activities related to the project would not result in impacts related to generation of noise levels in excess of standards.

XII-b) **Less Than Significant Impact.** A vibration descriptor commonly used to determine structural damage and human annoyance is the peak particle velocity (ppv), which is defined as the maximum instantaneous positive or negative peak of the vibration signal, usually measured in in/sec.

The County of San Bernardino Development Code, Section 83.01.090(a) states that vibration shall be no greater than or equal to two-tenths inches per second measured at or beyond the lot line.

Therefore, to determine if the vibration levels due to the operation and construction of the project, the peak particle velocity (PPV) vibration level standard of 0.2 inches per second is used.

Construction

Construction activities for the proposed project would include demolition, grading, and paving activities, which have the potential to generate low levels of groundborne vibration. Persons residing and working in close proximity to the project area could be exposed to the generation of excessive groundborne vibration or groundborne noise levels related to construction activities. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Ground vibrations from construction activities very rarely reach the levels that can damage structures, but they can be perceived in the audible range and be felt in buildings very close to a construction site.

Groundborne vibration is a concern when sensitive receptors, such as homes, are in proximity to the vibration sources. The nearest residence that could be exposed to vibration levels from project construction is the single-family residence that is 838 feet from the project site. No pile driving or blasting, which are considered to be major sources of vibration levels, would be required for the proposed project.

The various PPV vibration velocities for several types of construction equipment, along with their corresponding RMS velocities (in VdB), that can generate perceptible vibration levels are identified in Table N-2. As shown, vibration velocities could range from approximately 0.003 to 0.089 inch-per-second PPV at 25 feet from the source activity, depending on the type of construction equipment in use. These vibration levels are less than the County's 0.2 PPV per second threshold. Therefore, vibration from construction equipment activity would be less than significant.

Table N-2: Vibration Source Levels for Construction Equipment

Equipment	PPV (In/sec) at 25 feet	PPV (In/sec) at 50 feet
Large Bulldozer	0.089	0.031
Loaded Trucks	0.076	0.027
Small Bulldozer	0.003	0.001

Source: FTA Transit Noise and Vibration Impact Assessment, 2006

Therefore, vibration from construction equipment activity would be less than significant.

Operation

The proposed parking lot and trailer storage uses would not include any equipment that would result in high vibration levels, which are more typical for large industrial projects. While groundborne vibration within and surrounding the project site may result from the FedEx trucks and trailers on roadways between the site and the FedEx facility 330 Resource Drive, that is 2.1 miles from the site. Typical vibration levels of heavy truck activity at normal traffic speeds is 0.004 in/sec PPV and 0.003 in/sec RMS at 25 feet based on the FTA Transit Noise Impact and Vibration Assessment. Trucks transiting on site would be travelling at very low speeds and result in vibrations that are less than the County's 0.2 PPV per second threshold. As such, vibration associated with operation of the proposed project would be less than significant.

- XII-c) **Less Than Significant Impact.** To assess the existing noise level environment, five 24-hour noise level measurements were taken at sensitive receiver locations in the project vicinity from June 20th to June 21st, 2017. Table N-3 summarizes the noise measurements. The locations of the measurements are shown in Figure N-1.

Figure N-1: Noise Measurement Locations



Table N-3: Noise Level Measurements

Location	Distance to Project Boundary	Location Description	Average Noise Level (dBA Leq)		CNEL
			Daytime	Nighttime	
L1	2,775 feet	North of the project site on El Rivino Road near existing residences	61.7	60.3	67.3
L2	735 feet	Northeast of the project site adjacent to existing industrial uses	56.0	55.7	62.4
L3	Onsite	Onsite adjacent to motorcycle activities	67.1	54.4	66.3
L4	838 feet	Southwest of the project site near existing residences on Brown Avenue and Wilson Street	61.6	58.9	65.9
L5	2,096 feet	South of the project site on Alamo Street near existing residences	59.9	52.1	61.0

As described previously, operations of the proposed project consist employees who would arrive in their personal vehicles and park, then drive a tractor to the FedEx Rialto Hub located 330 Resource Drive, Bloomington, CA or the West Rialto Station located at 11600 Cactus Ave., Bloomington, CA. CSPs would then pick up a trailer and dispatch from the hub. Drivers would return to drop their trailers at the Rialto Hub or West Rialto station then drive the tractor back to the proposed Holly Street lot. When the FedEx facilities are congested, some trailers would be returned to the Holly Street lot along with the tractor. Traffic related noise would therefore be closest to sensitive receptors L1 and L5. Traffic-related noise at these locations would be 64.7 and 54.9 dBA CNEL respectively, which are less than the measured levels of 67.3 and 61 dBA CNEL. As mentioned in section XII-B, the operational noise generated from the project would be between 41.7 and 57.0 dBA at 50 feet from project activities. The existing motorcycle activities onsite generate a higher noise level of 66.3 CNEL. Thus, the proposed project would generate lower noise volumes than currently exist onsite and would not generate a substantial permanent increase in ambient noise levels. Therefore, and impacts would be less than significant.

XII-d) **Less Than Significant Impact.** As described previously, construction of the proposed project is anticipated to last 12-months and would involve demolition, grading, and paving. Construction of the project would require use of heavy equipment that would increase noise levels in the immediate project area. The noise from construction activity would fluctuate depending on the particular type, number, and duration of use of construction equipment; and would only occur within the County's allowable construction hours per PPP N-1.

As detailed in response a), the highest noise levels would be approximately 85 dBA Leq at 50 feet away from construction equipment during the use of graders. The sensitive receptors closest to the project site is a single-family residence located 838 feet west of the project site on Wilson Street. At this distance, a 25 dBA reduction in noise level would occur. Therefore, the highest construction noise level at this location is expected to be no more than 60 dBA Leq, which is lower than the existing ambient noise level.

Construction related vehicle noise would equate to an hourly noise level of 58.0 dBA Leq during demolition and 66.2 dBA Leq during grading. The existing daytime hourly noise level as measured at

the project site was 67.1 dBA Leq. Even if all haul trips were to pass-by a single site adjacent receptor, noise levels would be less than the current ambient noise level.

In addition, the highest noise levels would only occur when construction equipment is closest to the sensitive receptor; activities that generate this level of noise would generally be located farther away and lower in noise level. In addition, the operation of the construction equipment that generates high noise levels would not be constant throughout the construction day. The noise would be intermittent, and equipment would be turned off when not in use. When in use, the typical operating cycle for a piece of construction equipment involves one or two minutes of full power operation followed by three or four minutes at lower power settings. Therefore, impacts related to a substantial periodic increase in ambient noise levels in the project vicinity would be less than significant.

- XII-e) **No Impact.** The proposed project is not located within an airport land use plan or within two miles of an airport. The closest airports to the project site are the Flabob Airport, which is approximately 2.85 miles southwest of the project site, and the Riverside Municipal Airport, which is 5.95 miles southwest of the project site. Therefore, the proposed project would not result in airport related noise impacts to people residing or working within the project site.
- XII-f) **No Impact.** There are no private airstrips located within the vicinity of the project site. Therefore, the development of the project would not expose people residing or working in the project site to excessive noise related to airstrips, and impacts would not occur.

No significant adverse impacts are identified or anticipated and no mitigation measures are required.

Conditions of Approval

NOI – Construction Activities. Per Municipal Code Section 83.01.080(g)(3) construction activity is limited to the hours of 7:00 a.m. and 7:00 p.m. Monday to Saturdays; with no activity allowed on Sundays or holidays.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XIII. POPULATION AND HOUSING - Would the project:				
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION:

XIII-a) **No Impact.** The project site is currently used for an off-road motorcycle race course, single-family residences, barns, stables, storage sheds, canopies, and horse corals. The proposed project would remove the existing uses and develop a parking lot for FedEx employees and trailer parking/storage. No residents or habitable structures would be onsite. As described in the Project Description, the existing FedEx parking and trailer storage facility is over capacity, which prevents efficient operation and has the potential to create a safety situation. The project would ease parking congestion and improve trailer management operations. No increase in personnel would occur from the project. Therefore, the project would not result in growth of either residents or employees.

In addition, indirect growth related to the expansion of infrastructure, such as water, sewer or street systems would not occur because the project would not install new or expand existing infrastructure systems. Therefore, the proposed project would not result in inducement of population growth, either directly or indirectly, and impacts would not occur.

XIII-b) **Less Than Significant Impact.** As described previously, the project site currently includes 2 vacant single-family residences. The proposed project would remove the existing residences and develop a parking lot for FedEx employees and trailer parking/storage. The removal of 2 vacant single-family residences is not substantial. The Census Fact Finder identifies that the County of San Bernardino had a rental vacancy rate of 5.6 percent in 2016. Thus, the project would not necessitate the construction of replacement housing elsewhere. Thus, impacts would be less than significant.

XIII-c) **No Impact.** As described above, the project site currently includes 2 vacant single-family residences. The project would remove the existing single-family residences; however, no people would be relocated. Thus, the removal of the single-family residences would not necessitate the construction of housing elsewhere. Thus, impacts would not occur.

No significant adverse impacts are identified or anticipated and no mitigation measures are required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XIV. PUBLIC SERVICES				
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:				
Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION:

XIV-a) Less Than Significant Impact.

Fire Protection

The San Bernardino County Fire Department provides fire protection to the unincorporated County area, which includes the project site. The services provided include fire prevention and suppression, emergency medical services, technical rescue, and hazardous materials response. The closest fire station to the project site is Station 77, which is located at 17459 Slover Avenue, 5.9 miles from the project site. In addition, Fire Station 23 is located 6.7 miles from the project site at 22582 City Center Court.

The project site is currently used for an off-road motorcycle race course, single-family residences, barns, stables, storage sheds, canopies, and horse corals. The proposed project would remove the existing uses and develop a parking lot for FedEx employees and trailer parking/storage. No residents or habitable structures would be onsite. The change in project site uses is not anticipated to result in an increase in calls for emergency services.

Additionally, implementation of the project would be required to adhere to the California Fire Code, as adopted by the San Bernardino County Fire Department, and would be reviewed during the project permitting process to ensure that the project driveway plans meet the emergency access requirements. Furthermore, because the project would not result in an increase in fire service calls and is within the service area of fire stations, the proposed project would not result in the need for, new or physically altered fire department facilities, and substantial adverse physical impacts

associated with the provision of new or expanded facilities would not occur. Therefore, impacts related to fire protection services would be less than significant.

Police Protection

The San Bernardino County Sheriff's Department provides policing services in the project vicinity from its Fontana Patrol Station, which is approximately 8.4 miles from the project site. As described previously, the proposed project would remove the existing off-road motorcycle race course, single-family residences, and equestrian uses and develop a new parking lot for employee and trailer parking and storage. Access to the site would be provided from a driveway along Holly Street and a transponder-operated gate. FedEx security personnel would patrol the site on a regular basis, approximately every 2 hours or 12 times per day.

Therefore, the proposed project would remove existing uses that could require police protection and would not result in an additional onsite population that could result in additional calls for police services. In addition, on-site security concerns are addressed in the project design by providing low-intensity security lighting and security checks. Therefore, the proposed project is not anticipated to result in additional calls for police services and would not result in the need for, new or physically altered police protection facilities, and substantial adverse physical impacts associated with the provision of new or expanded facilities would not occur.

Schools

As described previously, the proposed project would develop new parking and trailer storage facilities for FedEx that would not expand the existing Fed Ex operations and no increase in personnel would occur from the project. Therefore, the proposed project would not result in additional employees that could have school-aged children. Hence, the project would not generate additional students the could attend area schools. Thus, impacts related to schools would not occur from the proposed project.

Parks

As described previously, the proposed project would develop new parking and trailer storage facilities for FedEx that would not expand the existing Fed Ex operations and no increase in personnel would occur from the project. Therefore, the proposed project would not result in additional employees that could use area parks. Thus, impacts related to parks would not occur from the proposed project.

Other Public Facilities

As described in the previous response, the proposed project would not result in additional employees that could increase in the use of libraries, senior centers, and other public facilities. Therefore, the project would not result in a substantial increase in the demand for these services, such that construction of new or expanded facilities would be required. Thus, the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, and impacts would be less than significant.

No significant adverse impacts are identified and no mitigation measures are required. The project would be conditioned to comply with all applicable County of San Bernardino regulations and conditions of approval.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XV.	RECREATION				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION:

XV-a) **Less Than Significant Impact.** As described in response to Impact 14, Public Services, the proposed project would develop new parking and trailer storage facilities for FedEx that would not expand the existing Fed Ex operations and no increase in personnel would occur from the project. Therefore, the proposed project would not result in additional employees that could use area parks or recreational facilities. Thus, impacts related to the physical deterioration of recreation facilities would not occur from the proposed project.

XV-b) **Less Than Significant Impact.** As described in the previous response and Project Description, the proposed project includes development parking and trailer storage facilities for FedEx that would not include recreation facilities or require additional employees that could result in the need for recreation facilities. Therefore, the proposed project would not require the construction or expansion of other recreational facilities that might have an adverse physical effect on the environment. As a result, impacts related to recreation would not occur.

No significant adverse impacts are identified or anticipated and no mitigation measures are required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XVI. TRANSPORTATION/TRAFFIC – Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION:

The discussion below is based on the Trip Generation Analysis for Proposed Holly Street Parking Lot, prepared by EPD Solutions, January 2019 (EPD 2019) (Appendix K).

Less Than Significant Impact.

Construction

The Air Quality, Health Risk, and Greenhouse Gas Assessment Report provides an estimate of off-site construction trips. Off-site construction trips would be composed of worker trips, hauling trips and vendor trips. Table TR-1 shows the daily construction trips. Soil import would generate the most trips and would occur during the 132 days of grading using 16 cubic yard trucks, all heavy-heavy duty trucks (HHDT). At this time, the source of the soil import has not yet been identified, however it is likely that import trips would access the site from Interstate 10 via South Riverside Avenue and Agua Mansa Road or from State Route 60 via Market Street and Agua Mansa Road. Import trips will comply with all routes and temporary traffic control prescribed in the construction traffic management plan to be prepared for the project prior to the issuance of grading permits. Imported soil will be brought on-site as needed during the grading phase. On-site stock piling and soil storage is not anticipated during construction.

Table TR-1: Off-Site Construction Trips

Activity	Construction Trips per Day		Total Trips
	Worker	Vendor	Haul
Demolition	15	0	1,039
Site Preparation	18	0	0
Grading	20	0	37,250
Construction	0	313	0
Paving	15	0	0
Architectural Coatings	10	0	0

Source: CalEEMod; see Appendix A

It is anticipated that soil import would occur consistently throughout the 132 days of grading and would generate approximately 342 trips per day (171 inbound and 171 outbound). Assuming an 8-hour workday, soil import could generate up to 44 trips per hour. When adjusted to passenger car equivalents, which accounts for the size and weight of haul trucks, approximately 132 trips per hour would be generated. All construction trips would be temporary and would be subject to the requirements of the construction traffic management plan. Therefore, significant long-term impacts due to construction trips are not anticipated.

Operations

As discussed in the project description, the parking lot will be used for FedEx Ground drivers (Contracted Service Providers – CSPs). FedEx would utilize the entire site and no other site users are anticipated due to operational and security concerns. The CSPs would arrive in their personal vehicles and park, then drive a tractor to the FedEx Rialto Hub located 330 Resource Drive, Bloomington, CA or the West Rialto Station located at 11600 Cactus Ave., Bloomington, CA. CSPs would then pick up a trailer and dispatch from the hub. Drivers would return to drop their trailers at the Rialto Hub or West Rialto station then drive the tractor back to the proposed Holly Street lot. When the FedEx facilities are congested, some trailers would be returned to the Holly Street lot along with the tractor. Access to the site would be provided via a transponder-operated gate. Security from the FedEx facility would roam between the

FedEx site and the proposed Holly Street parking lot and would patrol the site on a regular basis, approximately every 2 hours or 12 times per day.

It is anticipated that approximately 9 CSPs will arrive at the site every hour and will shuttle 9 tractors/trailers to the Rialto Hub or West Rialto Station. This number could be as low as 5 per hour during off-peak times. The potential trip generation of the project has been evaluated based on the proposed operation of the site and is shown in Table TR-2. Trips are shown as total trips, as well as the passenger car equivalent (PCE) trips. PCE accounts for the fact that a truck has a slower start-up time, takes up more roadway space and has reduced maneuverability when compared to a passenger car.

Table TR-2: Site Trip Generation

	Total Vehicles									
	Daily			AM Peak			PM Peak			
	In	Out	Total	In	Out	Total	In	Out	Total	
Drivers Entering ¹	216	0	216	9	0	9	9	0	9	
Tractors Departing to Rialto Hub ¹	0	216	216	0	9	9	0	9	9	
Tractors Arriving at Holly St. Lot	216	0	216	9	0	9	9	0	9	
Drivers Exiting	0	216	216	0	9	9	0	9	9	
Total	432	432	864	18	18	36	18	18	36	
	Passenger Car Equivalent (PCE)									
	PCE Factor	Daily			AM Peak			PM Peak		
		In	Out	Total	In	Out	Total	In	Out	Total
Drivers Entering ¹	1.0	216	0	216	9	0	9	9	0	9
Tractors Departing to Rialto Hub (PCE) ²	1.5	0	324	324	0	14	14	0	14	14
Tractors Arriving at Holly St. Lot (PCE) ³	1.5	162	0	162	7	0	7	7	0	7
Tractor-Trailers Arriving at Holly St. Lot (PCE) ³	3.0	324	0	324	14	0	14	14	0	14
Drivers Exiting	1.0	0	216	216	0	9	9	0	9	9
Total Project Trip Generation		702	540	1242	29	23	52	29	23	52
Existing Trip Generation (Milestone MX Park)		128	128	256	12	5	17	4	3	7
Net New Trips		574	412	986	17	18	35	25	20	45

¹ Trip generation based on 9 drivers/hour arriving at the Holly Street lot in their personal vehicle, picking up a tractor and driving to the FedEx Rialto hub to pick up a loaded trailer.

² PCE = Passenger Car Equivalent. A factor of 1.5 is used for tractors without trailer and 3.0 is used for tractors with trailers.

³ Drivers would drop trailers at the FedEx Rialto hub and return to the Holly Street lot with a tractor only. Some may return with a trailer if the Rialto yard is congested. The calculation assumes that half of all tractors returning to Holly Street would have trailers and are calculated with a PCE of 3.0.

Table TR-1 also accounts for the existing trip generation of the Milestone MX Park. The existing trip generation at the Holly Street Driveway to Milestone MX park was counted on Tuesday, November 27, 2018. The existing daily and peak hour trips at Milestone MX park are documented in the table and reduced from the project's trip generation, as these trips are already generated by the site.

The County of San Bernardino Traffic Impact Study Guidelines indicate projects that generate 100 or more trips during any peak hour have the potential to create a traffic impact. The proposed project would generate approximately 35 net new AM and 45 net new PM peak hour trips, and therefore may not require preparation of a Traffic Impact Assessment. Furthermore, as the proposed project would generate a maximum of 45 peak hour trips, potential traffic impacts from the project would be less than significant.

XVI-c) **No Impact.** The proposed project is not located near an airport. The closest airports to the project site are the Flabob Airport, which is approximately 2.85 miles southwest of the project site, and the Riverside Municipal Airport, which is 5.95 miles southwest of the project site. In addition, the project would develop a parking lot that would not extend into navigable airspace. Therefore, the proposed project would not result in a change in air traffic patterns, and impacts would not occur.

XVI-d) **Less Than Significant Impact.** The proposed project includes development of new parking lot that would be utilized for FedEx employee parking and trailer parking and storage. The project does not include any incompatible uses. The project would also not increase any hazards related to a design feature. Access to the project would be provided from a 40-foot wide main driveway along Holly Street with a transponder-operated gate and a secondary emergency fire access driveway on Holly Street that would be gated and secured with a Knox Box that allows emergency personnel to enter, as necessary. The project driveways have been designed for adequate for passenger car and delivery truck ingress/egress that meets California Fire Code.

Additionally, the project does not include any visual obstructions that would obstruct sight distance or that would prohibit full access in, and out of, the project area. Thus, motorists entering and exiting the project site would be able to do so comfortably, safely, and without undue congestion. As such, project access and circulation would be adequate, and project impacts related to hazardous design features would be less than significant.

XVI-e) **No Impact.** The proposed construction activities, including equipment and supply staging and storage, would occur within the project site and would not restrict access of emergency vehicles to the project site or adjacent areas. During construction, Holly Street would remain open to ensure adequate emergency access to the project area and vicinity. Thus, impacts related to inadequate emergency access during construction activities would not occur.

The proposed project would operate with a 40-foot wide main driveway along Holly Street and a secondary emergency fire access driveway on Holly Street that would be permitted and approved in compliance with existing safety regulations, such as the California Fire Code, to ensure that it would not result in inadequate emergency access.

XVI-f) **No Impact.** Existing transit service in the County is provided by Omnitrans; however, there are no bus routes that directly serves the project site and there are no existing sidewalks or bicycle lanes near the project site. Construction of the proposed project would not remove or alter any sidewalk or transit service access. Therefore, the proposed project would not result in conflicts related to public transit, bicycle, or pedestrian facilities, and impacts would not occur.

No significant adverse impacts are identified and no mitigation measures are required. The project would be conditioned to comply with all applicable County of San Bernardino regulations and conditions of approval.

TRAN 1 – Prior to issuance of a grading permit, the Applicant shall prepare and submit a construction traffic management plan to the Department of Public Works, Traffic Division to determine if a maintenance agreement (during construction) with the County would be required. The construction traffic management plan will address and show, to include, but not be limited to the following:

-
- number of trucks and type of trucks (size)
 - the total number of Equivalent Single Axle Loads (ESALs)
 - hours of construction activities
 - haul routes
 - identification of a single point of contact to respond to inquiries or concerns of surrounding residents and businesses, as well as the general public
 - staging and parking areas
 - air quality controls and noise controls
 - coordination with local agencies along the haul route and emergency services providers (if required)
 - any necessary traffic control for trucks accessing the project site.

Tran 2 – Prior to issuance of a building permit, the Applicant will prepare and submit a congestion management plan traffic impact study (CMP-TIA), in alignment with legislative requirements and the San Bernardino County Congestion Management Plan, subject to the approval of the Department of Public Works, which will identify the necessary Regional Facilities (including but not limited to roadways, intersections, interchanges, etc.) and non-Regional Facilities (Ad-Hoc) fair-share fees. Such fees shall be paid prior to building permit issuance.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XVII.	TRIBAL CULTURAL RESOURCES- Would the project:				
	Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a)	Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

The discussion below is based on the Phase 1 Cultural and Paleontological Resources Assessment, prepared by Material Culture Consulting, March 2018 (MCC 2018).

XVII-a) **Less Than Significant Impact.** The project site includes off-road motorcycle course, single-family residences, barns, stables, storage sheds, canopies, and horse corals, which are not tribal cultural resources. Additionally, no tribal cultural historic resources are known to be located on the highly disturbed site (MCC 2018). Therefore, implementation of the proposed project would not cause a substantial adverse change in the significance of a tribal cultural resource, and impacts would not occur.

XVII-b) **Less Than Significant Impact With Mitigation Incorporated.**
Assembly Bill 52

Chapter 532, Statutes of 2014 (i.e., Assembly Bill [AB] 52), requires that Lead Agencies evaluate a project's potential to impact "tribal cultural resources." Such resources include "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources." AB 52 also gives Lead Agencies the discretion to determine, supported by substantial evidence, whether a resource qualifies as a "tribal cultural resource." Also, per AB 52 (specifically PRC 21080.3.1), Native American consultation is required upon request by a California Native American tribe that has previously requested that the County provide it with notice of such projects.

As part of the Cultural Assessment prepared by Material Culture Consulting, a search of the Sacred Lands File by the Native American Heritage Commission (NAHC) was requested on June 13, 2017. The

NAHC responded on June 16, 2017, stating that no known sacred lands are located within 0.5 mile of the project site and recommended contact be made with 32 tribes for further information regarding the general project vicinity. Thus, letters were sent to the 32 tribal contacts on June 19, 2017 requesting any information related to cultural resources or heritage sites within or adjacent to the project area. Additional attempts to contact by letter, email, or phone call were made on June 26 and June 28, 2017.

- On June 23, 2017 Jessica Mauck, representing the San Manuel Band of Mission Indians, responded requested more information on engineering plans for the project, inquired on the possibility of shovel test probes, remote sensing, and/or deep testing via controlled units or trenching of appropriate landscapes
- On June 26, 2017 Goldie Walker, representing the Serrano Nation of Mission Indians requested to be notified of any potential discoveries made during the project.
- On June 26, 2017 the following tribe representatives requested digital copies of the letters: Joseph Ontiveros, representing the Soboba Band of Luiseno Indians; Shasta Gaughen, representing the Pala Band of Mission Indians; Ray Huaute, representing the Morongo Band of Mission Indians; Andrew Salas, representing the Gabrieleno Band of Mission Indians-Kizh Nation, Robert Dorame, representing the Gabrielino Tongva Indians of California Tribal Council, and Bobby Ray Esparza, representing the Cahuilla Band of Indians.
- On June 26, 2017, John Valenzuela, representing the San Fernando Band of Mission Indians responded stating the project area falls out of the region of the tribe's interest.

The primary purpose of AB 52 is to establish a consultation process between potentially affected Native American tribes and CEQA lead agencies that aims to identify tribal cultural resources that would potentially be impacted by a proposed project. During the AB 52 consultation process, the County of San Bernardino was notified by Native American tribes with traditional use areas that encompasses the project site that buried tribal cultural resources had the potential to be uncovered on the project site during construction. Accordingly, although not anticipated, implementation of the project could cause a substantial adverse change in the significance of a tribal cultural resource. Mitigation would be required.

Implementation of Mitigation Measures (MM) TCR-1 through MM TCR-7 would ensure the proper identification and subsequent treatment of any tribal cultural resources that may be encountered during ground-disturbing construction activities associated with the proposed project. With implementation of the required mitigation, the project's potential impact to tribal cultural resources would be reduced to less-than-significant.

Mitigation Measures:

TCR-1 - Retain a Native American Monitor/Consultant: *The Project Applicant shall be required to retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Gabrieleno Band of Mission Indians-Kizh Nation Tribal Government and is listed under the NAHC's Tribal Contact list for the area of the project location. This list is provided by the NAHC. The monitor/consultant will only be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleno Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor/consultant will complete daily monitoring logs that will provide*

descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.

TCR-2 – Unanticipated Discovery of Tribal Cultural and Archaeological Resources: Upon discovery of any archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant approved by the Gabrieleño Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. Work may continue on other parts of the project while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource", time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and, **Public Resources Code Sections 21083.2(b)** for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to a local school or historical society in the area for educational purposes.

TCR-3 – Unanticipated Discovery Of Human Remains and Associated Funerary Objects : Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC) and PRC 5097.98 shall be followed.

TCR-4 – Resource Assessment and Continuation of Work Protocol: Upon discovery, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 150 feet and place an exclusion zone around the burial. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).

TCR-5 – Kizh-Gabrieleno Procedures for burials and funerary remains: If the Gabrieleno Band of Mission Indians – Kizh Nation is designated MLD, the following treatment measures shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In

ancient as well as historic times, Tribal Traditions included, but were not limited to, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. These remains are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.

TCR-6 – Treatment Measures: Prior to the continuation of ground disturbing activities, the land owner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive diagnostics on human remains.

Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

TCR-7 – Professional Standards: Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XVIII.	UTILITIES AND SERVICE SYSTEMS - Would the project:				
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f)	Be served by a landfill(s) with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g)	Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION:

XVIII-a) **No Impact.** The project area is within the jurisdiction of the Santa Ana RWQCB. The proposed project would not exceed wastewater treatment requirements of the Santa Ana RWQCB. During construction, wastewater would be contained within portable toilet facilities and disposed of at an approved site. No employees would be permanently stationed at the site, and the parking/storage facility would not include restrooms. The project would not involve discharge of wastewater. Thus, impacts related to wastewater treatment requirements of the applicable RWQCB would not occur from the proposed project.

XVIII-b) **No Impact.** No employees would be permanently stationed at the site, and the parking lot trailer storage facility would not need water supplies or include restroom facilities. There would be no demand for water supplies or wastewater service, and water and wastewater infrastructure would not be developed. Therefore, no impacts related to requiring the construction of new or expansion of existing water or wastewater facilities would occur from implementation of the proposed project.

- XVIII-c) **Less Than Significant Impact.** The proposed project includes development of onsite storm water drainage features that would direct runoff from the parking lot surface to drainage inlets and gutters that would convey runoff to an infiltration basin that would be located in the southern portion of the project site. The project is required to implement a WQMP (as included by PPP WQ-2) to infiltrate, evapotranspire, or biotreat/biofilter the 85th percentile 24-hour storm event. As provided in the Project Description, the proposed drainage system and infiltration basin would capture and filter runoff. Due to the appropriate sizing of the onsite drainage features, operation of the proposed project would not substantially increase stormwater runoff, and the project would not require or result in the construction of new off-site storm water drainage facilities or expansion of existing offsite facilities, the construction of which could cause significant environmental effects. The required installation of onsite drainage features is included as part of the proposed project and would not result in any physical environmental effects beyond those identified in other sections of this IS/MND. Overall, impacts related to stormwater drainage facilities would be less than significant.
- XVIII-d) **No Impact.** As described, previously, no employees would be permanently stationed at the site, and the parking lot trailer storage facility would not need water supplies or include restroom facilities. There would be no demand for water supplies and water and wastewater infrastructure would not be developed. Therefore, no new or expanded water entitlements would be needed, and impacts related to water supply would not occur.
- XVIII-e) **No Impact.** As described previously, no employees would be permanently stationed at the site, and the parking lot trailer storage facility would not include restroom facilities. There would be no demand for wastewater service, and wastewater infrastructure would not be developed. Therefore, the proposed project would not result in a determination by a wastewater treatment provider that it does not have adequate capacity to serve the project in addition to existing commitments, and impacts would not occur.
- XVIII-f) **Less Than Significant Impact.** The proposed project would generate a limited amount of solid waste from demolition and construction activities . Solid waste generated near the project site is generally disposed of at the Mid-Valley Sanitary Landfill and the San Timoteo Landfill, described below.
- The Mid-Valley Sanitary Landfill is permitted to accept 7,500 tons per day of solid waste and is permitted to operate through 2033. In August 2018, the landfill averaged 3,900 tons per day; thus, having an average capacity for 3,600 additional tons of daily solid waste.
 - The San Timoteo is permitted to accept 2,000 tons per day of solid waste and is permitted to operate through 2043.
- These two landfills have the capacity to accommodate the solid waste needs related to construction of the proposed project. Additionally, the project would be provided to ease congestion and efficient operation of parking and storage of trailers. Operation of the parking lot would not generate substantial amounts of solid waste. Therefore, impacts related to landfill capacity would be less than significant.
- XVIII-g) **No Impact.** The proposed project would be required to comply with applicable federal, state, and local regulations regarding the proper disposal of solid waste generated onsite, including AB 939, AB 341, and the California Green Building Code (24 CCR Part 11) as each relates to solid waste

and recycling. Impacts related to compliance with federal, state, and local statutes and regulations related to solid waste would not occur from implementation of the proposed project.

No significant adverse impacts are identified or anticipated and no mitigation measures are required. The project would be conditioned to comply with all applicable County of San Bernardino regulations and conditions of approval.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XIX. MANDATORY FINDINGS OF SIGNIFICANCE:				
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects, which will cause Substantial adverse effects on human beings, either directly Or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

XIX-a) **Less Than Significant Impact With Mitigation Incorporated.** As described in Section 4, Biological Resources, the development area of the project site is highly disturbed from existing uses and currently contains an off-road motorcycle race track and various structures. However, potentially suitable habitat for burrowing owls occurs on-site. As a result, Mitigation Measure BIO-1 requires burrowing owl surveys to be conducted prior to start of demolition or construction activities. In addition, the project site includes nesting habitat for birds that are subject to the MBTA. Thus, Mitigation Measure BIO-2 requires nesting bird surveys should demolition or construction commence within the nesting season. With implementation of Mitigation Measures BIO-1 and BIO-2, impacts related to sensitive habitat and wildlife species would be less than significant.

As described in Section 5, Cultural Resources, although the project site is highly disturbed from past activities, there is a potential for encountering both prehistoric and historic-era materials associated with continued occupation of the region, particularly near the river bank. Therefore, Mitigation Measure CULT-1 has been included to halt work within 50 feet of uncovering any potential archaeological resources during ground-disturbing activities until the find can be evaluated by a qualified archaeologist. With implementation of Mitigation Measure CULT-1, potential impacts related to elimination of important examples of the major periods of California history or prehistory would be less than significant.

XIX-b) **Less Than Significant Impact.** The project consists of removing the existing site uses and developing new parking and trailer storage facilities for existing uses FedEx uses 2.1 miles from the

project site. The project would be consistent with the existing Agua Mansa Industrial Corridor Specific Plan designation for the project site.

As described above, all of the potential impacts related to implementation of the project would be less than significant or reduced to a less than significant level with implementation of mitigation measures related to biological resources, cultural resources, and tribal cultural resources. In addition, the project would develop an area that has been previously disturbed. Thus, impacts to environmental resources or issue areas would not be cumulatively considerable; and cumulative impacts would be less than significant.

- XIX-c) **Less Than Significant Impact With Mitigation Incorporated.** The proposed project would result in development of new parking and trailer storage facilities for existing uses FedEx uses 2.1 miles from the project site. The project would not consist of any use or any activities that would result in a substantial negative affect any persons in the vicinity. All resource topics associated with the proposed project have been analyzed in accordance with CEQA and the State CEQA Guidelines and were found to pose no impacts, less than significant impacts, or less than significant impacts with mitigation, as previously detailed. Consequently, the project would not result in any environmental effects that would cause substantial adverse effects on human beings directly or indirectly, with implementation of the mitigation measures that have been previously detailed.

XX. MITIGATION MEASURES

(Any mitigation measures, which are not self-monitoring shall have a Mitigation Monitoring and Reporting Program prepared and adopted at time of project approval)

SELF MONITORING MITIGATION MEASURES: (Condition compliance will be verified by existing procedure)

Mitigation Measures/Conditions Of Approval

- III-1 Construction plans and specifications shall state that the construction contractor shall use off-road diesel construction equipment that complies with EPA/CARB Tier 4 emissions standards and shall ensure that all construction equipment be tuned and maintained in accordance with the manufacturer's specifications.*
- III - 2 Prior to the issuance of grading permits, the project applicant shall identify the source of all imported soil and proposed truck travel routes for hauling imported soil to the project site, which the County shall confirm is consistent with the analysis in the project Initial Study.*
- IV-1 **Burrowing Owl:** Prior to the issuance of the first grading or building permits a focused burrowing owl survey shall be conducted no more than 30 days prior to ground disturbance within the project site and a 150-meter survey area surrounding the project site, pursuant to the requirements of the 2012 CDFG Staff Report on Burrowing Owl Mitigation. After completion of appropriate surveys, a final report shall be submitted to the County of San Bernardino Building and Safety Division and the California Department of Fish and Wildlife (CDFW) within 14 days following completion. The report shall detail survey methods, transect width, duration, conditions, results of the survey, and any actions required to avoid impacts to burrowing owl.*
- IV-2 **Nesting Birds:** If vegetation removal is required during the nesting bird season (between February 15 and August 31), conduct take avoidance surveys for nesting birds within 100-feet of areas proposed for demolition and/or vegetation removal. Surveys should be conducted by a qualified biologist(s) within three days of vegetation removal. If active nests are observed, a qualified biologist will determine appropriate minimum disturbance buffers or other adaptive mitigation techniques (e.g., biological monitoring of active nests during construction-related activities, staggered schedules, etc.) to ensure that impacts to nesting birds are avoided until the nest is no longer active.*
- V-1 **Archaeological Resources:** Prior to the issuance of the first grading permit, the applicant shall provide a letter to the County of San Bernardino Building and Safety Division, or designee, from a qualified professional archeologist meeting the Secretary of Interior's Professional Qualifications for Archaeology as defined at 36 CFR Part 61, Appendix A stating that the archeologist has been retained to provide on-call services in the event archeological resources are discovered. The archeologist shall be present at the pre-grading conference to establish procedures for archeological resource surveillance. In the event a previously unrecorded archaeological deposit is encountered during construction, all activity within 50 feet of the area of discovery shall cease and the County shall be immediately notified. The archeologist shall be contacted to flag the area in the field and determine if the archaeological deposits meet the CEQA definition of historical (State CEQA Guidelines 15064.5(a)) and/or unique archaeological resource (Public Resources Code 21083.2(g)). If the find is considered a "resource" the archeologist shall pursue either protection in place or recovery, salvage and treatment of the deposits. Recovery, salvage and treatment protocols shall be developed in accordance with applicable provisions of Public Resource Code Section 21083.2 and State CEQA Guidelines 15064.5 and 15126.4. If unique archaeological resources cannot be preserved in place*

or left in an undisturbed state, recovery, salvage and treatment shall be required at the applicant's expense. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the archaeologist. Resources shall be identified and curated into an established accredited professional repository. The archaeologist shall have a repository agreement in hand prior to initiating recovery of the resource. Excavation as a treatment option will be restricted to those parts of the unique archaeological resource that would be damaged or destroyed by the project.

- V-2 **Paleontological Resources:** *Prior to the issuance of the first grading permit, the applicant shall provide a letter to the County of San Bernardino Building and Safety Division from a paleontologist selected from the roll of qualified paleontologists maintained by the County, stating that the paleontologist has been retained to provide services for the project. The paleontologist shall develop a Paleontological Resources Impact Mitigation Plan (PRIMP) to mitigate the potential impacts to unknown buried paleontological resources that may exist onsite for the review and approval by the County. The PRIMP shall require that the paleontologist be present at the pre-grading conference to establish procedures for paleontological resource surveillance. The PRIMP shall require spot-check monitoring of any project excavations that have the potential to impact paleontological resources in undisturbed native sediments below 10 feet in depth. The project paleontologist may re-evaluate the necessity for paleontological monitoring after examination of the affected sediments during excavation, with approval from the County.*

All significant fossils collected shall be prepared in a properly equipped paleontology laboratory to a point ready for curation pursuant to the Society of Vertebrate Paleontology (SVP) professional standards. Following laboratory work, all fossils specimens shall be identified to the lowest taxonomic level, cataloged, analyzed, and delivered to the Western Science Center for permanent curation and storage. The cost of curation is assessed by the repository and is the responsibility of the project applicant.

At the conclusion of laboratory work and museum curation, a final report shall be prepared and submitted to the County describing the results of the paleontological mitigation monitoring efforts associated with the project. The report shall include a summary of the field and laboratory methods, an overview of the project area geology and paleontology, a list of taxa recovered (if any), an analysis of fossils recovered (if any) and their scientific significance, and recommendations. If the monitoring efforts produced fossils, then a copy of the report shall also be submitted to the Western Science Center.

Transportation/Traffic

- XVI-1 **TRAN 1** – Prior to issuance of a grading permit, the Applicant will prepare a construction traffic management plan, which will be approved by the County. The construction traffic management plan will address include, but not be limited to the following:
- hours of construction activities
 - haul routes
 - identification of a single point of contact to respond to inquiries or concerns of surrounding residents and businesses, as well as the general public
 - staging and parking areas
 - air quality controls and noise controls
 - coordination with local agencies along the haul route and emergency services providers (if required)

- any necessary traffic control for trucks accessing the project site.

XVI-2 Tran 2 – Prior to final inspection, the Applicant will prepare and the County will approve a Congestion Management Plan (CMP) traffic analysis, which will identify the necessary Regional Facilities (including but not limited to roadways, intersections, interchanges, etc.) and non-Regional Facilities (Ad-Hoc) fair-share fees. Such fees shall be paid prior to final inspection .

Tribal Cultural Resources

XVII-1 **TCR-1 - Retain a Native American Monitor/Consultant:** *The Project Applicant shall be required to retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the NAHC's Tribal Contact list for the area of the project location. This list is provided by the NAHC. The monitor/consultant will only be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.*

XVII-2 **TCR-2 – Unanticipated Discovery of Tribal Cultural and Archaeological Resources:** *Upon discovery of any archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant approved by the Gabrieleño Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. Work may continue on other parts of the project while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource", time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and, **Public Resources Code Sections 21083.2(b)** for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to a local school or historical society in the area for educational purposes.*

XVII-3 **TCR-3 – Unanticipated Discovery Of Human Remains and Associated Funerary Objects :** *Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5*

dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC) and PRC 5097.98 shall be followed.

XVII-4

TCR-4 – Resource Assessment and Continuation of Work Protocol: *Upon discovery, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 150 feet and place an exclusion zone around the burial. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).*

XVII-5

TCR-5 – Kizh-Gabrieleno Procedures for burials and funerary remains: *If the Gabrieleno Band of Mission Indians – Kizh Nation is designated MLD, the following treatment measures shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. These remains are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.*

XVII-6

TCR-6 – Treatment Measures: *Prior to the continuation of ground disturbing activities, the land owner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive diagnostics on human remains.*

Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location

agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

XVII-7

TCR-7 – Professional Standards: *Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.*

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