

**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:

APNs:	0261-161-15, 16, 17	USGS Quad:	San Bernardino
Applicant :	Fast Cargo Inc.	T, R, Section:	2N, 5W, 34
Location	19672 Kendall Drive		
Project No:	PROJ-2021-00001	Community Plan:	Glen Helen
Rep	Maria G. Estrada	LUZD:	GH/SP-CI Glen Helen/Specific Plan- Corridor Industrial
Proposal:	Conditional Use Permit to construct and operate a Truck Sale/Truck Terminal Dispatch yard containing approximately 39 truck parking stalls, the primary site will be merged with two adjacent parcels to create a three (3) acre parcel. An existing 1,918 square foot dwelling and 900 square foot garage will function for office and storage purposes.	Overlays:	None

PROJECT CONTACT INFORMATION:

Lead agency: County of San Bernardino
Land Use Services Department
385 N. Arrowhead Avenue, 1st Floor
San Bernardino, CA 92415-0182

Contact person: Reuben Arceo, Contract Planner
Phone No: (909) 387-4387 **Fax No:** (909) 387-3223
E-mail: Reuben.Arceo@lus.sbcounty.gov

Project Sponsor Landin & Associates
16689 E Foothill Blvd
Fontana, CA 92335
909-489-0466

PROJECT DESCRIPTION:

Conditional Use Permit to construct and operate a Truck Sale/Truck Terminal Dispatch yard containing approximately 39 truck parking stalls, **Exhibit 2** the primary site will be merged with two adjacent parcels to create a three (3) acre parcel. An existing 1,918 square foot dwelling and 900 square foot garage will function for office and storage purposes.

ENVIRONMENTAL/EXISTING SITE CONDITIONS:

AREA	EXISTING LAND USE	OFFICIAL LAND USE DISTRICT
Site	Vacant and truck parking, Single-family residences	GH/SP-CI
North	I-215	None
South	Kendall Drive followed by industrial development	GH/SP-CI
East	Pallet yard	GH/SP-CI
West	Vacant	GH/SP-CI

The site is three parcels **Exhibit 1**, one a vacant single-family residential property APN# 0261-161-15, another used for single-family residential APN #0261-161-16 and a mobile truck repair business with truck parking and the third being used for an active trucking yard APN# 0261-161-17 and has been graded and paved with concrete (front 30% off of Kendall Dr.), recycled asphalt and gravel road base. The properties are elongated and together approximately 450 feet in length (NE to SW) and 300 feet in width and have some cinderblock walls along the site perimeter on the north and south sides. The northeast end fronting the southernmost alignment of the I-215 is chain-link fence with silt fencing along the bottom and completely covered in advertising banners. A wooden pallet and trucking storage yard are adjacent to the east and Kendall Drive followed by industrial business to the south. There is limited vegetation on the site with the exception of a few trees and individual weedy species growing along the base of the cinderblock walls.

Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):

Federal: None; State of California: None; County of San Bernardino: Land Use Services - Building and Safety and Code Enforcement, Public Works. County Fire, LAFCO: Local: City of San Bernardino for sewer service.

CONSULTATION WITH CALIFORNIA NATIVE AMERICAN TRIBES

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Tribal Consultation has occurred with the San Manuel Band of Mission Indians. Recommended mitigation measures were provided by the tribe and incorporated into this document as both mitigation measures and conditions of approval.

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

EVALUATION FORMAT

This Initial Study is prepared in compliance with the California Environmental Quality Act (CEQA) pursuant to Public Resources Code 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. This format of the study is presented as follows. The project is evaluated based on its effect on 20 major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

Potentially Significant Impact	Less than Significant With Mitigation Incorporated	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. The required mitigation measures are: (List of mitigation measures)
4. **Potentially Significant Impact:** Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts, which are (List of the impacts requiring analysis within the EIR).

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 will 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 and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <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 | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by the Lead Agency)

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 ENVIRONMENTAL IMPACT REPORT document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. A MITIGATED NEGATIVE DECLARATION will be prepared to 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: Reuben Arceo, Contract Planner

10/18/2021



Signature: Dave Prusch, Supervising Planner

10/18/2021

Date

APPENDICES (On Compact Disk or Under Separate Cover)

- A. Air Quality and Greenhouse Gas Emissions Computer Model Printouts.
- B. Biological Resources Assessment, Jurisdictional Waters Delineation.
- C. Phase Cultural Resources Assessment.

Exhibit 1. Project Location Map/Aerial Photo

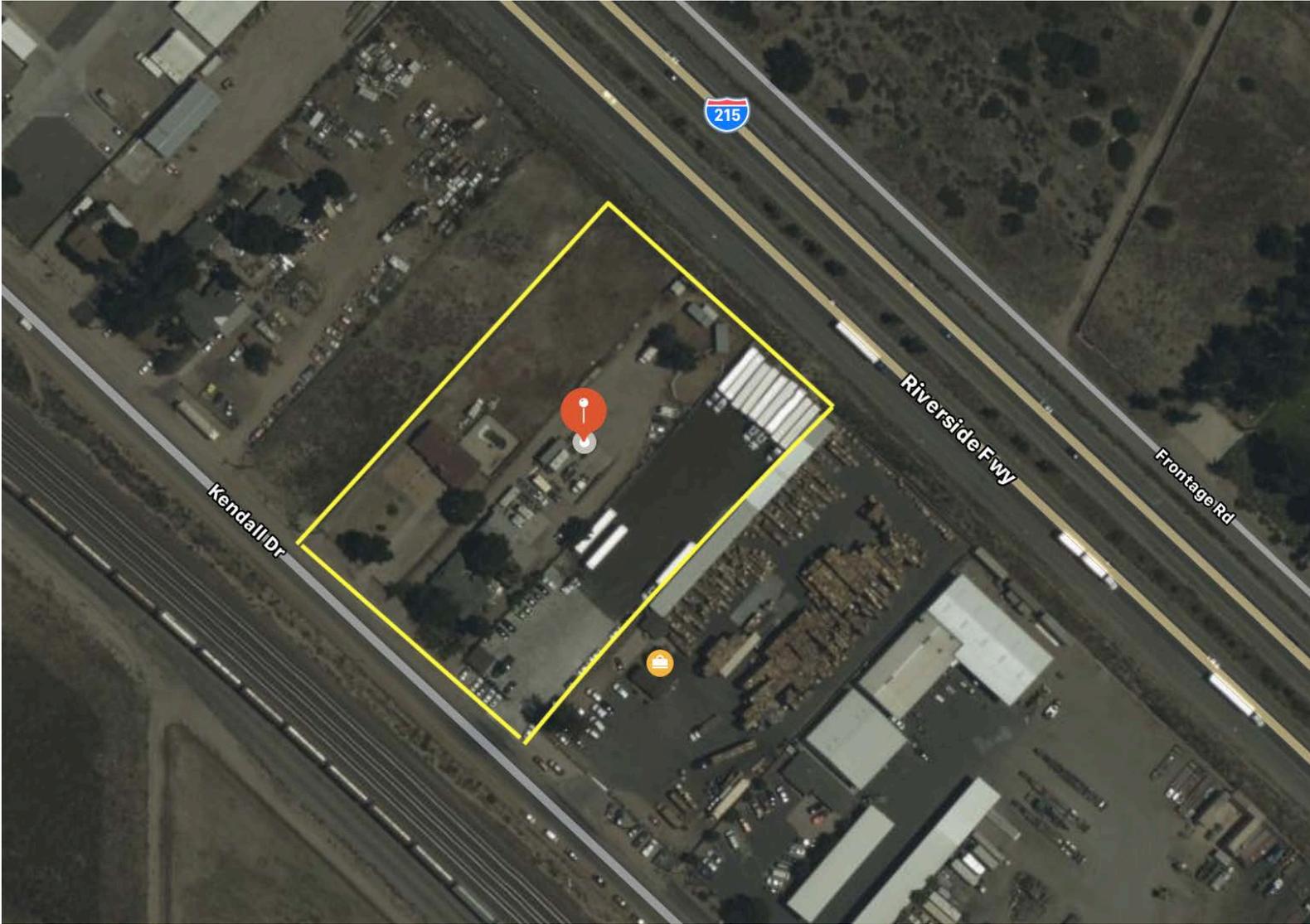


Exhibit 2. Site Plan

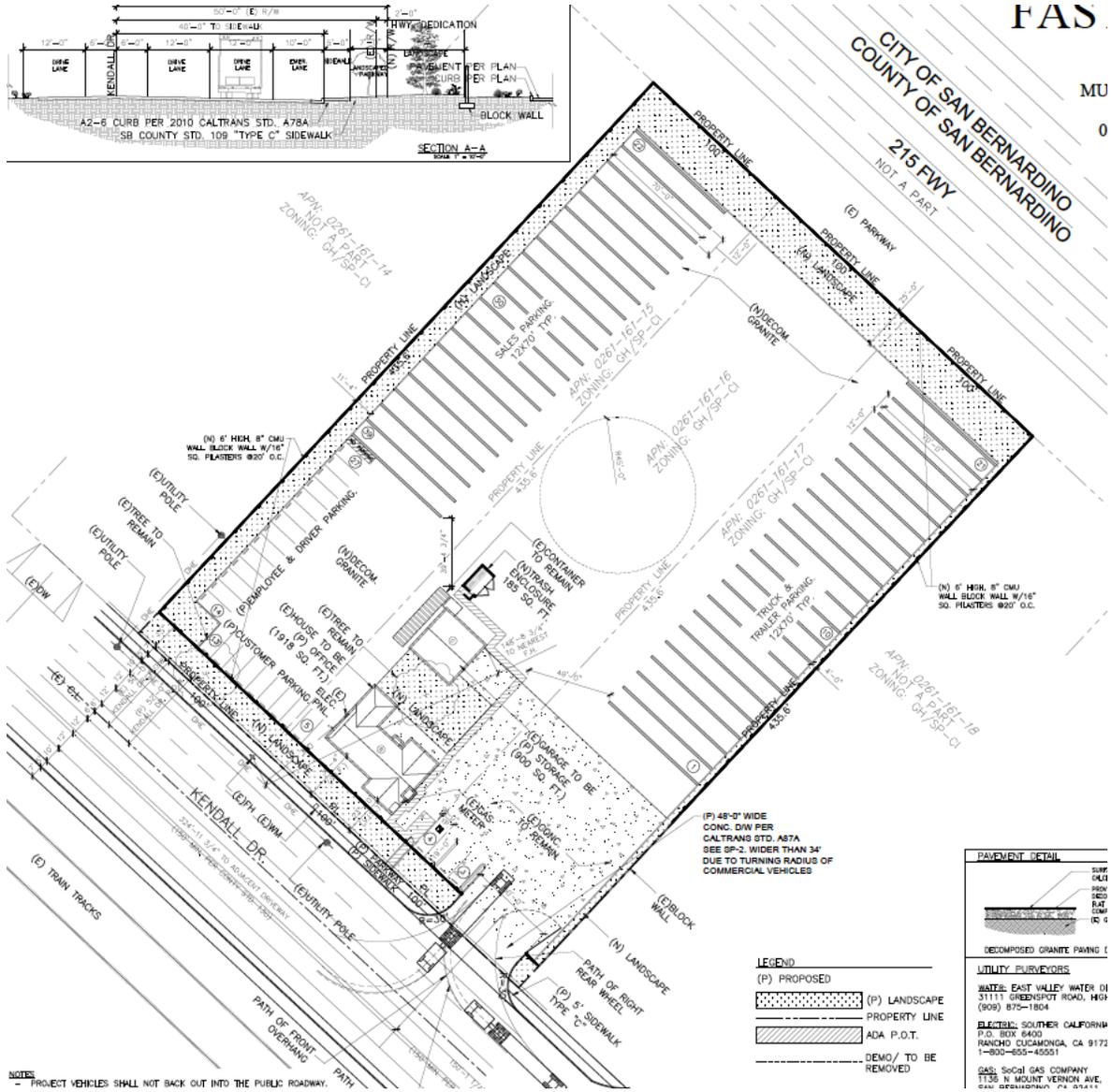
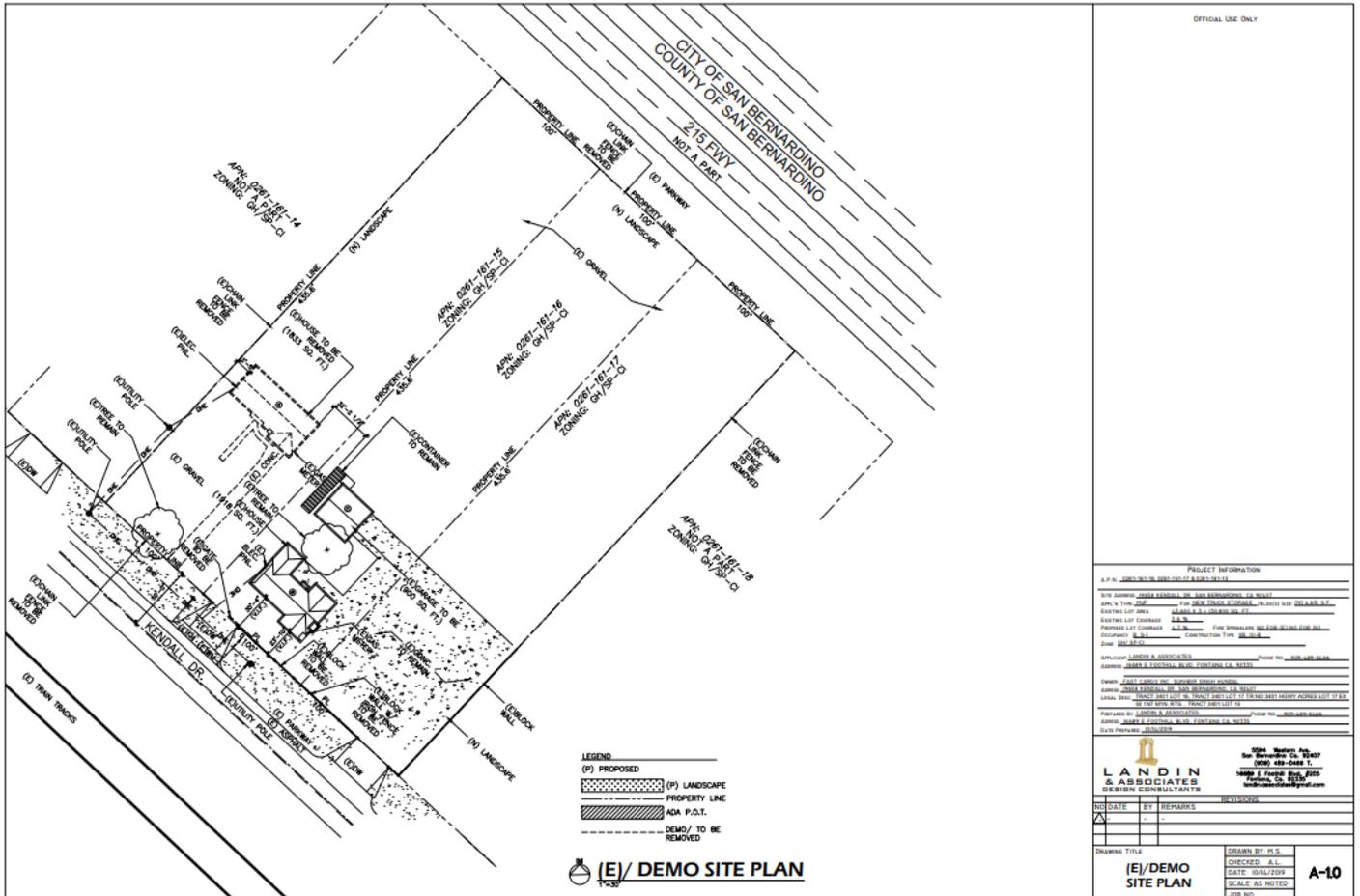


Exhibit 3.
 Demolition Plan



OFFICIAL USE ONLY

CITY OF SAN BERNARDINO
 COUNTY OF SAN BERNARDINO

215 FWY
 NOT A PART

APN: 0261-161-15
 ZONING: GH/SP-CI

APN: 0261-161-16
 ZONING: GH/SP-CI

APN: 0261-161-17
 ZONING: GH/SP-CI

APN: 0261-161-18
 ZONING: GH/SP-CI

KENDALL DR

215 FWY

LEGEND

(P) PROPOSED

(P) LANDSCAPE

PROPERTY LINE

ADA P.O.T.

DEMO/ TO BE REMOVED

[E]/ DEMO SITE PLAN

1-35

PROJECT INFORMATION

APN: 0261-161-15, 16, 17 & 18

DATE: 10/18/2021

DRAWN BY: H.S.

CHECKED: A.L.

DATE: 10/18/2021

SCALE: AS NOTED

JOB NO.

A-10

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
AESTHETICS - Would the project				
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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<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 view-shed of any Scenic Route listed in the General Plan):

- I a) **Less Than Significant Impact.** According to the Glen Helen Specific Plan, the project site is located within the “I-215 Scenic Corridor” because it is located within 600 feet of I-215. (Ref. Glen Helen Specific Plan pages 2-113 and 2-114).

When a land use is proposed within the Scenic Resources Corridor, the following criteria shall be used to evaluate the project compliance with the intent of the overlay:

1. Building and Structure Placement: *The building and structure placement is compatible with and does not detract from the visual setting or obstruct significant views.*

The project consists of a truck and trailer storage yard for temporary parking of up to 39 tractors and trailers as part of a proposed Truck Sale/Truck Terminal Dispatch yard. The project site is expanding the current truck parking and combining two adjacent parcels that were previously used for a mobile truck repair business and truck parking and a single-family residence. An existing Single-family residence will be converted to office use, a second single-family residence will be demolished located on parcel no. 0261-16-15, **Exhibit 3**, and no new buildings or structures will be constructed.

2. Grading: *The alteration of the natural topography of the site shall be minimized and shall avoid detrimental effects to the visual setting of the designated area and the existing natural drainage system. Alterations of the natural topography should be screened from view from either the scenic highway or the adjacent scenic and recreational resource by landscaping and plantings which harmonize with the natural landscape of the designated area, and which are capable of surviving with a minimum of maintenance and supplemental water.*

The site is relatively flat with less than 1% slope. Minimum grading is proposed to prepare the site for the decomposed granite that will be used for the truck parking areas. As such, the alteration of the natural topography of the site is minimized and avoids detrimental effects to the visual setting of the designated area and the existing natural drainage system.

3. Outside Storage Areas: *Outside storage areas allowed will be completely screened from view of the right-of-way with a six (6) foot high block wall, landscaping and plantings, which are compatible with the local environment and are capable of surviving with a minimum of maintenance and supplemental water.*

An existing metal storage unit, storage areas for truck and trailer parking and a new enclosure for the trash receptacle are proposed. The property will be surrounded by an 8-foot CMU block wall and as such will have a less than significant impact on scenic vistas.

4. Utilities: *All utilities shall be placed underground.*

No new utilities are proposed. The single-family residence being converted to office space will use existing utilities.

Based on the above analysis, the project will have a less than significant impact on a scenic vista.

- I b) **Less than Significant Impact.** The site is not adjacent to a state scenic highway. Although not located adjacent to a state scenic highway, the project site is located within the "I-215 Scenic Corridor" because it is located within 600 feet of I-215.

There are few trees, several of which will remain on the site, no rock outcroppings, or historic buildings on the project site. As such, the project will not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a County Scenic Corridor. As such, there will be a less than significant impact with respect to substantially damaging scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a County Scenic Corridor.

- I c) **Less than Significant Impact.** According to the Census 2000 Urbanized Area Outline Maps, the project site is located in the Riverside-San Bernardino Urbanized Area. The project is subject to mandatory Design Guidelines contained in Division 4 of the Glen Helen Specific Plan, which govern scenic quality. Compliance with these mandatory Design Guidelines requirements will ensure that the project will not conflict with applicable zoning and other regulations governing scenic quality.

- I d) **Less than Significant Impact.** As required by Glen Helen Specific Plan Section GH2.0404, General Provisions, (3) (h), Performance Standards for Commercial and Industrial Districts:

"Lights shall be designed, oriented, and shielded so that glare does not extend beyond the property line to any adjacent property, roadway or freeway. In particular, no glare shall be produced that would be distracting to motorists on the I-15 and I-215 Freeways and their associated transition roads. Lighting levels on the property shall be sufficient to provide for safe operations according to commonly accepted specifications for proper security."

Adherence to this mandatory performance standard will ensure that the project will not create a new source of substantial light or glare trespass onto adjacent properties. As such, impacts are considered less than significant.

		Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
II.	AGRICULTURE AND FORESTRY RESOURCES - 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:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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.	<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 subject property is not identified as 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. As such, there will be no impact to farmland as a result of the project.
- II b) **No Impact.** The subject property and surrounding properties are designated “GH/SP/CI (Glen Helen/Specific Plan/ Corridor Industrial)”. The Corridor Industrial designation totals approximately 262 acres along Cajon Boulevard and Kendall Drive. Future industrial uses are proposed in this corridor. As such, there will be no conflict with existing zoning for agricultural use.

According to the County Assessor’s office, there is no Williamson Act Contract covering the site. As such, there is no conflict with a Williamson Act land conservation contract.

- II c) **No Impact.** The project site is zoned GH/SP/CI (Glen Helen/Specific Plan/ Corridor Industrial). The project site does not contain any forestland, timberland, or timberland zoned as Timberland Production, nor are any forestlands or timberlands located on or nearby the project site. Because no lands on the project site are zoned for forestland or timberland, the project has no potential to impact such zoning. Therefore, no impact would occur.
- II d) **No Impact.** The project site and surrounding properties do not contain forestlands, are not zoned for forestlands, nor are they identified as containing forest resources by the *General Plan*. Because forestland is not present on the project site or in the immediate vicinity of the project site, the project has no potential to result in the loss of forestland or the conversion of forestland to non-forest use. Therefore, no impact would occur.
- II e) **No Impact.** Implementation of the project will not involve other changes in the existing environment, which, due to their location or nature, could result in conversion of other farmland, to non-agricultural use because the site is located in an area, which provides sites for industrial development. The site and surrounding sites are not developed with agricultural uses. Therefore, no impact would occur.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	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 type="checkbox"/>	<input checked="" 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 following responses are based in part on SCAQMD regulations and the California Emissions Estimator Model (CalEEMod) printouts Please reference CalEEMod document for further details (Appendix A).

- III a) **Less Than Significant Impact.** A significant impact could occur if the proposed project conflicts with or obstructs the implementation of South Coast Air Basin 2016 Air Quality Management Plan (AQMP). Conflicts and obstructions that hinder implementation of the AQMP can delay efforts to meet attainment deadlines for criteria pollutants and maintaining existing compliance with applicable air quality standards. Pursuant to the methodology provided in Chapter 12 of the 1993 SCAQMD CEQA Air Quality Handbook, consistency with the AQMP is affirmed when a project (1) does not increase the frequency or severity of an air quality standards violation or cause a new violation and (2) is consistent with the growth assumptions in the AQMP. A consistency review is presented below:
- The project would result in long-term pollutant emissions that are less than the CEQA significance emissions thresholds established by the SCAQMD as demonstrated in Section IIIb of this Initial Study Checklist; therefore, the project could not result in an increase in the frequency or severity of any air quality standards violation and will not cause a new air quality standard violation.
 - The project includes the conversion of an existing Single-Family Residence into office space, the demolition of one Single-Family Residence and continues use and expansion and truck parking on approximately 3 acres. The proposed project is consistent with the development and use standards for the Glen Helen Specific Plan.

The Glen Helen Specific Plan was effective on December 1, 2005 and was last revised on June 2, 2017. It has not been comprehensively updated since the 2012 AQMP was adopted, therefore, the land use projections used in the Glen Helen Specific Plan are assumed to be equivalent to the growth projections utilized in the 2012 AQMP.

Based on the consistency analysis presented above, the proposed project will not conflict with the 2016 AQMP.

- III b) **Less Than Significant Impact.** The CEQA Guidelines indicate that a significant impact would occur if the proposed project would violate any air quality standard or contribute significantly to an existing or projected air quality violation. The applicable thresholds of significance for air emissions generated by the project are established by the South Coast Air Quality Management District (SCAQMD) and are described in Table 2.

Table 2. SCAQMD Significant Emission Thresholds

Criteria Pollutant	Daily Threshold (pounds)
Carbon Monoxide (CO)	550
Oxides of Nitrogen (NOx)	100
Volatile Organic Compounds (VOC)	75
Oxides of Sulphur (SOx)	150
Particulate Matter (PM10)	82
Particulate Matter (PM2.5)	82
<i>Source: SCAQMD Air Quality Management District.</i>	

Emissions generated by the project for operation were modeled using the using the California Emissions Estimator Model (CalEEMod). The results are shown in Table 3 below.

Operational Emissions

Long-term criteria air pollutant emissions will result from the operation of the proposed project. Long-term emissions are categorized as area source emissions, energy demand emissions, and operational emissions. Operational emissions will result from automobile, truck, and other vehicle sources associated with daily trips to and from the project site. The California Emissions Estimator Model (CalEEMod) was utilized to estimate mobile source emissions.

The results of the CalEEMod outputs are summarized in Table 4 (Maximum Daily Construction Emissions). Based on the results of the model, without control measures, maximum daily emissions from the operation of the project will not exceed SCAQMD Thresholds

Table 3. Operational Daily Emissions (lbs/day)

Maximum Daily Emissions	Emissions (pounds per day)					
	NOx	VOC	CO	SOx	PM10	PM2.5
	0.03	0.12	0.5	0.002	0.15	0.04
Regional Threshold	55	55	550	150	150	55
Exceeds Regional Threshold?	NO	NO	NO	NO	NO	NO
<i>Source: Air Quality Modeling Outputs (Appendix A).</i>						

Table 4. Construction Daily Emissions (lbs/day)

Maximum Daily Emissions	Emissions (pounds per day)					
	NOx	VOC	CO	SOx	PM10	PM2.5
	20.24	4.44	16.37	0.03	3.24	2.04
Regional Threshold	100	75	550	150	150	55
Exceeds Regional Threshold?	NO	NO	NO	NO	NO	NO
<i>Source: Air Quality Modeling Outputs (Appendix A).</i>						

Finally, as required by Glen Helen Specific Plan Section GH2.0420 (j) (3) (b), operations or activities shall not cause the emission of any ash, dust, fumes, gases, vapors, or other forms of pollutants that can cause damage to people, animals, vegetation or other property. Emission levels shall not exceed the levels permitted by the rules and regulations of the South Coast Air Quality Management District or the requirements of any Air Quality Plan or the Greenhouse Gas Emissions Reduction Plan adopted by the County of San Bernardino.

III c) **Less Than Significant Impact.** The project area is designated as a non-attainment area for ozone and a non-attainment area for PM2.5 and PM10. The Project would comply with the mandatory requirements of SCAQMD’s Rule 403 (fugitive dust control) during construction, as well as all other adopted AQMP emissions control measures. The project also is required to comply with California Code of Regulations Title 13, Division 3, and specifically its Chapter 1, Article 4.5, Section 2025, “Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants, from In- Use Heavy-Duty Diesel-Fueled Vehicles” and its Chapter 10, Article 1, Section 2485, “Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling.” Per SCAQMD rules and mandates, and California Code of Regulation requirements, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements are imposed on all projects in the South Coast Air Basin.

In determining whether or not the project would 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), the non-attainment pollutants of concern for this impact are ozone, PM2.5 and PM10. In developing the thresholds of significance for air pollutants disclosed above under Issue IIIb, SCAQMD considered the emission levels for which a project’s individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions

would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. As shown in Table 3 above, the project does not exceed the identified significance thresholds, as such; emissions would not be cumulatively considerable

IIId) **Less Than Significant Impact.** A sensitive receptor is a person in the population who is particularly susceptible to health effects due to exposure to an air contaminant. The following are land uses (sensitive sites) where sensitive receptors are typically located:

- Schools, playgrounds, and childcare centers
- Long-term health care facilities
- Rehabilitation centers
- Convalescent centers
- Hospitals
- Retirement homes
- Residences

The nearest sensitive receptor to the project site is the single-family residence located approximately 200 feet to the northwest side of the project site. Although it appears that the receptor site is being used for a business, the residential structure is still considered a sensitive receptor because it is assumed it is occupied for residential use. The following provides an analysis of the project's potential to expose sensitive receptors to substantial pollutant concentrations during project construction and long-term operation. The analysis is based on the applicable localized significance thresholds established by the South Coast Air Quality Management District.

Localized Significance Thresholds (LST) Analysis

A Localized Significance Thresholds (LST) analysis was conducted pursuant to SCAQMD methodology. LSTs are only applicable to the following criteria pollutants: oxides of nitrogen (NOX), carbon monoxide (CO), particulate matter less than 10 microns in aerodynamic diameter (PM10) and particulate matter less than 2.5 microns in aerodynamic diameter (PM2.5).

LSTs 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 standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

For this project, the appropriate Source Receptor Area (SRA) for the LST is the Central San Bernardino Valley Area. The SCAQMD produced *Mass Rate Look-Up Tables* for projects that disturb less than or equal to 1 acre in size was used in the analysis to determine impacts.

Table 5 below describes the results of the LST Operational Analysis.

Table 5. LST Operational Emissions

Pollutant	LST Significance Threshold Lbs/Day*	Project Emissions (mitigated)	Exceeds Threshold?
(NO _x) for Construction and Operation	118	20.24	NO
(CO) for Construction and Operation	775	10.32	NO
PM 10 for Operation	1	<0.1	NO
PM10 for Construction	4	3.24	NO
PM 2.5 for Operation	1	<0.1	NO
PM2.5 for Construction	4	2.04	NO
<i>Source; CaLEEMod Outputs (Appendix A).</i> *Based on LST SRA #35 1-acre @ 25 meters			

As shown in Table 5 above, emissions are forecast not to exceed the LST Significance Thresholds. No mitigation is required.

Carbon Monoxide (CO) Hotspot Analysis

CO Hot Spots are typically associated with idling vehicles at extremely busy intersections (i.e., intersections with an excess of 100,000 vehicle trips per day). There are no intersections in the vicinity of the project site, which exceed the 100,000 vehicles per day threshold typically associated with CO Hot Spots. In addition, the South Coast Air Basin has been designated as an attainment area for CO since 2007. Therefore, project-related vehicular emissions would not create a Hot Spot and would not substantially contribute to an existing or projected CO Hot Spot.

IIIe) **Less Than Significant Impact.** According to the CEQA Air Quality Handbook, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). The proposed project is not anticipated to produce odors that would substantially affect the residential sensitive receptor to the northwest of the project site. The project is also required to comply with the provisions of South Coast Air Quality Management District Rule 402 "Nuisance." Adherence to Rule 402 reduces the release of odorous emissions into the atmosphere.

In addition, as required by Glen Helen Specific Plan Section GH2.0404, General Provisions, (h) Performance Standards for Commercial and Industrial Districts:

3 m) *Odors*

Operations or activities shall not be permitted to emit odorous fumes, gasses, or other odorous matter in such amounts as to be dangerous, injurious, noxious, or otherwise objectionable and readily detectable without the aid of instruments beyond the site boundary.

Adherence to this mandatory performance standard will ensure that the project will not create objectionable odors affecting a substantial number of people. As such, impacts are considered less than significant.

		Potentially Significant Impact	Less than Significant with Mitigation Incorp.	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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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):

The following responses are based in part on the Biological Resources Assessment, Jurisdictional Waters Delineation (Appendix B).

IV a) **Less Than Significant Impact.** The existing site includes an active trucking yard and has been graded and paved with concrete (front 30% off of Kendall Dr.), recycled asphalt and gravel road base, a single-family residential site used for a mobile truck repair business and truck parking and a vacant single-family residence. The proposed project will not affect State or federally listed endangered, threatened species because there is no habitat to support these species within, adjacent to, or in the broader vicinity of the project area. In addition, the proposed project will not adversely affect Critical Habitat as none exists within the Project area.

Habitat conditions on site are not suitable for San Bernardino Kangaroo Rat, Burrowing Owl or any other sensitive species known to occur in the area.

Vegetation on site is non-existent, however there are certain elements and structures that could possibly provide nesting habitat for certain avian species. However, the project does not propose any new construction that would remove the nesting habitat.

- IV b) **No Impact.** The existing site includes an active trucking yard and has been graded and paved with concrete (front 30% off of Kendall Dr.), recycled asphalt and gravel road base, a single-family residential site used for a mobile truck repair business and truck parking and a vacant single-family residence. The project site does not contain riparian habitat or other sensitive natural communities.
- IV c) **No Impact.** Section 404 of the Clean Water Act defines wetlands as “those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas.” [Ref. EPA Regulations listed at 40 CFR 230.3(t)].

The California Department of Fish and Wildlife found the U.S. Fish and Wildlife Service (Section 404 definition above) wetland definition and classification system to be the most biologically valid. The Department of Fish and Wildlife staff uses this definition as a guide in identifying wetlands. The site is vacant and consists of compacted soil with minimal or no vegetation.

The existing site includes an active trucking yard and has been graded and paved with concrete (front 30% off of Kendall Dr.), recycled asphalt and gravel road base, a single-family residential site used for a mobile truck repair business and truck parking and a vacant single-family residence. The site does not contain any features that meet the definition of “wetlands.”

- IV d) **Less Than Significant Impact.**

Wildlife Corridors

Wildlife corridors link together areas of suitable habitat that are otherwise separated by rugged terrain, changes in vegetation, or human development. Corridors effectively act as links between different populations of a species. Interference with the movement of native resident migratory fish or wildlife species occurs through the fragmentation of open space areas caused by urbanization.

Wildlife Nursery Sites

Wildlife nursery sites are areas that provide valuable spawning and nursery habitat for fish and wildlife. Wildlife nursery sites occur in a variety of settings, such as trees, wetlands, rivers, lakes, forests, woodlands, and grasslands to name a few. The use of a nursery site would be impeded if the use of the nursery site were interfered with directly or indirectly by a project's development or activities.

As noted in the responses to Issues III a-c above, the site does not have habitat or features that would support a wildlife corridor or a wildlife nursery site. In addition, the project site is surrounded by development to the north, south, east, and west including I-215 to the north and Kendall Drive to the south preventing the use of the project site and surrounding area as a wildlife corridor.

Based on the above analysis, the project will not 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. Impacts are less than significant.

- IV e) **No Impact.** As such, the project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance

- IV f) **No Impact.** The existing site includes an active trucking yard and has been graded and paved with concrete (front 30% off of Kendall Dr.), recycled asphalt and gravel road base, a single-family residential site used for a mobile truck repair business and truck parking and a vacant single-family residence. As such, the project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, because no such plan has been adopted in the area of the project site. The County of San Bernardino has not adopted a Habitat Conservation Plan for the region. Likewise, there is no local, regional, or state habitat conservation plan that governs the project site or vicinity.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The following responses are based in part on the Phase I Historical/Archaeological Resources Survey (Appendix C).

- V a) **No Impact.** Historic resources generally consist of buildings, structures, improvements, and remnants associated with a significant historic event or person(s) and/or have a historically significant style, design, or achievement. Damaging or demolition of historic resources is typically considered to be a significant impact. Impacts to historic resources can occur through direct impacts, such as destruction or removal, and indirect impacts, such as a change in the setting of a historic resource.

CEQA Guidelines §15064.5(a) clarifies that historical resources include the following:

1. A resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources.
2. A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code, or identified as significant in an historical resource survey meeting the requirements [of] section 5024.1(g) of the Public Resources Code.
3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.

Historical sources consulted for this analysis suggest that project area is relatively low in sensitivity for cultural resources of historical origin. Throughout the historic period and until recent years, no evidence of any settlement or development activities was observed within the project boundaries.

The existing site includes an active trucking yard and has been graded and paved with concrete (front 30% off of Kendall Dr.), recycled asphalt and gravel road base, a single-family residential site used for a mobile truck repair business and truck parking and a vacant single-family residence. The field survey yielded completely negative results for potential historical resources, and no buildings, structures, objects, sites, features, or artifacts of prehistoric or historical origin were encountered within or adjacent to the project area. Assuch, there are no impacts to historic resources.

V b) **No Impact.**

Archaeological Resources

Archaeological sites are locations that contain resources associated with former human activities, and may contain such resources as human skeletal remains, waste from tool manufacture, tool concentrations, and/or discoloration or accumulation of soil or food remains.

Glen Helen Specific Plan EIR Mitigation Measure 4.9-5 states in part:

“With the exception of previously developed and highly disturbed Cajon Corridor and Kendall Corridor planning areas and other previously developed or disturbed areas, all unsurveyed or inadequately surveyed portions of the specific plan area shall be surveyed for cultural resources prior to development...”

The project site is located within the highly disturbed Cajon Corridor and as noted above, it consists of compacted soil and has been heavily disturbed by human activities. In addition, the existing site includes an active trucking yard and has been graded and paved with concrete (front 30% off of Kendall Dr.), recycled asphalt and gravel road base, a single-family residential site used for a mobile truck repair business and truck parking and a vacant single-family residence. As such, it is not anticipated that subsurface archaeological resources will be encountered during construction.

V c) **No Impact.** The existing site includes an active trucking yard and has been graded and paved with concrete (front 30% off of Kendall Dr.), recycled asphalt and gravel road base, a single-family residential site used for a mobile truck repair business and truck parking and a vacant single-family residence. No new construction or extensive grading is proposed. As such, there are no impacts.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
VI. ENERGY – Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION: *San Bernardino County General Plan, 2007; Submitted Materials.*

Via-b) **Less Than Significant.** The site that is being used as a truck and trailer storage yard for temporary parking of tractors and trailers as part of an existing business for a trucking company. The project consists of a truck and trailer storage yard for temporary parking of up to 39 tractors and trailers as part of an existing logistics company. The project site is expanding the current truck parking and combining two adjacent parcels that were previously used for a mobile truck repair business and truck parking and a single-family residence. An existing Single-family residence will be converted to office use; a second single-family residence will be demolished. The renovation of the existing single-family residence to office uses will not result in significant increases in energy resources from the properties' previous uses.

The project would consume transportation energy (i.e. fuel) during operations from the use of tractors and trailers coming to and from the site. Although the project operations would consume fuel, pursuant to a phase-in schedule established by the EPA and the California Air Resources Board, all heavy- and heavier-duty diesel-fueled trucks must have a 2010 Model Year engine or newer by 2023. These engines are more fuel-efficient and will reduce fuel consumption.

VI. GEOLOGY AND SOILS - Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?		<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 181-B of the California Building Code (2001) creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

VI ai) **Less Than Significant Impact.** The site does not lie within, or immediately adjacent to, an Alquist-Priolo Earthquake Fault Zone, and no active or potentially active faults are shown on or in the immediate vicinity of the site on published geologic maps. The nearest fault is the San Andreas-Southern and San Andreas-San Bernardino faults located approximately 1.9 miles from the project site.

VI aii) **Less Than Significant Impact.** The project will not expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. An earthquake produced from nearby faults could result in strong ground shaking; however, the project will be reviewed and approved by the County Building and Safety Department with appropriate seismic standards implemented. Adherence to standards and requirements contained in the building code for the design of the proposed structure will ensure that any impacts are less than significant by ensuring that the structure does not collapse during strong ground shaking.

VI aiii) **Less Than Significant Impact.** Liquefaction is a phenomenon in which loose, saturated, relatively cohesion-less soil deposits lose shear strength during strong ground motions. The factors controlling liquefaction are:

- Seismic ground shaking of relatively loose, granular soils that are saturated or submerged can cause soils to liquefy and temporarily behave as a dense fluid. For liquefaction to occur, the following conditions have to occur:
 - Intense seismic shaking;
 - Presence of loose granular soils prone to liquefaction; and
 - Saturation of soils due to shallow groundwater.

Groundwater data from State Well No. 035-7W23M003N in the vicinity of the project site indicated groundwater at a depth of 115-feet to 293-feet. The soils on the project site consist of sandy/gravelly soils. As such, the liquefaction potential is considered "low."

VI aiv) **No Impact.** Generally, a landslide is defined as the downward and outward movement of loosened rock or earth down a hillside or slope. Landslides can occur either very suddenly or slowly, and frequently accompany other natural hazards such as earthquakes, floods, or wildfires. The undercutting of slopes during construction, improper artificial compaction, or saturation from sprinkler systems or broken water pipes can also induce landslides. The site is relatively flat and contains no slopes that maybe subject to landslides. Therefore, the site is not considered susceptible to seismically induced landslides. As such, there are no impacts.

VI b) **Less Than Significant Impact.** The existing site includes an active trucking yard and has been graded and paved with concrete (front 30% off of Kendall Dr.), recycled asphalt and gravel road base, a single-family residential site used for a mobile truck repair business and truck parking and a vacant single-family residence. The areas for truck and customer parking will be paved with decomposed granite. Given these conditions, the Project will not result in substantial soil erosion or the loss of topsoil.

VI c) **Less Than Significant Impact.**

Landslide

As noted in the response to Issue aiv above, the site is relatively flat and contains no slopes that may be subject to landslides. Therefore, the site is not considered susceptible to landslides

Lateral Spreading

Lateral spreading is a term referring to landslides that commonly form on gentle slopes and that have rapid fluid-like flow horizontal movement. Earthquakes cause most lateral spreading, but landslides also cause it. As noted in the response to Issue aiv above, the site is relatively flat and contains no slopes that may be subject to landslides. Therefore, the site is not considered susceptible to lateral spreading.

Subsidence, Liquefaction, and Collapse

Subsidence is the downward movement of the ground caused by the underlying soil conditions. Certain soils, such as clay soils are particularly vulnerable since they shrink and swell depending on their moisture content. Subsidence is an issue if buildings or structures sink which causes damage to the building or structure. Subsidence is usually remedied by excavating the soil the depth of the underlying bedrock and then recompacting the soil so that it is able to support buildings and structures.

Liquefaction is a phenomenon in which loose, saturated, relatively cohesion-less soil deposits lose shear strength during strong ground motions.

Collapse occurs in saturated soils in which the space between individual particles is completely filled with water. This water exerts a pressure on the soil particles that influences how tightly the particles themselves are pressed together. The soils lose their strength beneath buildings and other structures.

As noted in the response to Issue VI aiii above, groundwater data from State Well No. 035-7W23M003N in the vicinity of the project site indicated groundwater at a depth of 115-feet to 293-feet. The soils on the site consist of sandy/gravelly soils. Based on these factors, the potential for subsidence, liquefaction, is low.

- VI d) **Less Than Significant Impact.** The site is an active trucking yard and has been graded and paved with concrete (front 30% off of Kendall Dr.), recycled asphalt and gravel road base a single-family residential site used for a mobile truck repair business and truck parking and a vacant single-family residence. The areas for truck and customer parking will be paved with decomposed granite. No new buildings or structures are proposed. As such, there is no impact related to risks from expansive soils.
- VI e) **No Impact.** The project does not propose the use of septic tanks or alternative wastewater disposal systems. The Project proposes to use the exiting domestic sewer infrastructure connected to the existing sewer conveyance and treatment system. As such, there are no impacts.

		Potentially Significant Impact	Less than Significant with Mitigation Incomp.	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 checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION *The following responses are based in part on SCAQMD regulations and the California Emissions Estimator Model (CalEEMod) printouts Please reference CalEEMod document for further details (Appendix A).*

VII a) **Less Than Significant Impact.** In December September 2011, the County of San Bernardino adopted the "Greenhouse Gas Emissions Reduction Plan" ("GHG Plan"). The purpose of the GHG Plan is to reduce the County's internal and external GHG emissions by 15 percent below current (2011) levels by year 2020 in consistency with State climate change goals pursuant to AB32. The GHG Plan has been designed in accordance with Section 15183.5 of the State CEQA Guidelines which provides for streamline review of climate change issues related to development projects whenfound consistent with an applicable greenhouse gas emissions reduction plan.

Section 5.6 of the GHG Plan identifies the procedures for reviewing development projects for consistency with the GHG Plan. The GHG Plan includes a two-tiered development review procedure to determine if a project could result in a significant impact related greenhouse gas emission or otherwise comply with the GHG Plan pursuant to Section 15183.5 of the State CEQA Guidelines. The initial screening procedure is to determine if a project will emit 3,000 metric tons of carbon dioxide equivalent (MTCO₂E) per year or more. Projects that do not exceed this threshold require no further climate change analysis but are required to implement mandatory reducing measures in the project's conditions of approval. A GHG emissions inventory was conducted for the project utilizing the California Emissions Estimator Model (CalEEMod). The results of the emissions inventory are shown in Table 7 below.

Table 7. Total Project Greenhouse Gas Emissions (Annual) (Metric Tons Per Year)

Source	GHG Emissions MT/yr			
	N2O	CO2	CH4	CO2e
Mobile Sources	0.000	23.95	0.001	23.96
Area	0.000	0.0001	0.000	0.0001
Energy	0.00005	6.17	0.0003	6.19
Solid Waste	0.000	0.363	0.022	0.900
Water/Wastewater	0.0003	2.26	0.011	2.63
30-year Amortized Construction GHG				3.25
TOTAL				36.93
SCAQMD Threshold				3,000
Exceed Threshold?				NO

As shown in Table 7, the project is estimated to emit approximately 39.93 MTCO₂e per year, including amortized construction-related emissions which is below the 3,000 MTCO₂E/YR screening threshold used by the County to determine if greenhouse gas emissions require further analysis. Therefore, impacts are less than significant, and no mitigation measures are required.

However, according to the *County of San Bernardino Greenhouse Gas Emissions Plan*, although the project is below the 3,000 MTCO₂E/YR screening threshold for GHG emissions as shown in Table 7 and no further climate change analysis is necessary, the project is required to implement mandatory reducing measures in the project's conditions of approval as required by the *Greenhouse Gas Emissions, Development Review Processes, County of San Bernardino, California, Updated March 2015*.

VII b) **Less Than Significant Impact.** In September 2011, the County of San Bernardino adopted the "*Greenhouse Gas Emissions Reduction Plan*" (GHG Plan). The purpose of the GHG Plan is to reduce the County's internal and external GHG emissions by 15 percent below current (2011) levels by year 2020 in consistency with State climate change goals pursuant to AB32. The specific objectives of the GHG Plan are as follows:

- Reduce emissions from activities over which the County has jurisdictional and operational control consistent with the target reductions of Assembly Bill (AB) 32 Scoping Plan;
- Provide estimated GHG reductions associated with the County's existing sustainability efforts and integrate the County's sustainability efforts into the discrete actions of this Plan;
- Provide a list of discrete actions that will reduce GHG emissions; and Approve a GHG Plan that satisfies the requirements of Section 15183.5 of the California Environmental Quality Act (CEQA) Guidelines, so that compliance with the GHG Plan can be used in appropriate situations to determine the significance of a project's effects relating to GHG emissions, thus providing streamlined CEQA analysis of future projects that are consistent with the approved GHG Plan.

The GHG Plan identifies goals and strategies to obtain the 2020 reduction target. Reduction measures are classified into broad classes based on the source of the reduction measure. Class 1 (R1) reduction measures are those adopted at the state or regional level and require no additional action on behalf of the County other than required implementation. Class 2 (R2) reflects quantified measures that have or will be implemented by the County as a result of the GHG Plan. Class 3 (R3) measures are qualified measures that have or will be implemented by the County as a result of the GHG Plan.

As analyzed and discussed in Issue VIIa, the project will not exceed the 3,000 MTCO₂E/YR screening threshold identified in the GHG Plan but will implement reduction measures that are consistent with the Screening Tables shown in the GHG Plan. Therefore, the project is not in conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases.

VIII. HAZARDS AND HAZARDOUS MATERIALS - Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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

- VIII a) **Less Than Significant Impact.** If hazardous materials are proposed on-site for operational purposes in large quantities, they will be subject to permit and inspection by the Hazardous Materials Division of the County Fire Department. as required by Health and Safety Code Section 25507, which requires a business plan for emergency response to a release or threatened release of a hazardous material in accordance with the standards prescribed in the regulations adopted pursuant to Health and Safety Code Section 25503.
- VIII b) **Less Than Significant Impact.** If hazardous materials are proposed on-site for operational purposes in large quantities, they will be subject to permit and inspection by the Hazardous Materials Division of the County Fire Department. as required by Health and Safety Code Section 25507, which requires a business plan for emergency response to a release or threatened release of a hazardous material in accordance with the standards prescribed in the regulations adopted pursuant to Health and Safety Code Section 25503.
- In addition, as required by Glen Helen Specific Plan Section GH2.0420 (j) (3) (d), operations, activities or equipment involving the storage of flammable or explosive materials shall be provided with adequate safety devices against the hazard of fire or explosion. Safety procedures associated with such hazards shall be clearly posted and personnel shall be properly trained in these procedures. Adequate fire alarms, firefighting and fire suppression equipment and devices must be provided on-site in accordance with the requirements of the California Building Code and the California Fire Code.
- VIII c) **No Impact.** The project site is not located within ¼ mile of an existing or proposed school. The nearest schools are Chavez Middle School and North Verdemont Elementary School both of which are located approximately 0.50 miles northeast of the project site.
- VIII d) **No Impact.** The project site is not included on the list of hazardous materials sites compiled in accordance with Government Code No. 65962.5.
- VIII e) **No Impact.** The project site is not 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. The nearest airport is San Bernardino International Airport located approximately 10 miles to the southeast.
- VIII f) **No Impact.** The project site is not within the vicinity or approach/departure flight path of a private airstrip.
- VIII g) **Less Than Significant Impact.** The project will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The project will not result in any substantial alteration to road design or capacity that would affect implementation of evacuation procedures nor result in any substantial increase in natural or man-made hazards that would increase the potential for evacuation. In addition, the project has adequate emergency access via Kendall Drive.
- VIII h) **Less Than Significant Impact.** According to the Glen Helen Specific Plan, the project site is located within Fire safety Area 3 (FS-3) and is subject to the provisions of the County Development Code Section 82.13.060 FS-1, FS-2, and FS-3 Development Standards.

Fire Safety Area 3 (FS-3) includes lands just to the south of the mountain FS-1 area. These lands are primarily within the wildland-urban interface of the Valley Region and consist of varying terrain from relatively flat to steeply sloping hillside areas. Present and future development within FS-3 is exposed to the impacts of wildland fires and other natural hazards primarily due to its proximity to FS-1. These

areas are subject to Santa Ana wind conditions that have the potential of dramatically spreading wildland fires during extreme fire behavior conditions.

The project site is located approximately one (1) mile from the nearest portion of an FS-1 area and is separated by intervening development. With implementation of the mandatory requirements specified in Development Code Section 82.13.060, FS-1, FS-2, and FS-3 Development Standards, the project will not expose people or structures to a significant risk of loss, injury or death involving wildland fires.

		Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
IX.	HYDROLOGY AND WATER QUALITY - Would the project:				
IX a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
IX b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
IX c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i)	result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii)	substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii)	create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv)	impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IXd)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IXe)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION

IX a) Less Than Significant Impact.

Waste Discharge Requirements

Waste Discharge Requirements (WDRs) are issued by the Santa Ana Regional Board under the provisions of the California Water Code, Division 7 "Water Quality," Article 4 "Waste Discharge Requirements." These requirements regulate the discharge of wastes which are not made to surface

waters, but which may impact the region's water quality by affecting underlying groundwater basins. Such WDRs are issued for Publicly Owned Treatment Works' wastewater reclamation operations, discharges of wastes from industries, subsurface waste discharges such as septic systems, sanitary landfills, dairies, and a variety of other activities, which can affect water quality.

The site that is being used as a truck and trailer storage yard for temporary parking of tractors and trailers as part on an existing business for a trucking company. The project does not propose the use of a septic system nor is it a use that discharges wastes from industrial uses.

Water Quality Requirements

The Porter-Cologne Act defines water quality objectives (i.e. standards) as "...the limits or levels of water quality constituents or characteristics which are established for the reasonable protection of beneficial uses of water or the prevention of nuisance within a specific area" (§13050 (h)).

Storm water pollutants commonly associated with the project include sediment/turbidity, nutrients, trash and debris, oxygen-demanding substances, organic compounds, bacteria and viruses, oil and grease, and pesticides.

Currently the site drains toward I-215 and discharges into the storm drain crossings under I-215. On-site runoff will be collected in an infiltration basin located adjacent to the rear property line along I-215 before it is directed into the existing storm drain facilities. The infiltration basin will be designed to meet San Bernardino County's Water Quality Management Plan (WQMP) requirements.

With implementation of a Water Quality Management Plan, impacts would be less than significant.

- IX b) **Less Than Significant Impact.** The site is being used for an active trucking yard and has been graded and paved with concrete (front 30% off of Kendall Dr.), recycled asphalt and gravel road base, a single-family residence used for a mobile truck repair business and truck parking, and a single-family residence now vacant. Surfaces used for parking will be improved with decomposed granite. Implementation of the project would not substantially increase impervious surface coverage on the site that would in turn reduce the amount of direct infiltration of runoff into the ground. This would have a less than significant impact on groundwater recharge in the areas of the Bunker Hill Groundwater Basin that are managed for that purpose, since those recharge areas do not encompass the project site.

Based on the above analysis, impacts to groundwater supplies and recharge would be less than significant and no mitigation measures are required.

- IX ci) **Less Than Significant Impact.** Currently the site drains toward I-215 and discharges into the storm drain crossings under I-215. On-site runoff will be collected in an infiltration basin located adjacent to the rear property line along I-215 before it is directed into the existing storm drain facilities. The infiltration basin will be designed to meet San Bernardino County's Water Quality Management Plan (WQMP) requirements. As such, there would be no significant alteration of the site's existing drainage pattern and there would not be any significant increases in the rates of erosion or siltation on or off site.

- IX cii) **Less Than Significant Impact.** Currently the site drains toward I-215 and discharges into the storm drain crossings under I-215. An infiltration basin will be located adjacent to the rear property line along I-215. The proposed infiltration basin would limit the increase of outflow from the project site

before it is discharged into the storm drain crossings under I-215. As such, there would be no significant alteration of the site's existing drainage pattern and there would not be any significant increases in flooding on or off-site and no mitigation measures are required.

- IX ciii) **Less Than Significant Impact.** As discussed under Issue IXcii above, an infiltration basin will be located adjacent to the rear property line along I-215 for water quality treatment and mitigation purposes. As such, the project will not exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of runoff.
- IX civ) **No Impact.** The project will not place within a 100-year flood hazard area structures which would impede or redirect flood flows, because the site is not within an identified FEMA designated flood hazard area as shown on *San Bernardino County's General Plan Hazard Overlays Map* and FEMA FIRM Panel No. 06071C7910H.
- IX d) **No Impact.** The Project site is located within FEMA Zone X (per FEMA National Flood Hazard Map 06071C7910H) and is not subject to flooding.

According to the California Department of Conservation, California Official Tsunami Inundation Maps the site is not located within a tsunami inundation zone.

Seismic seiches are standing waves set up on rivers, reservoirs, ponds, and lakes when seismic waves from an earthquake pass through the area. The project site is not located in close proximity to a river, reservoir, pond, or lake and will not be at risk from seiche.

- IX e) **Less Than Significant Impact.** With implementation of the drainage system improvements and features described under Issues IXa through IXd above, the Project will not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Impacts are less than significant.

		Potentially Significant Impact	Less than Significant with Mitigation Incorp.	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) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION

- X a) **No Impact.** The site is bordered by I-215, Kendall Drive, and developed land. As such, the project will not physically divide an established community because the project is a logical and orderly extension of the planned land uses and development that are established within the surrounding area.
- X b) **Less Than Significant Impact.** As demonstrated throughout this Initial Study Checklist, the project would otherwise not conflict with any applicable goals, objectives, and policies of the General Plan, the Glen Helen Specific Plan, the County Development Code, or any plans whose purpose is to avoid or mitigate an environmental effect. In all instances where significant impacts have been identified, compliance with mandatory requirements or mitigation measures are provided to reduce each impact to less-than-significant levels.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	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 (check if project is located within the Mineral Resource Zone Overlay):

XI a) **No Impact.** No mines, oil or gas wells, or other resource extraction activity occurs on the property or is known to have ever occurred on the property. In addition, extraction of mineral resources in the project area is not supported by the Glen Helen Specific, which has designated the area for industrial uses.

Based on the above analysis, there is no impact related to the loss of known, valuable mineral resources.

XI b) **No Impact.** The land use designation for the project site is Corridor Industrial and is not delineated as a locally important mineral resource recovery site. The Corridor Industrial designation allows a range of general industrial uses, including research and development activities, small parts and equipment manufacturing, assembly, processing, repair services for goods and equipment, and supporting office/administrative uses. As such, the project will not result in the loss of availability of a locally important mineral resource recovery site.

		Potentially Significant Impact	Less than Significant with Mitigation Incorpor.	Less than Significant	No Impact
XII.	NOISE - Would the project:				
a)	a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project 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)	b) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	c) For a project located within the vicinity of a private airstrip or 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"/>

SUBSTANTIATION (check if the project is located in the Noise Hazard Overlay District or is subject to severe noise levels according to the General Plan Noise Element):

XII a) **Less Than Significant Impact.** Under existing conditions, the primary noise sources near the site include vehicular noise from I-215 and Kendall Drive. The site is being used for an active trucking storage yard and noise generated by the project is limited to activities associated with the movement of tractors and trailers on and off the site on an intermittent basis.

As required by Glen Helen Specific Plan Section GH2.0404, General Provisions, (h) Performance Standards for Commercial and Industrial Districts:

3 i) Noise

Provisions of Section 83.01.080 of the County of San Bernardino County Development Code (shall apply).

The provisions in Section 83.01.080 of the County of San Bernardino County Development Code establish standards concerning acceptable noise levels for both noise-sensitive land uses and for noise-generating land uses. Adherence to these mandatory standards will ensure that the project will not create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. As such, impacts are considered less than significant.

- XII b) **Less Than Significant Impact.** The site is being used for a mobile truck repair business and an active trucking storage yard and vibration generated by the project is limited to activities associated with the movement of tractors and trailers on and off the site on an intermittent basis. Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. The higher the speed and the heavier the load the higher the level of vibration. Trucks transiting on site will be travelling at very low speeds so it is expected that truck vibration impacts will be less than significant.
- XII c) **No Impact.** The project site is not within the vicinity of a private airport or 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. The nearest airport is the San Bernardino International Airport located approximately 10 miles southeast of the project site. As such, the project would not expose people residing or working in the project area to excessive noise levels

		Potentially Significant Impact	Less than Significant with Mitigation Incorpor.	Less than Significant	No Impact
XII.	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 checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION

- XII a) **Less Than Significant Impact.** Typically, population growth would be considered a significant impact pursuant to CEQA if it directly or indirectly affects the ability of agencies to provide needed public services and requires the expansion or new construction of public facilities and utilities. The project consists of an expansion of an active trucking storage yard, and will not require the extension of any new roads or infrastructure to serve the project because the site can be considered an in-fill parcel within a developed area with all infrastructure available to serve the project site.
- XII b) **No Impact.** The project site consists of an active trucking storage yard, a single-family residential site with mobile truck repair business, and a vacant single-family residential property. As such it does not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

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

XIII. 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 checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION

XIII a) **Less Than Significant Impact.**

Fire Protection: The San Bernardino County Fire Department provides the fire protection for the project. The nearest fire station is County Fire Station # 232 located approximately 2.5 miles to the southeast. To offset the increased demand for fire protection services, the proposed project would be conditioned by the County to provide a minimum of fire safety and support fire suppression activities, including compliance with State and local fire codes, fire sprinklers, a fire hydrant system, paved access, and secondary access routes.

Police Protection: The San Bernardino County Sheriff Department provides the police protection for unincorporated areas of San Bernardino County. The proposed project's demand on police protection services would not be significant on a direct basis as the project would not create the need to construct a new police station or physically alter an existing station because it only consists of a truck storage yard located within a primarily developed area that is routinely patrolled.

Schools: The project is located in the San Bernardino City Unified School District. The project consists of a truck storage yard and does not create an additional need for housing thus directly increasing the overall population of the District's attendance area and generating additional students to be served by the San Bernardino City Unified School District...

Parks: The project will not create a demand for additional park service in that the project consists of a truck storage yard and no housing is proposed.

Other Public Facilities: As noted above under Issue XII above, *Population and Housing*, development of the project would result in a direct increase in the population of the project area. As such, the project

would not increase the demand for public services, including public health services and library services, which would require the construction of new or expanded public facilities.

Conclusion

Based on the above analysis, the proposed project will not result in substantial adverse physical impacts associated with the provision of 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, including fire and police protection, schools, parks or other public facilities.

		Potentially Significant Impact	Less than Significant with Mitigation Incorpor.	Less than Significant	No Impact
XIV.	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

- XIV a) **No Impact.** The proposed project will not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur, because the project will not generate new residential units that would use increase the use of existing parks.
- XIV b) **No Impact.** The project consists of a truck storage yard and does not include recreational facilities open to the public or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

		Potentially Significant Impact	Less than Significant with Mitigation Incorpor.	Less than Significant	No Impact
XV.	TRANSPORTATION - Would the project:				
a)	a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION

XV a) **Less Than Significant Impact.**

Transit Service Analysis

The project site is not currently directly served a public transit agency. The project is not proposing to construct any improvements will interfere with future bus service, should it become available. As such, the project as proposed will not conflict with an applicable plan, ordinance or policy applying to transit services.

Bicycle & Pedestrian Facilities Analysis

The project is not proposing to construct any improvements that will interfere with bicycle and pedestrian use. Pedestrian and bicycle access will be available to the Project site off Kendall Drive. Therefore, the project will not conflict with an applicable plan, ordinance or policy applying to non-motorized travel. Impacts are less than significant.

XV b) **Less Than Significant Impact.** According to the *San Bernardino County Transportation Impact Study Guidelines*, July 9, 2019, projects generating less than 110 daily trips are not required to prepare a Vehicle Miles Traveled Impact Analysis and are presumed to have a less than significant impact on vehicle miles traveled pursuant to CEQA Guidelines section 15064.3 subdivision (b).

The project consists of a truck and trailer storage yard for temporary parking of up to 39 tractors and trailers as part of an existing logistics company. The project site is expanding the current truck parking and combining two adjacent parcels that were previously used for a mobile truck repair business and truck parking and a single-family residence. An existing Single-family residence will be converted to office use, a second single-family residence will be demolished, and no servicing or maintenance of vehicles will occur on the site. Because the project is limited to the temporary storage of up to 39 tractors and trailers, it is not anticipated to generate more than 110 daily vehicle trips. As such, impacts are less than significant.

- XV c) **No Impact.** The project will not substantially increase hazards due to a design feature or incompatible uses, because the project site is adjacent to Kendall Drive and does not propose roadway improvements that would create increase hazards due to a geometric design feature to Kendall Drive. In addition, the project is an industrial use located in an industrial area so it will not create a hazard with incompatible uses (e.g., farm equipment).
- XV d) **No Impact.** The project is accessible from Kendall Drive for emergency vehicle access. In addition, the project will provide an on-site fire access road with a turn around.

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

XVIII. TRIBAL CULTURAL RESOURCES

- a) 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:
- i) 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 type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------
 - ii) 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 © of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision © of Public Resource 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 following responses are based in part on the Phase I Historical/Archaeological Resources Survey (Appendix C).*

XVIIIai) **No Impact.** Historic resources generally consist of buildings, structures, improvements, and remnants associated with a significant historic event or person(s) and/or have a historically significant style, design, or achievement. Damaging or demolition of historic resources is typically considered to be a significant impact. Impacts to historic resources can occur through direct impacts, such as destruction or removal, and indirect impacts, such as a change in the setting of a historic resource.

CEQA Guidelines §15064.5(a) clarifies that historical resources include the following:

1. A resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources.
2. A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code, or identified as significant in an historical resource survey meeting the requirements [of] section 5024.1(g) of the Public Resources Code.
3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.

Historical sources consulted for this analysis suggest that project area is relatively low in sensitivity for cultural resources of historical origin. Throughout the historic period and until recent

years, no evidence of any settlement or development activities was observed within the project boundaries.

The site includes an active trucking yard and has been graded and paved with concrete (front 30% off of Kendall Dr.), recycled asphalt and gravel road base, a single-family residence used for a mobile truck repair business and parking and a vacant single-family residence with highly disturbed ground surfaces. The field survey yielded completely negative results for potential historical resources, and no buildings, structures, objects, sites, features, or artifacts of prehistoric or historical origin were encountered within or adjacent to the project area. As such, there are no impacts to surface historic tribal cultural resources.

XVIIIaii) **Less Than Significant Impact With Mitigation Incorporated.** Tribal Cultural Resources are either of the following:

(1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

(A) Included or determined to be eligible for inclusion in the California Register of Historical Resources.

(B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

(2) 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

Assembly Bill (AB) B52

AB 52 created a process for consultation with California Native American Tribes in the CEQA process. Tribal Governments can request consultation with a lead agency and give input into potential impacts to tribal cultural resources before the agency decides what kind of environmental assessment is appropriate for a proposed project.

Results of Consultation

Although the site is disturbed and no surface tribal cultural resources were observed, there is a possibility that in the event of any excavations or additional grading, sub-surface tribal cultural resources may be encountered. Therefore, the following mitigation measure is required: that

Mitigation Measure TCR-1: Tribal Cultural Resources. *Prior to the issuance of any permits allowing ground-disturbing activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, boring, grading, excavation, drilling, and trenching, the following note shall be placed on plans:*

1. If human remains or funerary objects are encountered during any activities associated with the project, work within a 100-foot buffer of the find shall cease, and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.

2. In the event that any pre-contact cultural resources are discovered during project activities, all

work within a 60-foot buffer shall cease, and a qualified archaeologist

meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, San Manuel Band of Mission Indians will be contacted if any such find occurs and be provided information and permitted/invited to perform a site visit when the archaeologist makes his/her assessment, in order to provide Tribal input. The archaeologist shall complete an isolate/site record for the find and submit this document to the Lead Agency for dissemination to the San Manuel Band of Mission Indians.

3. If eligible pre-contact resources are discovered, and avoidance cannot be ensured, an SOI-qualified archaeologist shall be retained to develop a cultural resources Treatment Plan and a Discovery and Monitoring Plan. Drafts of which shall be provided to San Manuel Band of Mission Indians for review and comment. The Lead Agency or designated POC shall, in good faith, consult with San Manuel Band of Mission Indians on the disposition and treatment of any artifacts or other cultural materials encountered during the project.

With implementation of Mitigation Measure TCR-1, impacts are less than significant.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS - Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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"/>
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION

XVI a) **Less Than Significant Impact.** The project consists of a truck and trailer storage yard for temporary parking of up to 39 tractors and trailers as part of an existing logistics company. The project site is expanding the current truck parking and combining two adjacent parcels that were previously used for a mobile truck repair business and truck parking and a single-family residence. An existing Single-family residence will be converted to office use, a second single-family residence will be demolished, and no servicing or maintenance of vehicles will occur on the site. As such, the project does not require or result in the relocation or construction of new or expanded water, wastewater treatment, electric power, natural gas, or telecommunications facilities.

Currently the site drains toward I-215 and discharges into the storm drain crossings under I-215. On-site runoff will be collected in a water quality basin located adjacent to the rear property line along I-215 before it is directed into the existing storm drain facilities. The infiltration basin will be designed to meet San Bernardino County's Water Quality Management Plan (WQMP) requirements.

The installation of the water quality as proposed by the project would result in physical impacts to the surface and subsurface of the project site. These impacts are considered to be part of the project's construction phase and are evaluated throughout this Initial Study/Mitigated Negative Declaration. In instances where significant impacts have been identified, Mitigation Measure(s) have been required to reduce impacts to less-than-significant levels. Accordingly, additional measures beyond those identified throughout this Initial Study/Mitigated Negative Declaration would not be required.

- XVI b) **No Impact.** The project consists of a truck and trailer storage yard for temporary parking of up to 39 tractors and trailers as part of an existing logistics company. The project site is expanding the current truck parking and combining two adjacent parcels that were previously used for a mobile truck repair business and truck parking and a single-family residence. An existing Single-family residence will be converted to office space a second single-family residence will be demolished. As such,the project does not create a new or higher demand for water.
- XVI c) **No Impact.** The project consists of a truck and trailer storage yard for temporary parking of up to 39 tractors and trailers as part of an existing logistics company. The project site is expanding the current truck parking and combining two adjacent parcels that were previously used for a mobile truck repair business and truck parking and a single-family residence. An existing Single-family residence will be converted to office use; a second single-family residence will be demolished. As such,the project does not generate a new or increased wastewater demand.
- XVI d) **No Impact.** The project consists of a truck and trailer storage yard for temporary parking of up to 39 tractors and trailers as part of an existing logistics company. The project site is expanding the current truck parking and combining two adjacent parcels that were previously used for a mobile truck repair business and truck parking and a single-family residence. An existing Single-family residence will be converted to office use, a second single-family residence will be demolished and no servicing or maintenance of vehicles will occur on the site. As such,the project does not generate a new or increased solidwaste demand.
- XVI e) **No Impact.** The project consists of a truck and trailer storage yard for temporary parking of up to 39 tractors and trailers as part of an existing logistics company. The project site is expanding the current truck parking and combining two adjacent parcels that were previously used for a mobile truck repair business and truck parking and a single-family residence. An existing Single-family residence will be converted to office use, a second single-family residence will be demolished, and no servicing or maintenance of vehicles will occur on the site. As such, the project will not increase or generate solid waste that would be required to be in compliance with federal, state, and local management and reduction statutes and regulations related to solid waste

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
XX. WILDFIRE: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				

SUBSTANTIATION

According to the Cal Fire website accessed on May 5, 2020, the project site is located in a State Fire Responsibility Area.

<https://egis.fire.ca.gov/portal/home/item.html?id=f35d2f86ab8c4bf4947f0a9b29134715>

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Substantially impair an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

SUBSTANTIATION:

Project Application Materials.

xxa) **No Impact.** The project consists of a truck and trailer storage yard for temporary parking of up to 39 tractors and trailers as part of a proposed Truck Sale/Truck Terminal Dispatch yard. The project site is expanding the current truck parking and combining two adjacent parcels that were previously used for a mobile truck repair business and truck parking and a single-family residence. An existing Single-family residence will be converted to office use, a second single-family residence will be demolished located on parcel no. 0261-161-15, and no new buildings or structures will be constructed.

An existing Single-family residence will be converted to office use, a second single-family residence will be demolished, and no servicing or maintenance of vehicles will occur on the site. The project is accessible from Kendall Drive for emergency vehicle access. Additionally, the project will provide an on-site fire access road with a turn around.

xxb) **No Impact.** The project consists of a truck and trailer storage yard for temporary parking of up to 39 tractors and trailers as part of a proposed Truck Sale/Truck Terminal Dispatch yard. The project site is expanding the current truck parking and combining two adjacent parcels that were previously used for a mobile truck repair business and truck parking and a single-family residence. An existing Single-family residence will be converted to office use, a second single-

family residence will be demolished, and no servicing or maintenance of vehicles will occur on the site. The project site does not contain slopes.

xxc) **No Impact.** The project consists of a truck and trailer storage yard for temporary parking of up to 39 tractors and trailers as part of a proposed Truck Sale/Truck Terminal Dispatch yard. The project site is expanding the current truck parking and combining two adjacent parcels that were previously used for a mobile truck repair business and truck parking and a single-family residence. An existing Single-family residence will be converted to office use, a second single-family residence will be demolished, and no servicing or maintenance of vehicles will occur on the site. No infrastructure will be constructed that will exacerbate fire risks.

xxd) The project consists of a truck and trailer storage yard for temporary parking of up to 39 tractors and trailers as part of a proposed Truck Sale/Truck Terminal Dispatch yard. The project site is expanding the current truck parking and combining two adjacent parcels that were previously used for a mobile truck repair business and truck parking and a single-family residence. An existing Single-family residence will be converted to office use, a second single-family residence will be demolished, and no servicing or maintenance of vehicles will occur on the site. No new buildings or structures will be constructed that will result of runoff, post-fire slope instability, or drainage changes.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
XVII. 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION

XVII a) **Less Than Significant Impact.**

Impact Analysis

All impacts to the environment, including impacts to habitat for fish and wildlife species, fish and wildlife populations, plant and animal communities, rare and endangered plants and animals, and historical and pre-historical resources were evaluated as part of this Initial Study Checklist. With implementation of Mitigation Measure TCR-1 relating to tribal cultural resources, impacts are less than significant.

XVII b) **Impact Analysis**

As discussed throughout this Initial Study Checklist, implementation of the proposed project has the potential to result in effects to tribal cultural resources that are individually limited, but cumulatively considerable. With implementation of Mitigation Measure TCR-1 relating to tribal cultural resources, impacts are less than significant. Therefore, the project would not contribute to environmental effects that are individually limited, but cumulatively considerable.

XVII c) **Impact Analysis**

The project’s potential to result in environmental effects that could adversely affect human beings, either directly or indirectly, has been discussed throughout this Initial Study Checklist document. There are no impacts that could adversely affect human beings.

Therefore, 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 or appropriate mitigation measures have been made by or agreed to by the project proponent. No significant adverse impacts are identified or anticipated. A Mitigated Negative Declaration will be prepared.

XVIII. 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. Condition compliance will be verified by existing procedure. (CCRF).

Mitigation Measure TCR-1: Tribal Cultural Resources. *Prior to the issuance of any permits allowing ground-disturbing activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, boring, grading, excavation, drilling, and trenching, the following note shall be placed on plans:*

- 3. If human remains or funerary objects are encountered during any activities associated with the project, work within a 100-foot buffer of the find shall cease, and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.*
- 4. In the event that any pre-contact cultural resources are discovered during project activities, all work within a 60-foot buffer shall cease, and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, San Manuel Band of Mission Indians will be contacted if any such find occurs and be provided information and permitted/invited to perform a site visit when the archaeologist makes his/her assessment, in order to provide Tribal input. The archaeologist shall complete an isolate/site record for the find and submit this document to the Lead Agency for dissemination to the San Manuel Band of Mission Indians.*
- 5. If eligible pre-contact resources are discovered, and avoidance cannot be ensured, a SOI-qualified archaeologist shall be retained to develop a cultural resource Treatment Plan and a Discovery and Monitoring Plan. Drafts of which shall be provided to San Manuel Band of Mission Indians for review and comment. The Lead Agency or designated POC shall, in good faith, consult with San Manuel Band of Mission Indians on the disposition and treatment of any artifacts or other cultural materials encountered during the project.*

GENERAL REFERENCES

Alquist-Priolo Special Studies Zone Act Map Series
California Department of Water Resources
CEQA Guidelines, Appendix G
California Standard Specifications, July 1992
County Museum Archaeological Information Center
County of San Bernardino Development Code, 2007
County of San Bernardino General Plan, 2007
County of San Bernardino Hazard Overlay Map FH31
County of San Bernardino Identified Hazardous Materials Waste Sites List, April 1998
Glen Helen Specific Plan, Revised January 1, 2015
County Road Planning and Design Standards
Environmental Impact Report, San Bernardino County General Plan, 2007
Federal Emergency Management Agency Flood Insurance Rate Map and Flood Boundary Map
South Coast Air Quality Management District, CEQA Air Quality Handbook, September 1992

PROJECT SPECIFIC REFERENCES

- A. Air Quality and Greenhouse Gas Emissions Computer Model Printouts, Romo Planning Group Inc., May 18, 2021.*
- B. Biological Resources Assessment, Jurisdictional Waters Delineation, Jericho Systems Inc., May 22, 2019.*
- C. Phase I Historical/Archaeological Resources Survey, CRM Tech, June 11, 2019.*