

**SAN BERNARDINO COUNTY  
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION  
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:**

<b>APNs:</b>	0262-022-07	<b>USGS Quad:</b>	Devore
<b>Applicant:</b>	Lord Constructors	<b>T, R, Section:</b>	T01N, R05W, Section 2
<b>Location</b>	Approximately 400 feet east of the intersection of Cajon Blvd. and Kendall Avenue on the south side of Kendall Drive, between the railroad tracks and Kendall Drive.	<b>Thomas Bros</b>	
<b>Project No:</b>	PROJ-2021-00038	<b>Community Plan:</b>	San Bernardino
<b>Rep</b>	Gloria Loofbourrow	<b>LUZD:</b>	SP-CI (Glen Helen Specific Plan-Corridor Industrial)
<b>Proposal:</b>	A Minor Use Permit to establish a truck terminal for overflow trailer truck parking on approximately seven acres within the Glen Helen Specific Plan.	<b>Overlays:</b>	Burrowing Owl

**PROJECT CONTACT INFORMATION:**

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

**Contact person:** Jim Morrissey, Contract Planner  
**Phone No:** (909) 387-4234     **Fax No:** (909) 387-3223  
**E-mail:** [Jim.Morrissey@lus.sbcounty.gov](mailto:Jim.Morrissey@lus.sbcounty.gov)

**PROJECT DESCRIPTION:**

***Summary***

The proposed Project is a truck terminal for overflow trailer truck parking on approximately seven acres on the south side of Kendall Drive, approximately 400 feet southeast of the intersection of Cajon Blvd. and Kendall Drive. Most of the property will be paved for approximately 207 parking spaces. A small guard shack will be located at the site entrance. Two vehicular access points will be provided at either end of the property allowing access to and from Kendall Drive.

***Surrounding Land Uses and Setting***

The Project Site is located along Kendall Drive that includes a variety of vacant, commercial, and residential properties. Property immediately to the northwest is vacant and the southwesterly boundary is defined by a raised railroad track. The Project Site occurs within the unincorporated

area of San Bernardino in the County of San Bernardino and has a current Policy Plan Land Use designation of SD (Special Development) and Specific Plan Zoning of CI (Corridor Industrial). All properties to the northeast of the raised railroad tracks are also SD and CI, respectively.

The subject property is generally flat, but slopes gradually to the southeast in a uniform manner as part of a broad alluvial fan as part of Cajon Canyon. The property has some mature trees and other native grasses on-site.

**Figure 1 Regional Location**



**Figure 2 Vicinity Map**

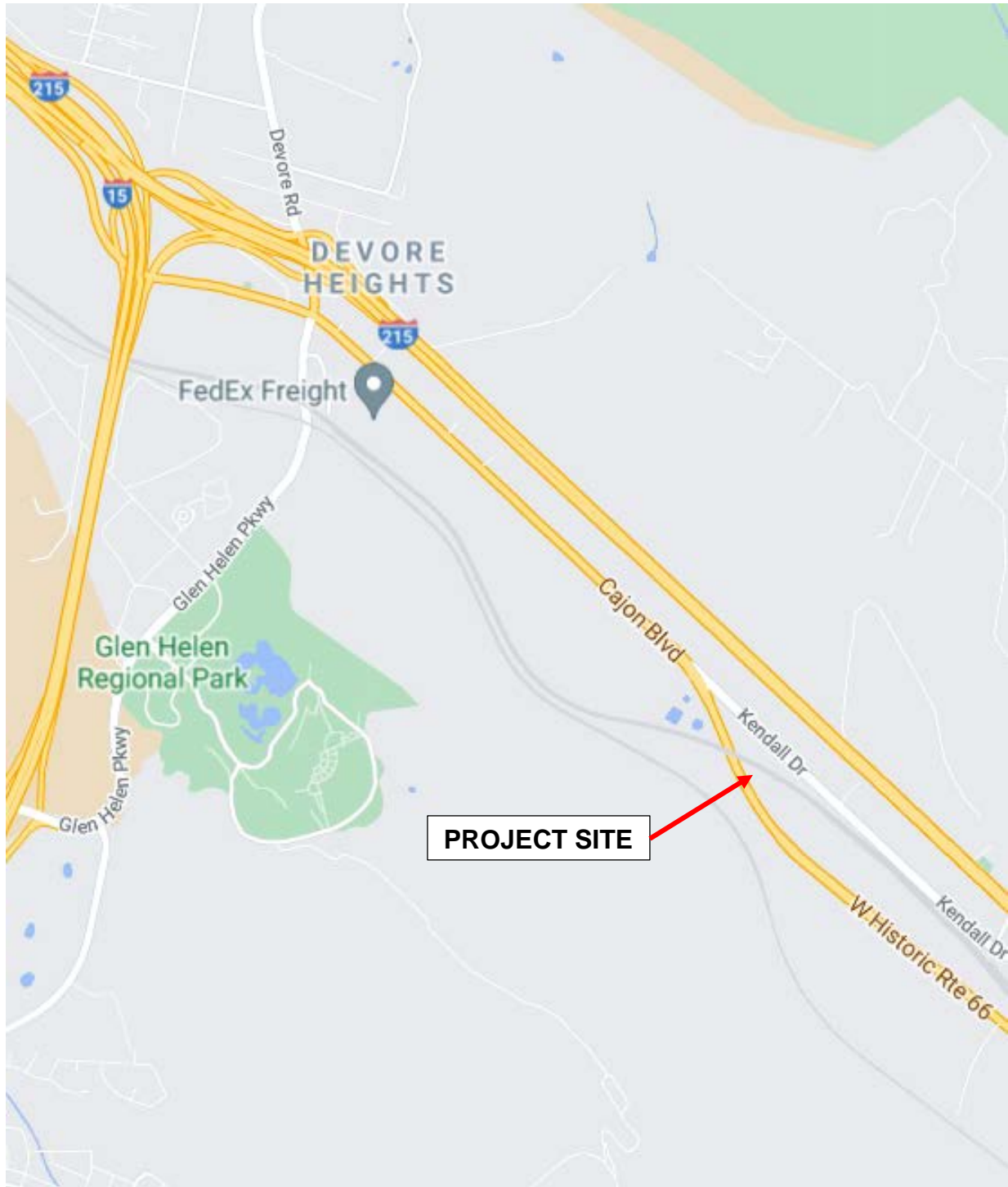
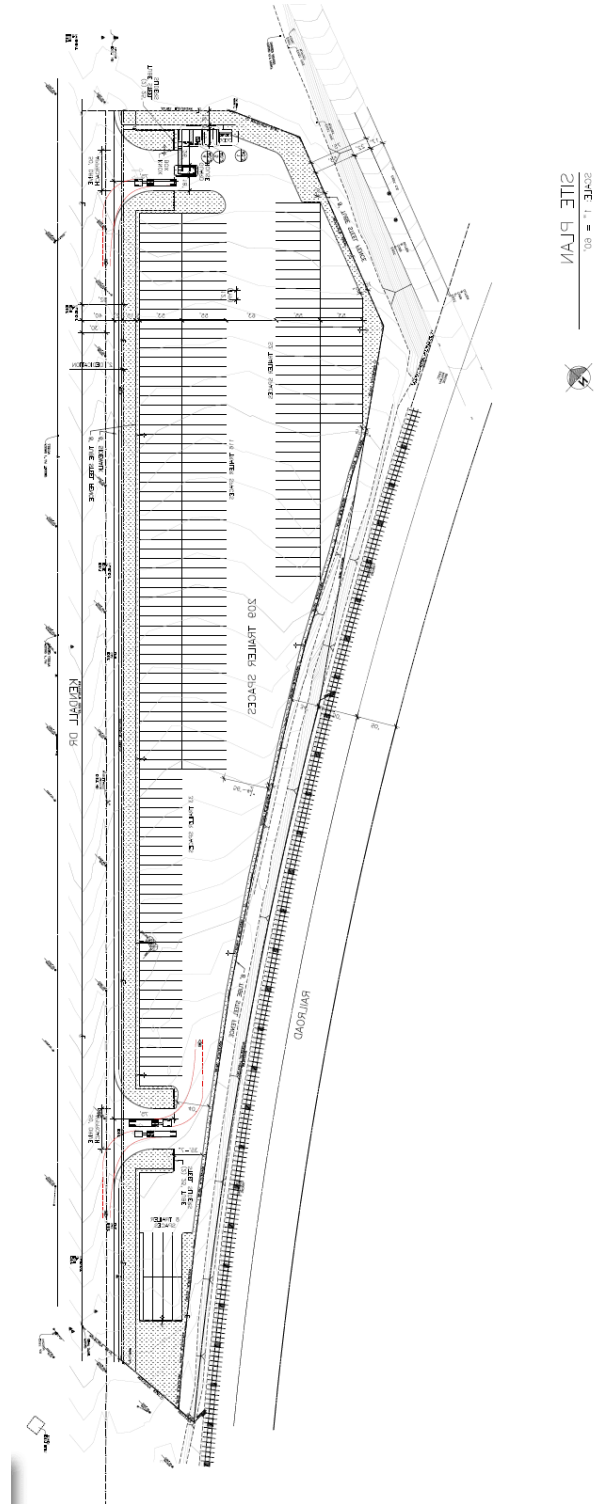


Figure 3a – Site Plan



**Project Site Location, Existing Site Land Uses and Conditions**

The Project Site is located in the Glen Helen Specific Plan and just to the north and east of the City of San Bernardino City Limits. The Glen Helen Specific Plan designates the property Corridor Industrial (CI) and the Countywide Plan, which is the County’s General Plan, designates the property Special Development (SD). The Countywide Plan stipulates the SD District is intended for areas within a Specific Plan and Mixed Use areas in rural locations. The purpose of the SD designation is as follows:

- Allow for a combination of residential, commercial, and/or manufacturing activities that maximizes the utilization of natural and human-generated resources
- Identify areas suitable for large-scale, master planned developments
- Promote cluster-type development to provide and preserve open space
- Allow for a mix of residential, commercial, and public/quasi-public uses in rural areas
- Facilitate joint planning efforts among adjacent land owners and jurisdictions

The subject property is within the San Bernardino Sphere of Influence and has a City General Plan Land Use designation of Industrial and is also Zoned IL (Light Industrial) . Access to the site is available from Kendall Drive, which is a pave two lane roadway. The Project Site is relatively flat.

The Project Site consists of an elongated single vacant parcel. The surrounding parcels include a combination of vacant land, residential, and commercial enterprises. Primary and secondary vehicle access is proposed from Kendall Drive, with a guard house at the primary entrance.

**ADDITIONAL APPROVAL REQUIRED BY OTHER PUBLIC AGENCIES**

**Federal:** None

**State:** None

**County of San Bernardino:** Land Use Services Department-Building and Safety, Public Health-Environmental Health Services, and Public Works.

**Regional:** South Coast Air Quality Management District

**CONSULTATION WITH CALIFORNIA NATIVE AMERICAN TRIBES**

On April 29, 2021, the County of San Bernardino mailed notifications pursuant to SB 18 to five tribes. Table 2 – *AB 52 Consultation*, shows a summary of comments and responses provided for the Project.

**Table 2  
AB 52 Consultation**

<b>Tribe</b>	<b>Comment Received</b>	<b>Summary of Response</b>	<b>Conclusion</b>
Soboba Band of Mission Indians	None	None	
Gabrieleno Band of Mission Indians - Kizh Nation,	None	None	
San Gabriel Band of Mission Indians	None	None	
Morongo Band of Mission Indians	None	None	
San Manuel Band of Mission Indians	None	None	

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

**DETERMINATION:** Based on this initial evaluation, the following finding is made:

<input type="checkbox"/>	The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION shall be prepared.
<input checked="" type="checkbox"/>	Although the proposed project could have a significant effect on the environment, there shall 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 shall be prepared.
<input type="checkbox"/>	The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	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.

James Morrissey  
 Signature: (Jim Morrissey, Contract Planner)

10/7/21  
 Date

\_\_\_\_\_  
 Signature: (Chris Warrick, Supervising Planner)

\_\_\_\_\_  
 Date

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>I. AESTHETICS</b> – Except as provided in Public Resources Code Section 21099, 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 type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare, which will 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):  
**San Bernardino Countywide Policy Plan, 2020; Submitted Project Materials; Glen Helen Specific Plan**

- a) *Have a substantial adverse effect on a scenic vista?*  
**Less Than Significant Impact**

The Project Site consists of a narrow parcel located on the south side of Kendall Drive, between Kendall Drive and elevated railroad tracks. The proposed improvement would be flat with landscaping along Kendall Drive to screen the proposed project. The only structure on the property would be a small guard shack at the project entrance. The San Bernardino Countywide Plan (General Plan) Policy NR-4.1 identifies scenic vistas and natural features as prominent hillsides, ridgelines, dominant landforms, and reservoirs, which do not exist within the project area. Distant mountains exist with views of the urban valley below, including the Project site, but no unique features exist within the immediate vicinity of the Project Site. The Project Site is also within the Glen Helen Specific Plan (GH/SP). The Glen Helen Draft Environmental Impact Report (EIR) notes the Kendall Drive corridor is generally level with no unique landforms and that the “only distinctive physical feature in the area are the I-215 Freeway...” (p. 4.10-2) Since the proposed Project includes the only one small structure and truck trailer parking, no

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

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

**Less Than Significant Impact**

Figure 5.1-1 County Designated Scenic Routes, as contained in the Countywide Plan, does not display any scenic routes within the area. A review of the Caltrans web site <https://dot.ca.gov/-/media/dot-media/programs/design/documents/od-county-scenic-hwys-2015-a11y.pdf> for designated scenic highways found no designated highways in the area. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

- 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?*

**No Impact**

The Project Site occurs within an urbanized area and the proposed Project is a request to develop a truck trailer storage yard on property designated CI (Corridor Industrial) in the Glen Helen Specific Plan and SD (Special Development) in the Countywide Plan. The SD designation is appropriate for areas with an underlying Specific Plan. The Specific Plan also contains specific streetscape design features for various roadways, including Kendall Ave. The proposed use contains only one structure, an entry guard shack, with the balance of the area paved for trucks using the site. The proposed Project would be consistent with the Specific Plan development criteria and is adjacent to an operating railroad line and across the street from various commercial and storage related uses. Large warehouses are also located northwest of the property along Kendall Ave., approximately 1/4<sup>th</sup> mile from the property. Additional warehouse structures are also located a similar distance from the property to the southeast. Due to the low profile of the use and the surrounding improvements, no impacts are identified or anticipated, and no mitigation measures are required.

- d) *Create a new source of substantial light or glare, which will adversely affect day or nighttime views in the area?*

**Less Than Significant Impact**

The proposed Project would utilize 25-foot high light poles around the perimeter of the parking area for security. While this would create a new source of lighting for the property, the County Development Code requires that illumination within the Valley portion of the County, not extend beyond the property line, so as to minimize its dispersal onto adjoining properties, as referenced in the following section:

Section 83.07.030 Glare and Outdoor Lighting - Valley Region.

(a) *Light Trespass Prohibited.* Outdoor lighting of commercial or industrial land uses shall be fully shielded to preclude light pollution or light trespass on any of the following:

- (1) An abutting residential land use zoning district;
- (2) A residential parcel; or
- (3) Public right-of-way.

(b) *Determination of Light Trespass.* A determination of light trespass shall be made through a quantitative measurement utilizing a standard yardstick (three feet x one and one-half inches). The yardstick shall be placed at the building setback line in the complainant's yard. The yardstick shall be in contact with the ground or may be raised to window level of the dwelling and in a vertical position. The person taking the measurement shall then determine if a shadow is cast by the light source, that is, the light source, yardstick, and shadow shall be in alignment. Measurements shall not be taken when there is a moon in the night sky.

(c) *Maximum Allowed Foot-candles.* Direct or indirect light from any light fixture shall not cause glare above five-tenths foot-candles when measured at the property line of a residential land use zoning district, residential parcel, or public right-of-way. Light levels shall be measured with a photoelectric photometer, following the standard spectral luminous efficiency curve adopted by the International Commission on Illumination.

Utilization of this standard requirement as a condition of approval would reduce potential impacts to less than significant and no mitigation measures are required.

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

	<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>
<b>II.</b>	<b>AGRICULTURE AND FORESTRY RESOURCES</b> - 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 Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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 or conversion of forest land to non-forest 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):

**San Bernardino Countywide Policy Plan, 2020; California Department of Conservation Farmland Mapping and Monitoring Program;**

- 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?*  
**No Impact**

The California Department of Conservation's Farmland Mapping and Monitoring Program identifies the Project Site as "Urban and Built-Up Land" and "Other Land" in its California Important Farmland Finder. "Urban and Built-Up Land" is defined as land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures. "Other Land" is land not included in any other mapping category. Common examples include low density rural developments, brush, timber, wetland, and riparian areas not suitable for livestock grazing, confined livestock, poultry or aquaculture facilities, strip mines, borrow pits, and water bodies smaller than 40 acres.

The subject property is designated Grazing Land. No prime farmland, unique farmland, or farmland of statewide importance occurs in or around the proposed Project area,

based upon a review of relevant State Farmland Mapping on August 15, 2021. The closest farmland noted is approximately 10 miles to the southeast. As such, the proposed Project would not convert farmland to a non-agricultural use. No impacts are identified or are anticipated, and no mitigation measures are required.

- b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*

**No Impact**

According to San Bernardino County's Interactive Agricultural Resources Map NR-5, the Project Site is not under or adjacent to any lands under a Williamson Act Contract. The proposed Project would be consistent with the County's Policy Plan and would not conflict with existing zoning for agricultural uses or lands under a Williamson Act Contract. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

- 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))?*

**No Impact**

The subject property is within the Glen Helen Specific Plan and designated for Corridor Industrial. Implementation of the proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned for Timberland Production. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

- d) *Result in the loss of forest land or conversion of forest land to non-forest use?*

**No Impact**

Forest land is defined as land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. The subject property is currently vacant and located within an area planned for industrial development. Warehouse uses existing to the northwest and southeast, along with a variety of other commercial uses across the street. Implementation of the proposed Project would not result in loss of forest land or conversion of forest land to non-forest use. Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.

- e) *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?*

**No Impact**

The subject property is to improved for truck storage and is currently designated for Corridor Industrial uses within the Glen Helen Specific Plan. Implementation of the proposed Project would not result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. No impacts are identified or are anticipated, and no mitigation measures are required.

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

<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>
<b>III. AIR QUALITY</b> - Where available, the significance criteria established by the applicable air quality management district or air pollution control district might 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) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

***SUBSTANTIATION:*** (Discuss conformity with the Mojave Desert Air Quality Management Plan, if applicable):

***San Bernardino Countywide Policy Plan, 2020; Air Quality and Greenhouse Gas Emissions Impact Analysis (CalEEMod); Submitted Project Materials***

- a) *Conflict with or obstruct implementation of the applicable air quality plan?*  
**Less Than Significant Impact**

The subject property is located within the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) has jurisdiction over air quality issues and regulations within the SCAB. The Air Quality Management Plan (AQMP) for the basin establishes a program of rules and regulations administered by SCAQMD to obtain attainment of the state and federal air quality standards. The most recent AQMP (2016 AQMP) was adopted by the SCAQMD on March 3, 2017. The 2016 AQMP incorporates the latest scientific and technological information and planning assumptions, including transportation control measures developed by the Southern California Association of Governments (SCAG) from the 2016 Regional Transportation Plan/Sustainable Communities Strategy, and updated emission inventory methodologies for various source categories.

A project is inconsistent with the AQMP if: (1) it does not confirm with the local general plan; or (2) it uses a disproportionately large portion of the forecast growth increment. If a project proves to be inconsistent with the AQMP, project proponent can prepare a general plan amendment (GPA). The County of San Bernardino currently designates the Project Site as Corridor Industrial within the Glen Helen Specific Plan. The proposed use is consistent with this land use designation.

An evaluation of potential air quality impacts related to the buildout under the current General Plan (i.e., residential) and the Proposed Project (i.e., medium industrial) was prepared. Table 3 and Table 4 illustrate operational emissions associated with the current General Plan/Zoning designations and the Proposed Project. Construction emissions were not modeled as they are short-term in nature, and measures would be required to minimize such impacts. As shown, operational impacts resulting from either the existing General Plan/Zoning designations or the Proposed Project would exceed SCAQMD thresholds. Consequently, the Proposed Project would not result in a conflict or obstruction to the implementation of the AQMP. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

**Table 1  
 Operational Emissions Summary  
 (Pounds per Day)**

<b>Source</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Area	0.4	<0.0	0.02	<0.0	<0.0	<0.0
Energy	<0.0	<0.0	<0.0	<0.0	<0.0	<0.0
Mobile	1.28	8.36	16.27	0.06	4.87	1.33
<b>Totals (lbs./day)</b>	<b>1.32</b>	<b>8.36</b>	<b>16.29</b>	<b>0.06</b>	<b>4.87</b>	<b>1.33</b>
SCAQMD Threshold	55	55	550	150	150	55
<b>Significance</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod.2016.3.2.



- b) *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?*

**Less Than Significant Impact**

The Proposed Project would allow the operation of a contractor storage yard and a pallet storage yard; however, the project-related operational emissions were screened using a baseline of “no project” to represent a worst-case scenario. Construction and operational emissions were screened using California Emissions Estimator Model (CalEEMod) version 2016.3.2. The emissions incorporate Rule 402 and 403 by default as required during construction. The criteria pollutants screened for include reactive organic gases (ROG), nitrous oxides (NO<sub>x</sub>), carbon monoxide (CO), sulfur dioxide (SO<sub>2</sub>), and particulates (PM<sub>10</sub> and PM<sub>2.5</sub>). Two of the analyzed pollutants, ROG and NO<sub>x</sub>, are ozone precursors. Both summer and winter season emission levels were estimated.

The Project Site occurs in the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) has jurisdiction over air quality issues and regulations within the SCAB. The Air Quality Management Plan (AQMP) for the basin establishes a program of rules and regulations administered by SCAQMD to obtain attainment of the state and federal air quality standards. The most recent AQMP (2016 AQMP) incorporates the latest scientific and technological information and planning assumptions, including transportation control measures developed by the Southern California Association of Governments (SCAG) from the 2016 Regional Transportation Plan/Sustainable Communities Strategy, and updated emission inventory methodologies for various source categories.

Construction Emissions

Construction emissions are considered short-term, temporary emissions and were modeled with the following construction parameters: Site preparation, grading (fine and mass grading), building construction, paving, and architectural coating. The resulting emissions generated by construction of the proposed Project are shown in Table 2.

**Table 2  
 Construction Emissions  
 (Pounds per Day)**

<b>Source/Phase</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Site Preparation	3.27	33.68	20.48	0.04	9.98	6.02
Grading	2.03	21.45	15.94	0.03	4.10	2.44
Building Construction, Paving, and Architectural Coatings	5.31	29.78	35.16	0.06	2.19	1.56
SCAQMD Threshold	75	100	550	150	150	55
<b>Significant</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod.2016.3.2

**Table 2  
 Construction Related Local Criteria Pollutant Emissions  
 (Pounds per Day)**

<b>Source/Phase</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Site Preparation	33.08	19.70	9.74	5.95
Grading	20.86	15.27	3.89	2.38
Building Construction, Paving, and Architectural Coatings.	28.15	32.76	1.46	1.36
SCAQMD Threshold	270	1,746	14	8
<b>Significant</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod.2016.3.2

Operational Emissions

The operational mobile source emissions were calculated using the Trip Generation Memo prepared by EPD Solutions, Inc., May 2021. The Trip Generation Memo determined that the proposed Project would generate approximately 575 daily trips. Emissions associated with the Proposed Project's estimated total daily trips were modeled and are listed in Table 3, which represent operational emissions.

**Table 3  
 Operational Emissions Summary  
 (Pounds per Day)**

<b>Source</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Area	0.4	<0.0	0.02	<0.0	<0.0	<0.0
Energy	<0.0	<0.0	<0.0	<0.0	<0.0	<0.0
Mobile	1.28	8.36	16.27	0.06	4.87	1.33
<b>Totals (lbs./day)</b>	<b>1.32</b>	<b>8.36</b>	<b>16.29</b>	<b>0.06</b>	<b>4.87</b>	<b>1.33</b>
SCAQMD Threshold	55	55	550	150	150	55
<b>Significance</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod.2016.3.2 Emissions.

Compliance with SCAQMD Rules 402 and 403

Although the Proposed Project does not exceed SCAQMD thresholds for construction emissions, the Project Proponent would be required to comply with all applicable SCAQMD rules and regulations as the SCAB is in non-attainment status for ozone and suspended particulates (PM<sub>10</sub> and PM<sub>2.5</sub>).

The Project Proponent would be required to comply with Rules 402 nuisance, and 403 fugitive dust, which require the implementation of Best Available Control Measures (BACMs) for each fugitive dust source, and the AQMP, which identifies Best Available

Control Technologies (BACTs) for area sources and point sources. The BACMs and BACTs would include, but not be limited to the following:

1. The Project Proponent shall ensure that any portion of the site to be graded shall be pre-watered prior to the onset of grading activities
  - (a) The Project Proponent shall ensure that watering of the site or other soil stabilization method shall be employed on an on-going basis after the initiation of any grading activity on the site. Portions of the site that are actively being graded shall be watered regularly (2x daily) to ensure that a crust is formed on the ground surface and shall be watered at the end of each workday.
  - (b) The Project Proponent shall ensure that all disturbed areas are treated to prevent erosion until the site is constructed upon.
  - (c) The Project Proponent shall ensure that landscaped areas are installed as soon as possible to reduce the potential for wind erosion.
  - (d) The Project Proponent shall ensure that all grading activities are suspended during first and second stage ozone episodes or when winds exceed 25 miles per hour.

During construction, exhaust emissions from construction vehicles and equipment and fugitive dust generated by equipment traveling over exposed surfaces, would increase NOX and PM10 levels in the area. Although the proposed Project does not exceed SCAQMD thresholds during construction, the Applicant/Contractor would be required to implement the following conditions as required by SCAQMD:

2. To reduce emissions, all equipment used in grading and construction must be tuned and maintained to the manufacturer's specification to maximize efficient burning of vehicle fuel.
3. The Project Proponent shall ensure that existing power sources are utilized where feasible via temporary power poles to avoid on-site power generation during construction.
4. The Project Proponent shall ensure that construction personnel are informed of ride sharing and transit opportunities.
5. All buildings on the Project Site shall conform to energy use guidelines in Title 24 of the California Administrative Code.
6. The operator shall maintain and effectively utilize and schedule on-site equipment in order to minimize exhaust emissions from truck idling.
7. The operator shall comply with all existing and future California Air Resources Board (CARB) and SCAQMD regulations related to diesel-fueled trucks, which may include among others: (1) meeting more stringent emission standards; (2) retrofitting existing engines with particulate traps; (3) use of low sulfur fuel; and (4) use of alternative fuels or equipment.

As displayed above, construction and operational emissions are below SCAQMD thresholds. The Proposed Project does not exceed applicable SCAQMD regional thresholds either during construction or operational activities. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

c) *Expose sensitive receptors to substantial pollutant concentrations?*

**Less Than Significant Impact**

The Project operational-sourced emissions would not exceed applicable regional thresholds of significance established by the SCAQMD. Additionally, project-related trips will not cause or result in CO concentrations exceeding applicable state and/or federal standards (CO “hotspots”). Project operational-source emissions would, therefore, not adversely affect sensitive receptors within the vicinity of the project. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

d) *Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

**Less Than Significant Impact**

The proposed Project would allow the operation of a trailer truck storage facility and the construction of a small guard shack and restroom buildings, a paved parking lot, landscaping, and fencing. Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities. Standard construction requirements would minimize odor impacts resulting from construction activity. Any construction odor emissions generated would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction activity. In addition, the Project would continue to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the Proposed Project would be less than significant. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

**Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.**

<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>
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**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 Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?

- |    |   |                          |                          |                          |                                     |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) | Have a substantial adverse effect on state or federally protected wetlands (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 type="checkbox"/> | <input checked="" 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 ):

**San Bernardino Countywide Policy Plan Glen Helen Specific Plan; San Bernardino County Biotic Resource Overlay; Submitted Project Materials; Biological Resources Assessment; Site Visit**

- 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 Wildlife or U.S. Fish and Wildlife Service?*

**Less Than Significant Impact with Mitigation Incorporated**

A *Biological Resources Assessment*, prepared by LSA, July 2021, undertook a site visit on June 16, 2021, and found that on-site vegetation had been disturbed by weed abatement practices and surrounding land uses. The property was nearly devoid of vegetation at the time of the field survey due to recent disking. Dominant species identified include telegraph weed (*Heterotheca grandiflora*), ripgut grass (*Bromus diandrus*), and red brome (*Bromus madritensis* ssp. *rubens*). Several scattered individual remnant native tree species also occur and include blue elderberry

(*Sambucus nigra* ssp. *caerulea*), California sycamore (*Platanus racemosa*), and birchleaf mountain mahogany (*Cercocarpus betuloides*).

Thirteen State/federally listed and/or State candidate species were evaluated for the proposed project, including the following:

- Marsh sandwort;
- Thread-leaved brodiaea;
- Salt marsh bird's-beak;
- Slender-horned spineflower;
- Santa Ana River woollystar;
- Crotch bumble bee;
- Arroyo toad;
- Southern mountain yellow-legged frog;
- Arroyo toad;
- Southwestern willow flycatcher;
- Coastal California gnatcatcher;
- Least Bell's vireo; and
- San Bernardino kangaroo rat.

Suitable habitat is absent from the subject property for 12 of these 13 species and the project will have no effects to these 12 species. Suitable habitat is present for the San Bernardino kangaroo rat. Based upon the initial findings of potential habitat, trapping for the kangaroo rat was conducted by the Project biologist for five nights, July 18 to July 23, 2021. 100 traps were set in a continuous line and baited with bird seed and wild oats. The traps were checked at midnight and dawn. No San Bernardino kangaroo rats were captured, although five rodent captures did occur. No USFWS designated critical habitat is present within the property for any of these species.

The site also contains suitable for habitat for special-status nesting birds, including the burrowing owl and California horned lark, as well as other non-special-status bird species. Nesting bird species with potential to occur within the project are protected by California Fish and Game Code Sections 3503, 3503.5, and 3800, and by the Migratory Bird Treaty Act (16 USC 703–711). These laws regulate the take, possession, or destruction of the nest or eggs of any migratory bird or bird of prey.

To avoid potential effects to the burrowing owl mitigation measures have been recommended. Completion of these measures would reduce the potential impact to less than significant. To avoid potential effects to special-status bird species (e.g., California horned lark) and other nesting bird species implementation of mitigation measures are also recommended.

***BIO-1: Conduct a pre-construction burrowing owl survey no more than 14 days prior to construction activities, including vegetation removal, and a final survey within 24 hours prior to construction consistent with the take avoidance survey methodology outlined in the California Department of Fish and Wildlife's 2012 Staff Report on Burrowing Owl Mitigation. Should burrowing owl be found, a burrowing owl mitigation and monitoring plan would need to be developed in coordination with the County and CDFW.***

**BIO-2: Construction activities, including vegetation removal, will be conducted outside the general bird nesting season (February 1 through August 31) to avoid impacts to nesting birds. If construction activities cannot be conducted outside the bird nesting season, a pre-construction nesting bird survey by a qualified biologist is required no more than three days prior to any construction activities. Should nesting birds be found, an exclusionary buffer will be established by the qualified biologist. The buffer will be clearly marked in the field by construction personnel under guidance of the qualified biologist. No construction activities will be allowed within this zone until the qualified biologist determines that the young have fledged or the nest is no longer active.**

- 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 Wildlife or US Fish and Wildlife Service?*

**No Impact**

According to the *Glen Helen Specific Plan Draft Environmental Impact Report*, the major drainage courses within the area are four notable drainage courses. Two courses are unnamed, the other two are Lytle Creek and Cajon Creek. No drainage courses traverse the subject property or near the property. Development of the proposed Project would not impact the riparian vegetative community along an identified riparian habitat. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

- c) *Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

**No Impact**

No wetlands or jurisdictional areas were observed during the site visit. Therefore, the proposed Project would not have a substantial adverse effect on state or federally protected wetlands. No significant impacts are identified or anticipated, and no mitigation measures are required.

- 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?*

**No Impact**

Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors provide opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. Wildlife corridors allow for the dispersal, seasonal migration, breeding, and foraging of a variety of wildlife species. Additionally, open space can provide a buffer against both human disturbance and natural fluctuations in resources.

The *Biological Resources Assessment* prepared for the property identified the site as "isolated and does not support regional wildlife movement." (p. 14) As such, the Project

site and its immediate vicinity are not suitable for facilitating the movement of fish or wildlife. The site is also not considered to be a nursery site. Therefore, implementation of the proposed Project is not expected to disrupt or have any adverse effects on any migratory corridors or linkages that may occur in the general vicinity of the Project Site. No impacts are identified or anticipated, and no mitigation measures are required.

- e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

**No Impact**

The vegetation within the Project site is generally described as ruderal. Vegetation has been disturbed by weed abatement practices and surrounding land uses. The site was nearly devoid of vegetation at the time of the biological field survey due to recent disking. Dominant species identified include telegraph weed (*Heterotheca grandiflora*), ripgut grass (*Bromus diandrus*), and red brome (*Bromus madritensis* ssp. *rubens*). Several scattered individual remnant native tree species also occur and include blue elderberry (*Sambucus nigra* ssp. *caerulea*), California sycamore (*Platanus racemosa*), and birchleaf mountain mahogany (*Cercocarpus betuloides*). These trees are not subject to the County's tree preservation requirements.

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

- 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?*

**No Impact**

The Project site is not located within the planning area of an adopted Habitat Conservation Plan, Natural Community Plan, or other approved local, regional, or state habitat conservation plan as discussed in the previously referenced *Biological Resources Assessment*. No impacts are identified or are anticipated, and no mitigation measures are required.

**Therefore, no significant adverse impacts are identified or anticipated with the implementation of mitigation measures.**

<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>
<b>V. CULTURAL RESOURCES - Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



- |    |  |                          |                          |                                     |                          |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) | Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) | Disturb any human remains, including those outside of formal cemeteries?                                   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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

**San Bernardino Countywide Policy Plan, 2020; Glen Helen Specific Plan; Archaeological Records Search**

- a,b) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?  
 Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

The Glen Helen Specific Plan Draft Environmental Impact Report (DEIR) noted the subject area was highly disturbed and no historical and archaeological resources are anticipated, as noted below:

“The Cajon Corridor and Kendall Corridor are both highly disturbed by prior residential and industrial development, as well as the Cajon Landfill (Kendall Corridor). No cultural features or archaeological resources have been previously identified in these areas. Ground disturbance is pervasive throughout these planning areas and the potential for significant finds with the long-term recycling of uses to Corridor Industrial (CI), Commercial /Traveler Services (CT/S) and Special Use Area (SUA) is limited. No significant impacts to archaeological resources are anticipated.” (p. 4.9-9)

“SBR-6793H is the Atchison Topeka Santa Fe railway alignment. Segments of this railroad pass through the North Glen Helen, Devore, Cajon Corridor and Kendall Corridor subareas. Originally known as the Southern California Railroad, it was conceived as an inland alternative to the Southern Pacific. Extending from Los Angeles, Southern California tracks reached Colton in, 1882 and San Bernardino in 1883 (Robinson 1958:50). By 1884, the railroad had connected San Bernardino with San Diego via Elsinore, Temecula, and Santa Margarita Canyon. Southern California also built a railway through the Cajon Pass to Barstow, where it met the Southern Pacific line that connected Mojave and Needles. In 1885, the Santa Fe purchased the Southern California, and subsequently acquired Southern Pacific's line from Mojave to Needles. Thus, by 1885, the Santa Fe controlled the main rail artery through the San Bernardino County mining districts.” (p. 4.9-5)

The DEIR found the rail alignment would not be affected by the proposed project, as noted below.

“SBR-6793H is the Atchison Topeka & Santa. Fe railway alignment, segments of which pass through the North Glen Helen, Devore, Cajon Corridor and Kendall

Corridor planning areas. The proposed project will not alter the AT&SF rail alignment and no impact will occur.” (p. 4.9-9)

Therefore, no impacts are identified or anticipated, and no mitigation measures are recommended.

c) *Disturb any human remains, including those outside of formal cemeteries?*  
**Less Than Significant Impact**

Construction activities, particularly placement of footings, could potentially disturb human remains interred outside of a formal cemetery. Thus, the potential exists that human remains may be unearthed during earthmoving activities associated with Project construction. If human remains are discovered during construction activities, the Project Proponent would be required to comply with the applicable provisions of California Health and Safety Code § 7050.5 as well as Public Resources Code § 5097, et. seq., which requires that if the coroner determines the remains to be of Native American origin, he or she will notify the Native American Heritage Commission, who will then identify the most likely descendants to be consulted regarding treatment and/or reburial of the remains. Mandatory compliance with these provisions of California state law would ensure that impacts to human remains, if unearthed during construction activities, would be appropriately treated. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

**Therefore, no significant adverse impacts are identified or anticipated with the implementation of mitigation measures.**

<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>
<b>VI. ENERGY – Would the project:</b>				
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 type="checkbox"/>	<input checked="" type="checkbox"/>

***SUBSTANTIATION: San Bernardino Countywide Policy Plan, 2020; CalEEMod Analysis; Submitted Materials***

*Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

a) **Less Than Significant Impact**

Electricity

The proposed Project consists of a trailer truck storage facility. Trailers would be placed at the site for future use. This type of operation would consume limited electricity due to the use of only a small guard shack and restroom building. The site would be paved and have lighting installed for security purposes.

The subject property is serviced by Southern California Edison for electric power. In 2018, the Industry sector of the Southern California Edison planning area consumed 18228.339531 GWh of electricity. The proposed Project improvements would not result in a significant increase in electrical demand as property lighting and the small on-site buildings do not utilize significant electricity. Based upon the energy use tabulation in the CalEEMod air quality estimate, the estimated electricity demand for the proposal is 0.030878 GWh per year. The estimated increase in electricity demand from implementation of the Project would be insignificant when compared to the existing demand.

Natural Gas

The Proposed Project and surrounding area are serviced by Southern California Gas Company. The subject property is currently vacant. According to the California Energy Commission's Energy Report, previously referenced in County Initial Studies, the Industry Sector was responsible for 1755.124869 million Therms of natural gas consumption in the SoCalGas Planning Area in 2018. Based upon the energy use tabulation in the CalEEMod air quality estimate, the estimated natural gas demand for the proposal is 0.6 Therms, which represents an insignificant percentage to the overall demand in SoCalGas's service area. Therefore, implementation of the Project would not increase the Project Site's natural gas demand and result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

b) *Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*  
**No Impact**

The Proposed Project would be designed to comply with the County of San Bernardino Greenhouse Gas Emissions Reduction Plan, and the State Building Energy Efficiency Standards (Title 24). Project development would not cause inefficient, wasteful and unnecessary energy consumption, and no adverse impact would occur.

The Proposed Project would not conflict with any applicable plan, policy or regulation of an agency adopted to reduce GHG emissions. The Proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, no impacts are identified or anticipated, and no mitigation measures are recommended.

**Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.**

<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>
<b>VII. GEOLOGY AND SOILS - Would the project:</b>				
a) Directly or indirectly cause 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect 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?

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

**San Bernardino Countywide Policy Plan, 2020; Glen Helen Specific Plan**

- a) 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

**No Impact**

The proposed Project is a paved truck parking lot and a guard shack. No other structures are proposed. The Countywide Plan Map HZ-1, Earthquake Fault Zones, does not display a fault under the subject property. The closest identified fault is approximately ¾ mile to the south of the subject property.

Nonetheless, the proposed Project would be required to comply with the California Building Code requirements and the Uniform Fire Code requirements and all applicable statutes, codes, ordinances, and standards of the San Bernardino County Fire Department. Compliance with the California Building Codes and Uniform Fire Code requirements and all applicable statutes, codes, ordinances, and standards of the San Bernardino County Fire Department would address potential impacts resulting from an earthquake event. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- ii) Strong seismic ground shaking?

**Less Than Significant Impact**

According to the Countywide Plan Map HZ-1, the San Jacinto Fault is closest fault zone to the subject property. As is the case for most areas of Southern California, ground shaking resulting from earthquakes associated with nearby and more distant faults may occur at the Project site. The design of any structures on-site would incorporate measures to accommodate projected seismic ground shaking in accordance with the California Building Code (CBC) and local building regulations. The CBC is designed to preclude significant adverse effects associated with strong seismic ground shaking. Compliance to the CBC would ensure potential impacts are reduced to a less than significant and the Proposed Project would not expose people or structures to substantial adverse effects, including loss, injury or death, involving seismic ground shaking. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

- iii) Seismic-related ground failure, including liquefaction?

**Less Than Significant Impact**

Areas overlying groundwater within 30 to 50 feet of the surface are considered susceptible to liquefaction hazards. According to the Countywide Plan, HZ-2 Liquefaction and Landslides, the subject property is within an area has a High potential for liquefaction. As mentioned in the response above, no structures, other than a small guard shack are proposed to monitor the movement of trucks in and out of the parking area. As such, even though the site has the potential for liquefaction, no buildings of substantial design or that represent housing or a large number of workers are proposed on the property. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

*iv) Landslides?*

**No Impact**

Landslides and slope failure can result from ground motion generated by earthquakes. Based upon a field survey of the site the only slopes that exist are associated with the adjoining railroad line that is elevated above the subject property. As such, no slopes exist that could be subject to slope instability and that could adversely affect the subject property. Therefore, no significant impacts are identified or are anticipated, and no mitigation measures are required.

*b) Result in substantial soil erosion or the loss of topsoil?*

**No Impact**

The subject property is relatively flat and is not subject to flooding, based upon Countywide Plan Map NZ-4 Flood Hazards. Grading of the site will be necessary for final paving improvements to ensure adequate soil compaction and drainage flows, but no significant amount of earthmoving is envisioned since the property is relatively flat and no building foundations are necessary. As such, the development of the proposed Project would not result in substantial soil erosion or loss of topsoil. Therefore, no significant impacts are identified or are anticipated, and no mitigation measures are required.

*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?*

**No Impact**

As noted in the previous response, the Project site is subject to liquefaction. However, due to the limited amount of site improvements proposed, it does not represent a hazard to the structural integrity of site improvements or individuals utilizing the property. No landslides are foreseen due to the relatively flat topography of the site. Therefore, no significant impacts are identified or are anticipated, and no mitigation measures are required.

*d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

**Less Than Significant Impact**

According to material provided by the U.S. Department of Agriculture, Soil Survey Web Site, site soils consist of Soboba Stony loamy sand (SpC) and Tujunga gravelly loamy

sand (TvC). Both soil categories are listed as excessively drained and would not represent a potential for expansive soils. The printed version of the Soil Survey of San Bernardino County Southwestern Part, California 1980 noted these soil categories have low shrink-swell potential and have only slight limitations for residences. Therefore, no significant impacts are identified or are anticipated, and no mitigation measures are required.

- 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?*

**No Impact**

The Soil Survey information referenced above listed both soils as having only a slight limitation for septic tanks. However, the proposed Project would be required to connect to sewer service provided by the City of San Bernardino. The proposed use would only have one toilet to serve the existing guard shack. The City has indicated they have adequate capacity for this connection. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

- f) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

**No Impact**

The San Bernardino Countywide Plan Cultural Resources Section 5.5 of the Draft EIR indicated that “the Younger Alluvium (Q) across the valley floor is too young to preserve fossil resources in the upper layers, but the deeper layers and underlying sediments have high paleontological sensitivity, as do the Miocene Marine Sediments (M).” (p. 19) As noted previously substantial excavation and recompaction of the site is unnecessary due to the type of use proposed. As such, it is unlikely paleontological resources would be uncovered on the property. Therefore, no significant impacts are identified or are anticipated, and no mitigation measures are required.

**Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.**

<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>
<b>VIII. GREENHOUSE GAS EMISSIONS – Would the project:</b>				
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 any applicable plan, policy or regulation of an agency adopted for the	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

purpose of reducing the emissions of greenhouse gases?

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**SUBSTANTIATION:**

***San Bernardino Countywide Policy Plan, 2020; Submitted Project Materials; Air Quality and Greenhouse Gas Emissions Impact Analysis (CalEEMod) provided by applicant.***

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- a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

**Less Than Significant Impact**

According to CEQA Guidelines Section 15064.4, when making a determination of the significance of greenhouse gas emissions, the “lead agency shall have discretion to determine, in the context of a particular project, whether to (1) use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use.” In addition, CEQA Guidelines section 15064.7 which provides that “a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts” on the condition that “the decision of the lead agency to adopt such thresholds is supported by substantial evidence.”

The Global Warming Solutions Act of 2006 requires that by the year 2020, the Greenhouse Gas (GHG) emissions generated in California be reduced to the levels of 1990. Emissions were estimated using the CalEEMod version 2016.3.2.

Many gases make up the group of pollutants that are believed to contribute to global climate change. However, three gases are currently evaluated and represent the highest concentration of GHG: Carbon dioxide (CO<sub>2</sub>), Methane (CH<sub>4</sub>), and Nitrous oxide (N<sub>2</sub>O). The Proposed Project would not generate Fluorinated gases as defined by AB 32, only the GHGs (CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O) that are emitted by construction equipment. SCAQMD provides guidance methods and/or Emission Factors that are used for evaluating a project’s emissions in relation to the thresholds. A threshold of 10,000 MTCO<sub>2</sub>E per year has been adopted by SCAQMD for industrial type projects.

In September 2011, the County adopted a Greenhouse Gas Emissions (GHG) Reduction Plan (GHG Plan). The GHG Plan presents a comprehensive set of actions to reduce the County’s internal and external GHG emissions to 15% below 2007 levels by 2020, consistent with the AB 32 Scoping Plan. GHG emissions impacts are assessed through the GHG Development Review Process (DRP) by applying appropriate reduction requirements as part of the discretionary approval of new development projects. Through its development review process the County will implement CEQA and require new development projects to quantify the project’s GHG emissions and adopt feasible mitigation to reduce project emissions below a level of significance. A review standard of 3,000 metric tons of CO<sub>2</sub> equivalent (MTCO<sub>2</sub>e) per year is used to identify projects that require the use of Screening Tables or a project-specific technical analysis to quantify and mitigate project emissions.



As shown in Table 4, the proposed Project's emissions would not exceed the County's 3,000 MTCO<sub>2</sub>e threshold of significance. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

**Table 4**  
**Project Related Greenhouse Gas Annual Emissions**  
**(Metric Tons per Year)**

Source/Phase	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Area <sup>1</sup>	0.1	<0.0	<0.0	0.01
Energy <sup>2</sup>	9.87	<0.0	<0.0	9.91
Mobile <sup>3</sup>	1,021.28	0.05	<0.0	1,022.53
Solid Waste <sup>4</sup>	0.43	<0.0	<0.0	0.11
Water and Wastewater <sup>5</sup>	0.18	<0.0	<0.0	0.22
Construction <sup>6</sup>	4.62	<0.0	<0.0	4.65
<b>Total GHG Emissions</b>	<b>1,036.37</b>	<b>0.05</b>	<b>&lt;0.00</b>	<b>1,037.41</b>
County Threshold	3,000			
<b>Significant</b>	<b>No</b>			

Notes:

<sup>1</sup> Area sources consist of GHG emissions from consumer products, architectural coatings, and landscaping equipment.

<sup>2</sup> Energy usage consists of GHG emissions from electricity and natural gas usage.

<sup>3</sup> Mobile sources consist of GHG emissions from vehicles.

<sup>4</sup> Waste includes the CO<sub>2</sub> and CH<sub>4</sub> emissions created from the solid waste placed in landfills.

<sup>5</sup> Water includes GHG emissions from electricity used for transport of water and processing of wastewater.

<sup>6</sup> Construction emissions amortized over 30 years as recommended in the SCAQMD GHG Working Group on November 19, 2009.

Source: CalEEMod Version 2016.3.2.

- b) *Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?*

**Less Than Significant Impact**

The proposed Project is not anticipated to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. Any project that does not exceed 3,000 MTCO<sub>2</sub>e per year will be considered to be consistent with the County's GHG Plan and determined to have a less than significant individual and cumulative impact for GHG emissions. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

**Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.**

<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>
<b>IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:</b>				
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 or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

***SUBSTANTIATION:***

***San Bernardino Countywide Policy Plan, 2007; Department of Toxic Substances Control, EnviroStor Program; Submitted Project Materials***

- a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*  
**Less Than Significant Impact**

The proposed Project includes the request for a Minor Use Permit to allow for the operation of a trailer truck storage facility. Hazardous or toxic materials transported in association with construction may include items such as oils, paints, and fuels. All materials required during construction would be kept in compliance with State and local regulations. With implementation of Best Management Practices (BMPs) and compliance with all applicable federal, state and local regulations including all Certified Unified Program Agency (CUPA) regulations, potential impacts to the public or the environment from the routine transport, use, or disposal of hazardous materials during construction are considered to be less than significant.

The operational activities of the trailer storage yard would not require the routine transport or use of hazardous materials. No significant adverse impacts or anticipated and no mitigation measures are required.

- 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?*

**Less Than Significant Impact**

As stated in response (a) above, hazardous or toxic materials transported in association with construction of the Proposed Project may include items such as oils, paints, and fuels. All materials required during construction would be kept in compliance with State and local regulations. Operational activities would continue to include standard maintenance (i.e., landscape upkeep, exterior painting and similar activities) involving the use of commercially available products (e.g., pesticides, herbicides, gas, oil, paint, etc.) the use of which would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accidental release of hazardous materials into the environment. With implementation of Best Management Practices (BMPs) and compliance with all applicable regulations, potential impacts from the use of hazardous materials is considered less than significant and no mitigation measures are required.

- c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

**No Impact**

The closest school to the Project site is Cesar Chavez Middle School, approximately 0.75 mile to the east on the easterly side of State Highway 215. No hazardous materials would be emitted as a result of the construction and operation of the Proposed Project. Therefore, no impacts associated with emission of hazardous or acutely hazardous materials, substances, or waste within 0.25-mile of a school are anticipated. No impacts or anticipated and no mitigation measures are required.

- 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?*

**No Impact**

The subject property was not found on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 by the California Department of Toxic

Substances Control's EnviroStor data management system, based upon an on-line review of the Web Site August 18, 2021. The closest identified site involved groundwater contamination located approximately 2.5 miles to the southeast, as part of the Bunker Hill Ground Water Basin. EnviroStor tracks cleanup, permitting, enforcement and investigation efforts at hazardous waste facilities and sites with known or suspected contamination issues. No hazardous materials sites are located within or near the vicinity of the Project Site. Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.

- 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 or excessive noise for people residing or working in the project area?*  
**Less Than Significant Impact**

The subject property is located approximately 10 miles from the San Bernardino International Airport. As shown on the San Bernardino Countywide Plan Map HZ-9 Airport Safety & Planning Areas, the Project is over eight miles from the boundary of the Airport Safety Review Area. The site is within an area designated AR4 Low-Altitude/High Speed Military Airspace on Map HZ-9. Due to the low height of the proposed structures and non-permanent occupancy status of individuals at a campground, the effect of the periodic flyovers would not represent a hazard. The Project Site is not located within the vicinity of a private or public airstrip. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

- f) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*  
**No Impact**

The closest designated evacuation route to the subject property is Interstate 215, based upon a review of the Countywide Plan PP-2 Evacuation Routes. Kendall Drive and Cajon Blvd. also provide adjacent accessible routes away from the property. Therefore, operations and construction of the proposed Project would not interfere with the use of these routes during an evacuation. During construction, the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the County. Furthermore, the subject property does not contain any emergency facilities. Project operations at the site would not interfere with an adopted emergency response or evacuation plan. No impacts are identified or anticipated, and no mitigation measures are required.

- g) *Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*  
**Less Than Significant Impact**

As identified by San Bernardino Countywide Policy Plan, HZ-5 Fire Hazards Severity Zones, the subject property and surrounding area are located within a designated Very High Fire hazard. Proposed on-site improvements are minimal with only a paved parking lot and a small guard shack. The guard shack would be required to comply with the current Uniform Fire Code requirements and all applicable statutes, codes, ordinances, and standards of the San Bernardino County Fire Department.

Due to the existence of only a small guard shack and the purpose of the use is to store empty truck trailers, the proposed Project would not 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. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

**Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.**

<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>
<b>X. HYDROLOGY AND WATER QUALITY – Would the project:</b>				
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"/>
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"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- |    |  |                          |                          |                                     |                          |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
|    | or provide substantial additional sources of runoff; or  |                          |                          |                                     |                          |
|    | iv. impede or redirect flood flows?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) | In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?                     | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) | 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:***

***San Bernardino Countywide Policy Plan, 2020; Project WQMP; Submitted Project Materials;***

- a) *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

**Less Than Significant Impact**

The proposed Project would disturb more than one-acre and therefore would be subject to the National Pollutant Discharge Elimination System (NPDES) permit requirements. The State of California is authorized to administer various aspects of the NPDES. Construction activities covered under the State’s General Construction permit include removal of vegetation, grading, excavating, or any other activity that causes the disturbance of one-acre or more. The General Construction permit requires recipients to reduce or eliminate non-storm water discharges into storm water systems, and to develop and implement a SWPPP.

The purpose of a SWPPP is to: 1) identify pollutant sources that may affect the quality of discharges of storm water associated with construction activities; and 2) identify, construct and implement storm water pollution control measures to reduce pollutants in storm water discharges from the construction site during and after construction.

A revised preliminary Water Quality Management Plan (WQMP) prepared by Land Development Design Company, dated August 20, 2021, and submitted to the County for review on September 3, 2021, is available for inspection at the County of San Bernardino Land Use Services Department and is summarized below. The Project proponent is responsible for the implementation of the provisions of the WQMP and will ensure that the plan is amended as appropriate to reflect up-to-date conditions of the site consistent with the County’s Municipal Storm Water Management Program and the intent of the NPDES Permit for San Bernardino County and the incorporated cities of San Bernardino County within the Santa Ana Region.

Implementation of the proposed Project would dramatically increase the impervious surface of property, due to its current undisturbed condition. Utilizing information contained in the WQMP, the amount of water traversing the site, along with the amount of impervious surface, drawdown rate based upon soil conditions, and runoff coefficient, the computed design capture volume necessary is 37,291 cubic feet. The applicant has proposed a retention area at the southerly end of the parking lot volume of 37,508

cubic feet, which exceeds the projected incremental increase in runoff from the property. As such, the proposed Project would not generate additional drainage flows during peak periods for downstream properties. The site runoff will be conveyed primarily by surface flow within the site to the drainage inlet that will feed the underground pipe retention/infiltration system. Based upon the amount of volume capture of runoff and the design of the infiltration system to ensure pollutants do not discharge downstream, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

- b) *Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

**Less Than Significant Impact**

The Project site is within the San Bernardino Valley Municipal Water District (SBVMWD) service area. The SBVMD covers about 325 square miles and has developed a cooperative recharge program that is being successfully implemented to help replenish groundwater, using the State Water Project and local runoff.

The additional structures and site improvements are not anticipated to substantially increase the Project Site's water demand, and therefore would not result in a substantial adverse effect on groundwater supplies. The Project site is currently undeveloped and does not interfere with any groundwater recharge operations. The proposed Project design is intended to retain stormwater flows during peak periods at a rate that exceeds the projected runoff rate from the property in its current condition. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

- 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;*

**Less Than Significant Impact**

As noted in the WQMP the site drains to the south. This general pattern will not be altered with implementation of the Proposed Project. Site runoff will be conveyed by surface flow to a drainage inlet that feeds an underground pipe retention/infiltration system. The site is relatively flat and borders portions of two streets. The easterly side of the site is a raised railroad track bed that precludes discharges to the west. Full retention of the amount of stormwater runoff is proposed with the site design infiltration system. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- ii) *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite;*

**Less Than Significant Impact**

As noted in subsection a) above, the design volume of the infiltration basin at the southerly end of the site exceeds the projected runoff volume for the property. As such,

the proposed Project is not anticipated to substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- 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*  
**Less Than Significant Impact**

As stated in the WQMP, the proposed infiltration basin is anticipated to achieve a complete on-site retention of site's capture design volume. As such, with adherence to the respective WQMPs, the proposed Project is not anticipated to create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

- iv) *Impede or redirect flood flows?*  
**Less Than Significant Impact**

The subject property is not within an identified flood hazard area. The previously referenced WQMP indicated the drainage area that collect flows from at least a portion of the site is 312,553 cubic feet. The projected runoff volume for the Project site based upon the proposed design features and site characteristics will be captured by the proposed infiltration basin at the southerly end of the property. Therefore, with adherence to the WQMP, the proposed Project is not anticipated to impede or redirect flood flows. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

- d) *In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?*  
**Less Than Significant Impact**

Tsunamis are large waves generated in open bodies of water by fault displacement due to major ground movement. Due to the Project Site's distance from the Pacific Ocean, tsunamis are not potential hazards in the vicinity of the Project Site. As shown on the San Bernardino Countywide Policy Plan Map HZ-4 Flood Hazards, the subject property is not within a 100 (Zone A) or 500 year (Zone X) flood plain. Therefore, the risk of release of pollutants of by flood, seiche, or tsunami is considered low. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

- e) *Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*  
**Less Than Significant Impact**

The WQMP prepared as part of this proposal complies with the requirements of the San Bernardino County and the NPDES Areawide Stormwater Program. The proposed Project would adhere to each PWQMP's BMPs, regional and local water quality control



and/or sustainable groundwater management plans. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

**Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.**

<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>
<b>XI. LAND USE AND PLANNING – Would the project:</b>				
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 type="checkbox"/>	<input checked="" type="checkbox"/>

***SUBSTANTIATION:***

***San Bernardino Countywide Policy Plan, 2020; Submitted Project Materials***

a), b) *Physically divide an established community?*

*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?*

**No Impact**

The Project site is located within the Glen Helen Specific Plan and has a land use category of Corridor Industrial. The Project site is a narrow strip of land wedged between Kendall Drive and ATSF railroad line. The railroad line is elevated above the property and creates a barrier to the southwest. As such, development of the subject property would not divide an established community.

The area is not within an area identified for mitigating environmental effects nor is it part of a Critical Habitat area, based upon a review of critical habitats identified by the California Department of Fish and Wildlife on August 20, 2021. The property was evaluated as part of the adoption of the Glen Helen Specific Plan. The Specific Plan Draft Environmental Impact Report noted that:

“The Cajon Corridor and Kendall Corridor are both highly disturbed by prior residential and industrial development, as well as the Cajon Landfill (Kendall Corridor). No cultural features or archaeological resources have been previously identified in these areas. Ground disturbance is pervasive throughout these

planning areas and the potential for significant finds with the long-term recycling of uses to Corridor Industrial (CI), Commercial /Traveler Services (CT/S) and Special Use Area (SUA) is limited. No significant impacts to archaeological resources are anticipated.” (p. 4.9-9)

**Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.**

<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>
<b>XII. MINERAL RESOURCES – Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
<b><i>SUBSTANTIATION:</i></b> (Check <input type="checkbox"/> if project is located within the Mineral Resource Zone Overlay):				
<b><i>San Bernardino Countywide Policy Plan, 2020; California Department of Conservation, Mineral Land Classification</i></b>				

- a) *Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?*  
**Less Than Significant Impact**

According to the California Department of Conservation, Mineral Land Classification map, the Project Site occurs in the Southwestern San Bernardino Valley region, specifically in Open File Report 1994-0008. As shown on the report, the Project Site and immediate vicinity occur within Mineral Resource Zone 2 (MRZ-2). This zone is defined as an area that contains identified mineral deposits. However, the subject property is of limited size, relatively narrow in configuration, and adjacent to an operating railroad line. Commercial and industrial uses are located on parcels in the area, including along Kendall Drive, across the street from the proposed uses. The property configuration and surrounding uses are not compatible with mineral resource extraction. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

- 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?*

**Less Than Significant Impact**

The Project Site occurs in an area designated as Mineral Resource Zone 2 (MRZ-2). The State *Guidelines for Classification of and Designation of Mineral Lands* defines MRZ-2 as an area that contains identified mineral deposits. However, the parcel configuration is relatively narrow and elongated. In addition, the Project Site currently has a land use designation of Corridor Industrial. Approval of the Minor Use Permit would authorize the use of the property for truck trailer storage. The Project Site is not located within a planning area designated for mining. Therefore, the Proposed Project would not result in the loss of availability of a locally important mineral resource recovery site. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

**Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.**

<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>
<b>XIII. NOISE – Would the project result in:</b>				
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) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 ):

**San Bernardino Countywide Policy Plan, 2020; Submitted Project Materials**

- 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?*

**Less Than Significant Impact**

Noise can be measured in the form of a decibel (dB), which is a unit for describing the amplitude of sound. The predominant rating scales for noise in the State of California are the Equivalent Continuous Sound Level ( $L_{eq}$ ), and the Community Noise Equivalent Level (CNEL), which are both based on the A-weighted decibel (dBA). The  $L_{eq}$  is the average of the sound level energy for a one-hour period and employs an A-weighted decibel correction that corresponds to the optimal frequency response of the human ear. The CNEL is based upon 24 one-hour  $L_{eq}$  measurements.

The background ambient noise levels in the Project study area are dominated by the transportation-related noise associated with the adjacent surface streets, background industrial land use consistent, and the adjoining railroad line.

Sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. To describe the potential off-site Project noise levels, three noise sensitive residential receiver locations in the vicinity of the Project site were identified. The receiver locations are described below and shown on Figure 4.

The Glen Helen Draft Environmental Impact Report (DEIR), prepared in Year 2000, evaluated rail noise through the area. The DEIR contained the following assumptions to model existing train noise.

“Operations were assumed to include 75 freight trains with an average length of 100 rail cars. Half of these operations were assumed to occur at night. All operations were assumed to use five diesels. Trains were assumed to average 30 mph. Rails are continuous welded and a whistle board is displayed for Glen Helen Parkway/Devore Road and Institution Road/Palm Avenue. These data were modeled using the Wyle Method to determine the ambient noise generated by railroad operations through the speck plan area. The model predicts that these operations would produce an Ldn value of approximately 80.0 dBA as measured at a distance of 500 feet. In the absence of a whistle post, a noise level of 70.2 dBA Ldn is projected. (Note that while the Wyle Method determines Ldn rather than CNEL, these two values are within 1 dBA of each other and any slight differences will not change the outcome of the analysis.) These value change by approximately 4.5 dBA per every doubling of the distance.” (p. 4.5-7)

“Additionally, railroad operations are not expected to remain static and for the purposes of his analysis an increase of 50 percent is assumed to occur by the year 2020. This increase will increase existing railroad noise by approximately 2 dBA Ldn. At that point in time, the 65 dBA Ldn level would occur at a distance of about 6,800 feet from any whistle crossings and about 1,465 feet from the remainder of the line. Any sensitive land uses as outlined in Table 4.5-4 could be subject to significant noise impacts.” (4.5-21)

It is not expected that the amount of noise generated by the movement of trailers into and out of the property would cause notable noise levels that would be unusual for an industrial area, also considering its proximity to an operating railroad line. As such, the existing noise levels occurring periodically during the day would exceed the noise level standards for Industrial uses of Leq (dBA) 70).

- b) *Generation of excessive groundborne vibration or groundborne noise levels?*  
**Less Than Significant Impact**

County Development Code Section 83.01.090, Vibration, establishes standards for acceptable vibration levels: temporary construction, maintenance, repair, or demolition activities between 7 a.m. and 7 p.m. are exempt from this vibration limit, except on Sundays and federal holidays, when construction is prohibited. Potential impacts due to noise would be short-term and temporary during construction. Vehicle/truck use during Project operation are also exempt from the County vibration standards. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

- 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?*  
**No Impact**

The Project Site is located over eight miles northwest of San Bernardino International Airport Safety Review Area, as displayed on San Bernardino Countywide Plan HZ-9 Airport Safety and Planning Areas. The Project Site is not located within the vicinity of a private or public airstrip. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

**Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.**

<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>
<b>XIV. POPULATION AND HOUSING – Would the project:</b>				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

construction of replacement housing elsewhere?

**SUBSTANTIATION:**

**San Bernardino Countywide Policy Plan, 2020; Submitted Project Materials**

- a) *Induce substantial unplanned 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)?*

**No Impact**

The proposed Project is the development of a trailer truck storage facility and a small guard shack, and trash enclosure, and does not involve construction of new homes nor would it induce unplanned population growth by creating new jobs. Construction activities would be temporary and would not attract new employees to the area. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

- b) *Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

**No Impact**

The Project site is unimproved. Implementation of the proposed Project would not displace existing residents or require construction of replacement housing. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

**Therefore, no impacts are identified or anticipated, and no mitigation measures are required.**

<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>
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**XV. PUBLIC SERVICES**

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

**SUBSTANTIATION:**

**San Bernardino Countywide Policy Plan 2020; Glen Helen Specific Plan; Submitted Project Materials**

- 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?*

**Less Than Significant Impact**

The Project site is located between two San Bernardino County Fire Stations: Devore Station No. 2, located approximately 1.9 miles to the northwest, at 1511 Devore Road; and Station No. 232, located approximately 1.4 miles to the southeast, at 6065 North Palm Avenue. Response times in the range of five to eight minutes are considered maximum in the case of structural fires. A longer response time will result in the loss of most of the structural value. Fire station organization, physical/environmental conditions, distance, grade and road conditions affect response times.

Due to the storage of trailer trucks at the facility and the small size of the guard shack, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

*Police Protection?*

**Less Than Significant Impact**

Personnel organization, distance, grade and road conditions as well as other physical factors influence response times by law enforcement. The unincorporated portions of San Bernardino County within the Glen Helen Specific Plan area are served by the San Bernardino's County Sheriff Department (SBCSD). Response times to the area are depended upon the type of calls for service. The SBCSD reviews staffing needs on a yearly basis and adjusts service levels as needed to maintain an adequate level of public protection. Minimal demand for service at the site is expected due to the type of use proposed and the non-operational characteristics of the stored trailers. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

*Schools?*

**No Impact**

The Project site is within the San Bernardino Unified School District boundaries. Construction activities would be temporary and would not result in any population

growth. During site operations, only one employee would be stationed on-site, beyond the periodic flow of individual truck drivers. Therefore, the proposed Project would not draw any new residents to the region that would require expansion of existing schools or additional schools. Collection of applicable development impact fees would occur, consist with the requirements of State law, but no impacts are expected related to school facilities and no mitigation measures are required.

*Parks?*

**No Impact**

The Proposed Project would allow for the operation of a trailer truck storage facility. Such a use would not induce residential development nor increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of any facilities would result. Operation of the proposed Project would place no demands on parks, because it would not involve the construction of housing and would involve only the temporary introduction of a few employees into the area. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

*Other Public Facilities?*

**No Impact**

The proposed Project would not result in an increased residential population or a significant increase in the work force as the Project involves the development of a truck trailer storage facility. Therefore, implementation of the proposed Project would not adversely affect other public facilities or require the construction of new or modified facilities. No impacts are identified or anticipated, and no mitigation measure is required.

**Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.**

<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>
<b>XVI. RECREATION</b>				
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 will 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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



recreational facilities which might have an adverse physical effect on the environment?

**SUBSTANTIATION:**  
**San Bernardino Countywide Policy Plan 2020; Glen Helen Specific Plan; Submitted Project Materials**

- 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 will occur or be accelerated?*

**No Impact**

The proposed Project involves the establishment of a trailer truck storage facility. One employee would staff the guard shack and others would bring the trailers to the property. Therefore, the proposed Project would not lead to substantial physical deterioration of recreational facilities. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

- 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?*

**No Impact**

The proposed Project involves the establishment of a trailer truck storage facility. The proposed Project does not include the construction or expansion of recreational facilities to meet demands of residential development. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

**Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.**

<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>
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**XVII. TRANSPORTATION – Would the project:**

- a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

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)	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)	Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**SUBSTANTIATION:**

**San Bernardino Countywide Policy Plan; Trip Generation Assessment; Project Application Materials**

- a,b) *Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?*  
**Less Than Significant Impact**

A *Trip Generation and VMT Screening Analysis*, dated May 5, 2021, was prepared for the Project by Environment Planning Development Solutions. The report is available for review at the County of San Bernardino Land Use Services Department and is summarized herein. The propose of the assessment was to determine whether additional traffic analysis was necessary for the proposed Project based on the County’s Transportation Impact Study Guidelines. The trip generation rates used for the analysis were not based upon information collected by the Institute of Transportation Engineers (ITE), as provided in their Trip Generation Manual (10<sup>th</sup> Edition, 2017), because the ITE Manual does not provide trip generation rates for trailer storage lots. In lieu of this information the applicant utilized data from the following existing facilities:

- 1450 W. Dominguez Street, Long Beach, CA, 161 Trailer Parking Spaces (TPS)
- 21900 S. Alameda Street, Long Beach, CA, 176 TPS
- 2201 S. Santa Fe Avenue, Compton, CA, 181 TPS
- 1601 S. Anderson Avenue, Compton, CA, 183 TPS

The lot at 21900 S. Alameda Street is the most similar to the proposed project as it has a similar, although slightly lower, number of trailer parking spaces and the only building on-site is a guard shack. This lot had the lowest overall trip generation rate per TPS but had the highest percentage of 3 and 4+-axle trucks. The trip generation analysis has been prepared using the average trip rates for all four sites, which is higher than the 21900 S. Alameda Street lot. However, the vehicle mix from the 21900 S. Alameda Street lot was used, as the lot characteristics are most similar to the proposed Project. These assumptions result in a higher overall trip generation than application of the average trip rates and average vehicle mix together.

The proposed Project is expected to generate 575 daily trips, of which 482 are truck trips and 93 are passenger vehicles, including 40 trips during the AM peak hour and 42

trips during the PM peak hour. When a passenger car equivalent (PCE) factor is applied to the trip generation to account for heavy vehicles, the Project would generate 1,339 daily PCE trips, including 93 PCE trips during the AM peak hour and 98 PCE trips during the PM peak hour. The County of San Bernardino Transportation Impact Study Guidelines indicates projects that generate 100 or more trips during any peak hour have the potential to create a traffic impact and would be required to prepare a TIS. Based on the maximum peak hour trip generation of 42 trips (98 PCE trips) during the PM peak hour, the proposed Project should not be required to prepare a Traffic Impact Assessment (TIA).

The proposed Project is anticipated to generate 24 trip-ends per day (2-way trips), with one (1) trip generated during the AM peak hour and 4 trips generated during the PM peak hour. Per the County's traffic study guidelines, a project may be required to prepare a traffic study if the project generates 100 or more peak hour trips without consideration of pass-by trips during any peak hour. However, the proposed Project is projected to generate fewer than 50 peak hour trips. As such, a traffic impact analysis was not required for the proposed Project based on the County's traffic study guidelines. Therefore, the proposed Project does not conflict with an applicable plan, ordinance, or policy establishing measure of effectiveness for the performance of the circulation system. No impacts are identified or are anticipated, and no mitigation measures are required.

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

**No Impact**

The Project site is relatively flat and adjoins a straight street with good line of sight visibility. The Project does not include a geometric design feature or incompatible use that would substantially increase hazards. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

- d) *Result in inadequate emergency access?*

**Less Than Significant Impact**

As required by the County, the Project would provide two driveways with a minimum width of 26 feet to allow for emergency access. The Proposed Project would be subject to any conditions required by the San Bernardino County Fire Department to maintain adequate emergency access. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

**Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.**

<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>
<b>XVIII. TRIBAL CULTURAL RESOURCES</b>				
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 checked="" type="checkbox"/>	<input 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 (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

***SUBSTANTIATION:***

***San Bernardino Countywide Policy Plan, 2020; Cultural Historical Resources Information System (CHRIS), South Central Coastal Information Center, California State University, Fullerton; Submitted Project Materials***

- a) *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;*  
**Less Than Significant Impact**

The Glen Helen Specific Plan Draft Environmental Impact Report (DEIR) noted the Atchison Topeka Santa Fe railway alignment as an historical feature, as noted below.

“SBR-6793H is the Atchison Topeka Santa Fe railway alignment. Segments of this railroad pass through the North Glen Helen, Devore, Cajon Corridor and Kendall Corridor subareas. Originally known as the Southern California Railroad, it was conceived as an inland alternative to the Southern Pacific. Extending from Los Angeles, Southern California tracks reached Colton in, 1882 and San Bernardino in 1883 (Robinson 1958:50). By 1884, the railroad had connected San Bernardino with San Diego via Elsinore, Temecula, and Santa Margarita Canyon. Southern California also built a railway through the Cajon Pass to Barstow, where it met the Southern Pacific line that connected Mojave and Needles. In 1885, the Santa Fe purchased the Southern California, and subsequently acquired Southern Pacific’s

line from Mojave to Needles. Thus, by 1885, the Santa Fe controlled the main rail artery through the San Bernardino County mining districts.” (p. 4.9-5)

The DEIR also found the rail alignment would not be affected by the proposed project, as noted below.

“SBR-6793H is the Atchison Topeka & Santa Fe railway alignment, segments of which pass through the North Glen Helen, Devore, Cajon Corridor and Kendall Corridor planning areas. The proposed project will not alter the AT&SF rail alignment and no impact will occur.” (p. 4.9-9)

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

- b) *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 (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?*

**No Impact**

On June 16, 2021, the County of San Bernardino distributed notification via e-mail pursuant to AB52 to the following five tribes: Gabrieleno Band of Mission Indians - Kizh Nation, San Gabriel Band of Mission Indians, Soboba Band of Luiseño Indians, Morongo Band of Mission Indians, and San Manuel Band of Mission Indians. No comments were received as of August 31, 2021. As such, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

**Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.**

<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>
<b>XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:</b>				

- 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"/>
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<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>
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

**SUBSTANTIATION:**

***San Bernardino Countywide Policy Plan, 2020; San Bernardino Valley Municipal District Urban Water Management Plan 2015; Submitted Project Materials; Glen Helen Specific Plan***

- 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?*

**Less Than Significant Impact**

The Project area is currently within the San Bernardino Municipal Water Department service area for water and sewer service, SoCal Gas for gas, SoCal Edison for electricity and Verizon for phone services. At present, a sewer pipeline traverses Cajon Blvd. near the property. If a septic system is not allowed, as may be the case due to the limited use of the property, connection to that line or an alternative line may be required. According to information provided by the Municipal Department, the applicant would need to annex to the City's system to receive sewer treatment. The existing treatment plant facilities have a capacity of 33 million gallons per day. Due to the limited use of the property, treatment plant capacity would not be affected by this Project. The Districts Urban Water Management Plan (UWMP) anticipates adequate water supply even in multiple dry years. Other utility services are available to nearby properties and can be extended to the site. Therefore, any extension of services or their increased use would

require some extension of existing facilities, but their limited use on the property due to the proposed trailer truck storage operation would not be significant. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

- b) *Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?*

**Less Than Significant Impact**

The Project Site is currently served by the San Bernardino Municipal Water Department, but is within the overall District boundary of the San Bernardino Valley Municipal Water District (SBVMWD). According to the District's Urban Water Management Plan (UWMP), which incorporates the City of Rialto, West Valley Water District, City of Colton, Riverside Highland Water Company, City of Loma Linda, City of Redlands, Yucaipa Valley Water District, East Valley Water District, and San Bernardino Municipal Water District service area, the District covers about 325 square miles in southwestern San Bernardino County. The 2015 San Bernardino Valley Regional Urban Water Management Plan (UWMP), amended June 2017, estimates water supplies are adequate during normal, dry and multiple dry years between 2020 and 2040. Since the Water Department currently serves the Project area and most of projected site demand would occur from irrigation of site landscaping, implementation of the proposal would not lead to a substantial increase in water demand. Water supplies would therefore be sufficient to serve the proposed Project and reasonably foreseeable future development. No significant impacts are identified or anticipated, and no mitigation measures are required.

- 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?*

**Less Than Significant Impact**

As noted previously in subsection a) above, the San Bernardino Municipal Water Department would serve the project site. The Department currently has wastewater pipeline in Cajon Blvd., but the applicant would need to annex to the system to receive wastewater treatment services. Utilization of an on-site septic system could potentially occur, but would be subject to approval of the Water Department and County Environmental Health Services. If the municipal system is utilized, treatment plant capacity would not be adversely affected due to the limited use of the property, with only one toilet for an on-site guard. As such, no impacts are identified or anticipated, and no mitigation measures are required.

- 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?*

**Less Than Significant Impact**

The Project Site is currently within the refuse collection area of Burrtec Waste Industries. Solid waste generated at the Project Site is disposed of at either the San Bernardino County Mid-Valley Landfill (36-AA-0055), or other active landfills as necessary. Burrtec's operators determine the final disposal location on a case-by-case basis. The Mid-Valley Landfill has a maximum throughput of 2,000 tons per day, an expected

operational life through 2045, and a remaining capacity of 61,219,377 cubic yards, as of June 2019. The proposed Project involves a trailer truck storage facility, with little solid waste generated on-site. No additional demand on waste services is anticipated. The Project would be served by a landfill with sufficient permitted capacity to accommodate its solid waste disposal needs. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

- e) *Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*  
**Less Than Significant Impact**

The County of San Bernardino Solid Waste Management Division reviews and approves all new construction projects that require a Construction and Demolition Solid Waste Management Plan (waste management plan). A project's waste management plan consists of two parts which are incorporated into the Conditions of Approval (COA's) by the County of San Bernardino Solid Waste Management Division. As part of the plan, proposed projects are required to estimate the amount of tonnage to be disposed and diverted during construction. Disposal/diversion receipts or certifications are required as a part of that summary.

The mandatory requirement to prepare a Construction and Demolition Solid Waste Management Plan would ensure that impacts related to construction waste would be less than significant. The proposed Project would comply with all federal, State, and local statutes and regulations related to solid waste. Solid waste produced during the construction phase or operational phase of the proposed Project would be disposed of in accordance with all applicable statutes and regulations. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

**Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.**

<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>
<b>XX. WILDFIRE:</b> If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
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 checked="" type="checkbox"/>	<input 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:**

**County of San Bernardino Countywide Policy Plan 2020; Glen Helen Specific Plan; Submitted Project Materials**

- a) *Substantially impair an adopted emergency response plan or emergency evacuation plan?*

**No Impact**

The routes nearest to the Project Site that are paved and suitable in the event of an evacuation are Kendall Drive and Cajon Boulevard. The closest designated evacuation route is Interstate 215, which is parallel with the property just to the east. Access to Interstate 215 is available approximately 1.5 miles to the north and south of the property. Therefore, operations and construction of the Proposed Project would not interfere with the use of these routes during an evacuation. During construction, the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the County. Furthermore, the Project Site does not contain any emergency facilities. Continued operations at the Project site would not interfere with an adopted emergency response or evacuation plan. Existing driveways would be maintained for ingress/egress and no new driveways are proposed. No impacts are identified or anticipated, and no mitigation measures are required.

- 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?*

**Less Than Significant Impact**

The Project site is relatively flat and located within a commercial industrial corridor with warehouses and general commercial and industrial related uses. Fire safety areas are prone to wildfires and require additional development standards. The Project site and its vicinity are located within a very high fire hazard area, as displayed on the San Bernardino Countywide Plan Map HZ-5 Fire Hazard Severity Zone.

The Project site would be developed with as a trailer truck storage facility, with a small guard shack that would house one individual. The property would be primarily paved as a parking lot for the storage of trailers. Although wildfire hazards exist within the area, the area has a significant level of urban development and minimal vegetation, except for annual grasses on some properties. As such, the risk to persons or property

is minimal. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

- 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?*

**No Impact**

The Project site would be developed with a trailer storage facility and a small guard shack, with an associated restroom. Associated landscaping and fencing is proposed. The proposed Project does not include the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Therefore, no impacts are identified, and no mitigation measures are required.

- 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?*

**No Impact**

The Project site and its immediate vicinity are relatively flat, therefore post-fire slope instability related to flooding or landslides is not anticipated to affect the subject property. The implementation of associated storm water BMPs will ensure that the proposed Project appropriately conveys storm water runoff without affecting upstream or downstream drainage characteristics. As a result, the proposed Project would not expose people or uses to significant risks, such as downslope flooding or landslides. No significant impacts are identified or anticipated, and no mitigation measures are required.

**Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.**

<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>
<b>XXI. MANDATORY FINDINGS OF SIGNIFICANCE:</b>				

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Does the project have the potential to substantially 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, substantially reduce the number or | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

- 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)?
- c) Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?
- a) *Does the project have the potential to substantially 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, substantially 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?*

**Less Than Significant Impact**

Thirteen State/federally listed and/or State candidate species were evaluated for the proposed project. Suitable habitat is absent from the subject property for 12 of the 13 species and the Project will have no effects to these 12 species. Suitable habitat is present for the San Bernardino kangaroo rat. Based upon the initial findings of potential habitat, trapping for the kangaroo rat was conducted by the Project biologist for five nights, July 18 to July 23, 2021. 100 traps were set in a continuous line and baited with bird seed and wild oats. The traps were checked at midnight and dawn. No San Bernardino kangaroo rats were captured, although five rodent captures did occur. No USFWS designated critical habitat is present within the property for any of these species.

The site also contains suitable for habitat for special-status nesting birds, including the burrowing owl and California horned lark, as well as other non-special-status bird species. Nesting bird species with potential to occur within the project are protected by California Fish and Game Code Sections 3503, 3503.5, and 3800, and by the Migratory Bird Treaty Act (16 USC 703–711). These laws regulate the take, possession, or destruction of the nest or eggs of any migratory bird or bird of prey.

To avoid potential effects to the burrowing owl mitigation measures have been recommended. Completion of these measures would reduce the potential impact to less than significant. To avoid potential effects to special-status bird species (e.g., California horned lark) and other nesting bird species implementation of mitigation measures have been recommended and are noted in the Section IV, Biological

Resources. Therefore, implementation of the proposed Project and associated mitigation measures, although necessary to address potential impacts, would not 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, or substantially reduce the number or restrict the range of a rare or endangered plant or animal.

The Glen Helen Specific Plan Draft Environmental Impact Report (DEIR) noted the subject area was highly disturbed and no historical and archaeological resources are anticipated. The *Cultural Resources Assessment* noted the historical existence of the Atchison Topeka Santa Fe railway alignment and the fact the proposed Project would not affect the rail alignment. As such, the *Cultural Resources Assessment* found the Project would not adversely affect important examples of the major periods of California history or prehistory.

- 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)?*

**Less Than Significant Impact**

Cumulative impacts are defined as two or more individual affects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related past, present, and reasonably foreseeable or probable future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period. The CEQA Guidelines, Section 15130 (a) and (b), generally state:

- (a) Cumulative impacts shall be discussed when the project’s incremental effect is cumulatively considerable.
- (b) The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project. The discussion should be guided by the standards of practicality and reasonableness.

As concluded in the *Trip Generation and VMT Screening Analysis*, the proposed Project is anticipated to generate 93 daily trips, which is below the County threshold levels for analysis and, as such, would not be cumulatively considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. Similarly, the pollutant emissions from the proposed Project are below SCAQMD thresholds and therefore, the proposed Project would be in compliance SCAQMD’s AQMP. In addition, greenhouse gas emissions from the Proposed Project are below County thresholds. Therefore, air quality and greenhouse gas impacts would not be cumulatively considerable.

Impacts associated with the proposed Project would not be considered individually or cumulatively adverse or considerable. Impacts identified in this Initial Study have been

found to be less than significant impact based upon the completion of individual studies for biological resources, air quality and greenhouse gases, and trip generation and prior evaluations for historical and cultural resources. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

- c) *Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?*

**Less Than Significant Impact**

The Project site is not located in an area that is susceptible to geologic hazards, with the exception of ground shaking during a geological event. Only one individual would be housed within the guard shack. Site paving and a small guard shack and toilet facilities would be constructed. Therefore, implementation of the proposed Project would not have environmental effects that would cause substantial adverse effects on human beings. At a minimum, the Project will be required to meet the conditions of approval for the project to be implemented, including recommended mitigation measures that would be incorporated as conditions of approval. It is anticipated that all such conditions of approval will further ensure that no potential for adverse impacts will be introduced by construction activities, and current or future land uses authorized by the Project approval. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

**Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.**

## **MITIGATION MEASURES/CONDITIONS OF APPROVAL**

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 procedures. (CCRF)

***BIO-1: Conduct a pre-construction burrowing owl survey no more than 14 days prior to construction activities, including vegetation removal, and a final survey within 24 hours prior to construction consistent with the take avoidance survey methodology outlined in the California Department of Fish and Wildlife’s 2012 Staff Report on Burrowing Owl Mitigation. Should burrowing owl be found, a burrowing owl mitigation and monitoring plan would need to be developed in coordination with the County and CDFW.***

***BIO-2: Construction activities, including vegetation removal, will be conducted outside the general bird nesting season (February 1 through August 31) to avoid impacts to nesting birds. If construction activities cannot be conducted outside the bird nesting season, a pre-construction nesting bird survey by a qualified biologist is required no more than three days prior to any construction activities. Should nesting birds be found, an exclusionary buffer will be established by the qualified biologist. The buffer will be clearly marked in the field by construction personnel under guidance of the qualified biologist. No construction activities will be allowed within this zone until the qualified biologist determines that the young have fledged or the nest is no longer active.***

## **GENERAL REFERENCES**

California Department of Conservation, California Important Farmland Finder.

<https://maps.conservation.ca.gov/agriculture/#webmaps>

California Department of Conservation, Mineral Land Classification map, Open File Report 1994-0008.

California Department of Resources Recycling and Recovery (CalRecycle), Solid Waste Facilities, <https://www.calrecycle.ca.gov/>

California Department of Transportation, Scenic Highways

<https://dot.ca.gov/-/media/dot-media/programs/design/documents/od-county-scenic-hwys-2015-a11y.pdf>

California Department of Toxic Substances Control, EnviroStor Database.

<https://www.envirostor.dtsc.ca.gov/public/>

California Energy Commission, California Energy Consumption Database. Accessed January 29, 2020 from <https://ecdms.energy.ca.gov/Default.aspx>

County of San Bernardino. Development Code.

<http://cms.sbcounty.gov/lus/Planning/DevelopmentCode.aspx>

County of San Bernardino. Countywide Plan, 2020. <http://countywideplan.com/>

County of San Bernardino. Fire Stations. <https://sbcfire.org/firestations/>

*Glen Helen Specific Plan Draft Environmental Impact Report*, November 2000, Michael Brandman Associates.

*Soil Survey of San Bernardino County Southwestern Part, California 1980*, U.S. Department of Agriculture.

San Bernardino Valley Municipal Water District. 2015 Urban Water Management Plan. Amended June 2017. <https://www.sbvmd.com/home/showdocument?id=4196>

California Department of Conservation, Mineral Land Classification map, Open File Report 1994-0008

### **PROJECT-SPECIFIC REFERENCES**

*Air Quality and Greenhouse Gas Emissions Impact Analysis*, Vista Environmental, May 31, 2021.

*Biological Resources Assessment*, LSA, July 2021.

Custom Soil Resource Report for San Bernardino County Southwestern Part, California, August 15, 2021.

*Preliminary Water Quality Management Plan*, Land Development Design Company, LLC; August 20, 2021.

*San Bernardino Kangaroo Rat Survey Results*, LSA, August 3, 2021.

Trip Generation and VMT Screening Analysis Memo, Environment Planning Development Solutions, Inc., May 5, 2021.