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:

APNs:	0232-061-22	***USGS Quad:***	Fontana 7.5
Applicant:	LMS Transport 8631 Lime Ave Fontana, CA	***T, R, Section:***	
Location	APN: 0232-061-22	***Thomas Bros***	
Project No:	PROJ-2019-00070	***Community Plan:***	N/A
Rep	James Harley	***LUZD:***	IR (Regional Industrial) and CS (Service Commercial)
Proposal:	Minor Use Permit (MUP) to construct a new 12,500 sq. ft. metal warehouse and distribution facility with 6,000 sq. ft. of office space and 6,500 sq. ft. of warehouse storage on a vacant lot.	***Overlays:***	Flood Plain Safety Overlay – No Dam Inundation Zone - No Noise Hazard Overlay District - No Fire Safety Overlay District – No Earthquake Fault Zone – No Liquefaction Susceptibility - High

PROJECT CONTACT INFORMATION:

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

Contact person: Azhar Khan, Planner II
Phone No: (909) 387-4002 ***Fax No:*** (909) 387-3223
E-mail: Azhar.Khan@lus.sbcounty.gov

PROJECT DESCRIPTION:

Summary

The proposed project is a Minor Use Permit (MUP) to develop one (1) freight storage facility with 12,500 square feet warehouse and distribution center on a 5.06 acre parcel located approximately 0.40 miles north of the intersection of Arrow Boulevard and Lime Avenue within the unincorporated area of Fontana (APN 0232-061-22). The facility would provide storage for goods and trailers during delivery off seasons and/or between deliveries. The Site is located on the east side of Lime Avenue between Foothill Boulevard to the north and Arrow Route to the

south. The Site's vicinity is urbanized with a mixture of commercial and industrial uses nearby. the adjacent properties have similar zoning as the Project Site with a mix of commercial land uses.

The Project proposes to grade the vacant site situated at the northern end of Lime Avenue in order to construct a 12,500 square-foot building on a 5.06 acre site (the "Project" or "Proposed Project"). The proposed building would contain 6,610 square-feet of office space with 5,890 square-feet of freight storage space using two rear docks. The Project proposes 34 parking spaces on the Project Site with 2 HC spaces and 18 truck and trailer spaces towards the northeast side of the Project Site. As part of the development, the Applicant would construct parking areas for heavy low-boy trucks with motor grader and bulldozer heavy equipment.

Architecture

The Project has been designed as an integrated single structure with articulation and variation consistent with applicable County and City of Fontana design guidelines. Overall variation of the building appearance is created with the use of various materials (i.e., stucco and brick), windows of different widths, and delineations of columns near corners of the structure., The elevations also show building material changes from the first floor to the second floor in efforts to reduce the overall massing of 32-foot tall structure. See **Appendix A** for floor plans, elevations, sections, and renderings.

Landscaping

As proposed, the Project contains various ornamental shrubbery and small trees dispersed throughout the edges and corners of the proposed design. Entryway and exits will be attractively landscaped with drought tolerant plants. Landscape requirements will be met by providing 36,318 square feet or approximately 16.5% of the overall lot size with landscaping as shown on the site plan, consistent with the County's zoning designation for the Project Site.

Development Standards

The site is located within IR (Regional Industrial) and CS (Service Commercial) zoning districts, and in conformance with the County Development Standards as described in below Table.

Table 1-1
Project Characteristics

Characteristic	Requirement for IR	Requirement for CS	Proposed
Floor Area Ratio (FAR)	.55:1	.5:10	45.1%
Building Height	85 feet (Max.)	60feet (Max.)	32 feet
Parking			
Office/Autos[1]	27	27	27
Warehouse[2]	6	6	6
Loading Zone	NA	NA	1
Total	34	34	34
Dock Doors	NA	NA	2
Setbacks			

Front – Lime Avenue Interior Side Rear Lot Coverage	25 feet 10 feet 10 feet 85%	25 feet 10 feet 10 feet 80%	25 feet 84 feet 135.7 feet 83.5%
Landscaping[3]	33,100 sf (15%)		36,318 sf (16.5%)
	NA = Not Applicable sf = square feet [1] 1 parking space per 250 sf 2 1 space per 1,000 sf to the first 40,000 sf, plus 1 space per 4,000 sf over 40,000 sf 3 15% minimum of net site area		

The northernly portion of the project is

Circulation

Access to the Project Site is provided by two driveway entrances along Lime Avenue

- One (1) 40' driveway on the northern end of the property on Lime Avenue for trucks to access the doc area on the eastern side of the building.
- One (1) 40' driveway on the southern end of the property on Lime Avenue for trucks to access the doc area on the eastern side of the building.

Emergency vehicle access is provided through the two driveway entrances to access the eastern side of the property with a minimum 26-foot fire lane.

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The project proposes sidewalks along the Project Site's western boundary on Lime Avenue which is sufficient to support pedestrian access.

Operations

As proposed, the Applicant will construct a warehouse building containing administrative offices and freight storage with two loading docks. The administrative offices will have ten full-time employees. Active working hours will be 24 hours per day and seven days per week. This also includes two forklift drivers alternating 8 hour shifts. The applicant expects roughly nine truck trips inbound and nine trips outbound would occur during a 24-hour period at the Project Site.

Surrounding Land Uses and Setting

The **Table 1** below, shows the existing land uses and land use designations of the project site and surrounding properties

Table 1 **Existing Land Use and Land Use Zoning Districts**			
Location	**Existing Land Use**	**Policy Plan**	**Land Use Zoning District**

Project Site	Vacant	C/GI – (Commercial/General Industrial)	CS/IR (Service Commercial/Regional Industrial/)
North	Vacant	C – (Commercial	CG (General Commercial)
South	Industrial Storage	GI – (General Industrial)	IR (Regional Industrial)
East	Vacant parcel/Mini Storage	GI –(General Industrial)	IR (Regional Industrial)
West	Propane Gas Supplier	CS/GI – (Service Commercial/General)	CS/IR (Service Commercial/Regional Industrial/)

Project Site Location, Existing Site Land Uses and Conditions

The County of San Bernardino Zoning Map shows the following designations in the Project area:

Properties to the North of the Site:. are vacant. North of the vacant site is Foothill Boulevard

Properties to the South of the Site: is an industrial storage development immediately south of the Project Site.

Properties to the East of the Site: with a self-storage facility slight northeast of the Project Site; vacant industrial land to the east; and,

Properties to the West of the Site: industrial zoned land with businesses to the west across Lime Avenue;

The Regional Industrial land use designation is characterized by commercial and industrial districts with a mix of older retail structures and newer architecture. Overall, the Project Site is located in an urbanized setting and is surrounded by commercial uses, industrial related uses, and industrial storage lots.

ADDITIONAL APPROVAL REQUIRED BY OTHER PUBLIC AGENCIES

Federal: None.

State of California: Caltrans

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

Regional: South Coast Air Quality Management District.

Local: None

CONSULTATION WITH CALIFORNIA NATIVE AMERICAN TRIBES

AB 52 requires the County to consult with local Native American tribes regarding development projects which may affect tribal cultural resources. The County sent AB 52 notices to the following four (4) local NA tribal representatives on March 9, 2021, as outlined below in alphabetical order:

- Morongo Band of Mission Indians Ann Brierty, THP Officer
- San Manuel Band of Mission Indians, Ryan Nordness, CR Analyst
- Soboba Band of Luiseno Indians, Joseph Ontiveros, CR Director
- Twenty-Nine Palms Band of Mission Indians, Darrell Mike, Tribal Chairman

The 30-day AB 52 notification period ended on April 8, 2021, and San Manuel Band of Mission Indians Tribal Group provided additional Conditions of Approval outlined as Mitigation Measures.

EVALUATION FORMAT

This Initial Study is prepared in compliance with the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21000, et seq. and the State CEQA Guidelines (California Code of Regulations Section 15000, et seq.). Specifically, the preparation of an Initial Study is guided by Section 15063 of the State CEQA Guidelines. This format of the study is presented as follows. The project is evaluated based on its effect on 20 major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant	No Impact

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

1. **No Impact**: No impacts are identified or anticipated, and no mitigation measures are required.

2. **Less than Significant Impact**: No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

3. **Less than Significant Impact with Mitigation Incorporated**: Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are: (List of mitigation measures)

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

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

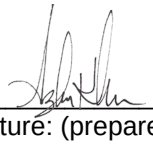
The environmental factors checked below will be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☒ Cultural Resources	☐ Energy
☐ Geology/Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☒ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☐ Transportation	☒ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

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

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



Signature: (prepared by Azhar Khan, Planner) — Date: 1.18.2022

Chris Warrick

Signature:(Chris Warrick, Supervising Planner) — Date: 1-18-2021

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
I.	***AESTHETICS*** – Except as provided in Public Resources Code Section 21099, would the project:				
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b)	Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
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?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare, which will adversely affect day or nighttime views in the area?	☐	☐	☒	☐

SUBSTANTIATION: *(Check ☐ if project is located within the view-shed of any Scenic Route listed in the General Plan):*
***County of San Bernardino Countywide Plan, 2020*;**

a) *Have a substantial adverse effect on a scenic vista?*

No Impact. A significant impact would occur if a project introduced incompatible scenic elements within a field of view containing a scenic vista or substantially block views of an existing scenic vista. The Project Site is in a relatively flat area of the County. Other streets are densely populated with commercial and industrial buildings. The existing visual character of the surrounding locale is highly urban, and the Project Site is not located within or along a designated scenic highway, corridor, or parkway. The Project Site is located within a densely developed urban area. Views in the vicinity of the Project Site are largely constrained by the existing structures on the Project Site and structures on adjacent parcels.

Minimal scenic or natural setting views are visible due to the urban uses. In addition, CEQA is only concerned with public views with broad access by persons in general, not

private views that will affect particular persons.[1] Urban features that may contribute to a valued aesthetic character or image include: structures of architectural or historic significance or visual prominence; public plazas, art or gardens; heritage oaks or other trees or plants protected by the County; consistent design elements (such as setbacks, massing, height, and signage) along a street or district; pedestrian amenities; landscaped medians or park areas; etc. There are no tall features on the Project Site from which scenic vistas may be obtained or which make up part of the scenic landscape of the surrounding community.

No designated scenic vistas within the County nor City of Fontana in the local area would be impeded, and the Project will not substantially block any scenic vistas. Therefore, no impact would occur.

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

No Impact. A significant impact would occur only if scenic resources would be damaged or removed by a project, such as a tree, rock outcropping, or historic building within a designated scenic highway.

There is no historic structure on the Site. There are no identified scenic resources such as rock outcroppings located on-site. The Project Site is not located within or along a designated scenic highway, corridor, or parkway.

The Project is not located along or within the scenic vistas or viewsheds of this highway. The Project would not damage and/or remove any scenic resources within a State or City designated scenic highway. Therefore, no impact would occur.

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?*

Less than Significant. A significant impact may occur if a project was to introduce incompatible visual elements on the Project Site or visual elements that would be incompatible with the character of the area surrounding the Project Site.

The Project Site is located within the County's IR (Regional Industrial) zoning designation and the CS (Service Commercial) Zoning Designation. Both designations are characterized by commercial and industrial districts with a mix of older retail structures and newer architecture. Overall, the Project Site is located in an urbanized

[1] Obstruction of a few private views in a project's immediate vicinity is not generally regarded as a significant environmental impact. (See Ocean View Estates Homeowners Assn., Inc. v. Montecito Water Dist., supra, 116 Cal.App.4th at p. 402 [that a project affects "only a few private views" suggests that its impact is insignificant]; Mira Mar Mobile Community v. City of Oceanside, supra, 119 Cal.App.4th at pp. 492-493 [distinguishing public and private views; "[u]nder CEQA, the question is whether a project will affect the environment of persons in general, not whether a project will affect particular persons"].

setting and is surrounded by commercial uses, industrial related uses, and mini-storage land uses.

The building height and massing from the implementation of the Project would create a change in the visual character of the Project Site from what currently exists. However, it would be similar in height and massing compared to the commercial and industrial structures surrounding the Project Site and is consistent with the evolving visual character of the area and the Regional Industrial land use designation for the area. The Project will be similar in size and scale to other structures in the vicinity.

Overall, while the Project would change the visual character of the Project Site, the height of the proposed building, design, massing, and scale would be compatible with the existing urban uses that set the aesthetic character of the vicinity. Based on the analysis above, the Project would not substantially degrade the existing visual character or quality of the Project Site or surrounding vicinity. Therefore, it would be considered less than significant impact.

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

Less than Significant. A significant impact may occur if a project were to introduce new sources of light or glare on or from the Project Site which would be incompatible with the area surrounding the Project Site, or which pose a safety hazard to motorists utilizing adjacent streets or freeways. The Project Site and surrounding area are urbanized and contain numerous sources of nighttime lighting, including streetlights, security lighting, illuminated signage, indoor building illumination (light emanating from the interior of structures that passes through windows), and automobile headlights. In addition, glare is a common phenomenon in the Southern California area due mainly to the occurrence of a high number of days per year with direct sunlight and the highly urbanized nature of the region, which results in a large concentration of potentially reflective surfaces. Potentially reflective surfaces introduced by the Project include new windows at the Project Site and automobiles traveling and parked on streets in the vicinity of the Project Site.

Light

The surrounding area is illuminated by freestanding streetlights and lighting from the surrounding industrial and commercial uses. Vehicle headlights from traffic around the Site contribute to overall ambient lighting levels. The Project would create additional sources of illumination, as the Project Site is currently vacant.

The Project would construct a one-story building and interior lighting through windows would increase as compared to the existing setting. Also, the industrial nature of the Project would create additional lighting into the night hours, as the Project would be operational 24 hours per day. The Project will provide illumination at street level for security. All security lighting on the upper levels will be shielded and focused on the Site and directed away from the neighboring land uses to the maximum extent feasible and consistent with safety requirements. In addition to increasing the ambient “glow” presently associated with urban settings and with this part of the County, project-related

light sources could potentially spill over and illuminate off-site vantages including adjacent streets and land uses.

Though the Project will increase ambient light levels in the vicinity, the increase will not be substantial because the Project Site is located in an urbanized location that is already illuminated at night, and the Project's lighting levels would be compatible with surrounding uses. Exterior lighting will be designed to confine illumination to the Site. This would ensue that lighting would be installed to minimize light trespass to off-site uses. Therefore, a less than significant impact would occur.

Glare

Urban glare is largely a daytime phenomenon occurring when sunlight is reflected off the surfaces of buildings or objects. Excessive glare not only restricts visibility, but also increases the ambient heat reflectivity in a given area. Potential reflective surfaces in the project vicinity include automobiles traveling and parked on streets in the vicinity of the Project Site, exterior building windows, and surfaces of brightly painted buildings in the project vicinity. Glare from building facades include those that are largely or entirely comprised of highly reflective glass or mirror-like material from which the sun reflects at a low angle in the periods following sunrise and prior to sunset.

The Project includes an increase in window and building surfaces in comparison to the existing use. This increase in surfaces will have the potential to reflect light onto adjacent roadways and land uses. However, the Project will limit reflective surface areas and the reflectivity of architectural materials used. The Project is subject to the County's Development Code, including Chapter 83.07 – *Glare and Outdoor Lighting* which regulates outdoor lighting practices and systems to ensure light pollution, glare, light trespass, and degradation of the nighttime visual environment are minimized. Chapter 83.07 requires lighting of commercial and industrial uses be fully shielded to preclude light pollution and trespass.

Overall, the County's Development Code standards would ensure the Proposed Project does not create a new source of substantial light or glare because of the required shielding, which would be detailed during the building permit and inspection phase of development. Therefore, a less than significant impact would occur.

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

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
II.	**AGRICULTURE AND FORESTRY RESOURCES** - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California 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) 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?	☐	☐	☐	☒
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))?	☐	☐	☐	☒
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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

County of San Bernardino Countywide 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 Site is currently vacant and is the area is urbanized and Built-up Land and is not included in the Prime Farmland, Unique Farmland, or Farmland of Statewide

Importance category.[2] Therefore, no impact would occur. A significant impact may occur if a project were to result in the conversion of State-designated agricultural land from agricultural use to another non-agricultural use. The California Department of Conservation, Division of Land Protection, lists Prime Farmland, Unique Farmland, and Farmland of Statewide Importance under the general category of "Important Farmland" in California.

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

No Impact. A significant impact may occur if a project were to result in the conversion of land zoned for agricultural use or under a Williamson Act Contract from agricultural use to non-agricultural use. The Williamson Act of 1965 allows local governments to enter into agreements with local landowners with the purpose of trying to limit specific parcels of land to agricultural or other related open space use.[3] The Project Site will not result in the conversion of land zoned for agricultural use to non-agricultural use. Further, the Project will not result in the conversion of land under a Williamson Act Contract from agricultural use to non-agricultural use because the Site is not subject to a Williamson Act contract. Therefore, no impact would occur.

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. Neither the Project Site nor surrounding parcels are zoned for forest land or timberland. Therefore, no impact would occur.

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

No Impact. The Project Site is completely surrounded by urban uses and infrastructure and is not forest land. Therefore, no impact would occur.

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. A significant impact may occur if a project involves changes to the existing environment that could result in the conversion of farmland to another non-agricultural use or conversion of forest land to non-forest use. The Project Site is in an area of the County that is highly urbanized and industrialized. Neither the Project Site nor surrounding parcels are utilized for agricultural uses or forest land and such uses are not in proximity to the Project Site. Therefore, no impact would occur.

[2] State of California Department of Conservation, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2016, Map, website: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/los16.pdf, March 23, 2020.

[3]State of California Department of Conservation, Williamson Act Program, website: http://www.conservation.ca.gov/dlrp/lca/Pages/index.aspx, accessed July 2021.

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

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
III.	**AIR QUALITY -** Where available, the significance criteria established by the applicable air quality management 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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d)	Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?				

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

County of San Bernardino Countywide Plan, 2020*; *Air Quality and GHG Appendices Models (Appendix B to this IS/MND);

Environmental Setting

Regulatory Framework

Federal

Clean Air Act

The Federal Clean Air Act (CAA) was first enacted in 1955 and has been amended numerous times in subsequent years, with the most recent amendments occurring in 1990. At the federal level, the United States Environmental Protection Agency (USEPA) is responsible for implementing some portions of the CAA (e.g., certain mobile source and other requirements). Other portions of the CAA (e.g., stationary source requirements) are implemented by state and local agencies. In California the California Clean Air Act (CCAA) is administered by the California Air Resources Board (CARB) at the state level and by the

air quality management districts and air pollution control districts at the regional and local levels.

The CAA governs the establishment, review, and revision, as appropriate, of the National Ambient Air Quality Standards (NAAQS), which provide protection for the nation's public health and the environment. NAAQS are based on quantitative characterizations of exposures and associated risks to human health and the environment. The 1990 amendments to the CAA identify specific emission reduction goals for areas not meeting the NAAQS. These amendments require both a demonstration of reasonable further progress towards attainment and the incorporation of additional sanctions for failure to attain or to meet interim milestones. NAAQS have been established for seven major air pollutants: carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), $PM_{2.5}$ (particulate matter, 2.5 microns), PM_{10} (particulate matter, 10 microns), sulfur dioxide (SO_2), and lead (Pb).

The CAA requires USEPA to designate areas as attainment, nonattainment, or maintenance (previously nonattainment and currently attainment) for each criteria pollutant based on whether the NAAQS have been achieved. The federal standards are shown in **Table 2**. USEPA has classified the San Bernardino County portion of the South Coast Air Basin (Basin) as a nonattainment area for O_3 and $PM_{2.5}$.

Table 2
State and Federal Ambient Air Quality Standards and Attainment for San Bernardino County (Project Portion)

Pollutant	Averaging Period	California		Federal	
		Standard	**Attainment Status**	**Standard**	**Attainment Status**
Ozone – O_3	1-hour	0.09 ppm (180 µg/m^3)	Non-attainment	-	-
	8-hour	0.070 ppm (137 µg/m^3)	Non-attainment	0.070 ppm (137 µg/m^3)	Non-attainment
Respirable Particulat	24-hour	50 µg/m^3	Non-attainment	150 µg/m^3	Attainment

e Matter – PM_{10}	Annual Arithmetic Mean	20 µg/m^3	Non-attainment	-	-
Fine Particulate Matter – $PM_{2.5}$	24-hour	-	-	35 µg/m^3	Non-attainment
	Annual Arithmetic Mean	12 µg/m^3	Non-attainment	12 µg/m^3	Non-attainment
Carbon Monoxide – CO	1-hour	20 ppm (23 mg/m^3)	Attainment	35 ppm (40 mg/m^3)	Attainment
	8-hour	9.0 ppm (10 mg/m^3)	Attainment	9 ppm (10 mg/m^3)	Attainment
Nitrogen Dioxide – NO_2	1-hour	0.18 ppm (338 µg/m^3)	Attainment	100 ppb (188 µg/m^3)	Attainment
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	Attainment	53 ppb (100 µg/m^3)	Attainment
Sulfur Dioxide – SO_2	1-hour	0.25 ppm (655 µg/m^3)	Attainment	75 ppb (196 µg/m^3)	Attainment
	24-hour	0.04 ppm	Attainment	-	-

		(105 µg/m^3)			
Lead – Pb	30-day average	1.5 µg/m^3	Attainment	-	-
	Calendar Quarter	-	-	0.15 µg/m^3	Attainment
Source: CARB, Area Designations Maps/State and National, www.arb.ca.gov/desig/adm/adm.htm. Accessed August 27, 2021.					

State

California Clear Air Act

In addition to being subject to the requirements of the CAA, air quality in California is also governed by more stringent regulations under the CCAA. In California the CCAA is administered by CARB at the state level and by the air quality management districts and air pollution control districts at the regional and local levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for meeting the state requirements of the CAA, administering the CCAA, and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the State to achieve and maintain the CAAQS. CAAQS are generally more stringent than their corresponding NAAQS and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. CAAQS define clean air: they represent the maximum amount of a pollutant averaged over a specified period of time that can be present in outdoor air without any harmful effects on people or the environment.

The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS thresholds have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard and are not used as a basis for designating areas as nonattainment. Under the CCAA, the Project's portion of San Bernardino County is designated as a nonattainment area for O_3, PM_{10}, and $PM_{2.5}$. The State standards and attainment/non-attainment are also shown in **Table 2**.

California Air Toxics Program

CARB's Air Toxics Program was established in 1983 in response to the adoption of AB 1807, the Toxic Air Contaminant Identification and Control Act. AB 1807 directs CARB and the State Office of Environmental Health Hazard Assessment (OEHHA) to identify toxic air

contaminants (TACs) and determine whether any regulatory action is necessary to reduce their risks to public health. Substances formally identified as TACs include diesel particulate matter and environmental tobacco smoke.

Air Quality and Land Use Handbook: A Community Health Perspective

Released by CARB in 2005, the *Air Quality and Land Use Handbook: A Community Health Perspective* provides recommendations regarding the siting of new sensitive land uses near potential sources of TACs (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gas stations), as well as the siting of new TAC sources in proximity to existing sensitive land uses.[4] The recommendations are advisory and should not necessarily be interpreted as defined "buffer zones"; if a project or sensitive land uses are within the siting distance, CARB recommends further analysis.

Regional

South Coast Air Quality Management District

The Project is located within the 6,745-square-mile South Coast Air Basin (Basin). The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. It is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east; and the San Diego County line to the south. The South Coast Air Quality Management District (SCAQMD) is the agency principally responsible for air pollution control in the Basin. Specifically, SCAQMD is responsible for planning, implementing, and enforcing programs designed to attain and maintain CAAQS established by CARB and NAAQS established by the USEPA. All projects in the SCAQMD jurisdiction are subject to SCAQMD rules and regulations, including, but not limited to, the following:

- Rule 401 Visible Emissions: This rule prohibits air discharge that results in a plume that is as dark as or darker than what is designed as No. 1 Ringelmann Chart by the United States Bureau of Mines for an aggregate of three minutes in any one hour.

- Rule 402 Nuisance: This rule prohibits the discharge of "such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of people or the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property."

- Rule 403 Fugitive Dust: This rule mandates that projects reduce the amount of particulate matter entrained in the ambient air as a result of fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions from any active operation, open storage pile, or disturbed surface area.

Air Quality Management Plan

[4] CARB, Air Quality and Land Use Handbook, A Community Health Perspective, April 2005.

The 2016 Air Quality Management Plan (2016 AQMP) was adopted in April 2017 and represents the most updated regional blueprint for achieving federal air quality standards. It relies on emissions forecasts based on demographic and economic growth projections provided by the Southern California Association of Governments' (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS).

Southern California Association of Governments

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties that is tasked with addressing regional issues relating to transportation, the economy, community development, and the environment. As the federally designated Metropolitan Planning Organization (MPO) for the six-county Southern California region, SCAG is required by law to ensure that transportation activities conform to, and are supportive of, regional and state air quality plan goals to attain NAAQS. Additionally, SCAG is a co-producer, along with the SCAQMD, of the transportation strategy and transportation control measure sections of the Basin's AQMP. The 2020-2045 RTP/SCS (Connect SoCal), SCAG's latest long-range plan, continues to recognize that transportation investments and future land use patterns are inextricably linked, and acknowledges how this relationship can help the region make choices that sustain existing resources while expanding efficiency, mobility, and accessibility for people across the region. In short, the 2020-2045 RTP/SCS offers a blueprint for how Southern California can grow more sustainably. To this end, the 2020-2045 RTP/SCS land use pattern continues the trend of focusing new housing and employment in the region's High Quality Transit Areas (HQTAs) and aims to enhance and build out the region's transit network. At the time of the 2016-2040 RTP/SCS, HQTAs accounted for just 3 percent of total land in the SCAG region, but they are projected to accommodate 46 percent of the region's future household growth and 55 percent of the region's future employment growth by 2040.[5] HQTAs are a cornerstone of land use planning best practice in the SCAG region, and studies by the California Department of Transportation, the USEPA, and the Metropolitan Transportation Commission have found that focusing development in areas served by transit can result in local, regional, and statewide benefits including reduced air pollution and energy consumption.

County of San Bernardino

County Policy Plan

Adopted in October 2020, the County of San Bernardino County Policy Plan addresses the topic of air quality primarily in the Natural Resources Element of its Resources and Conservation Section. The Natural Resources Element adopts goals and policies intended to protect people and land uses from adverse air quality and pollutants. Those that have relevance to the Project and the determination of its noise impacts are reproduced below for reference. Similar policies can be found under Environmental Justice Goal HZ-3.

[5] SCAG, Final 2016-2040 RTP/SCS, April 2017. HQTAs are defined as areas within one-half mile of a fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes or less during peak commuting hours.

Goal NR-1:Air Quality: Air quality that promotes health and wellness of residents in San Bernardino County through improvements in locally-generated emissions.

Policy NR-1.1 **Land use**. We promote compact and transit-oriented development countywide and regulate the types and locations of development in unincorporated areas to minimize vehicle miles traveled and greenhouse gas emissions.

Policy NR-1.2 **Indoor air quality**. We promote the improvement of indoor air quality through the California Building and Energy Codes and through the provision of public health programs and services.

Policy NR-1.3 **Coordination on air pollution.** We collaborate with air quality management districts and other local agencies to monitor and reduce major pollutants affecting the county at the emission source.

Policy NR-1.5 **Sensitive land uses**. We consider recommendations from the California Air Resources Board on the siting of new sensitive land uses and exposure to specific source categories.

Policy NR-1.6 **Fugitive dust emissions**. We coordinate with air quality management districts on requirements for dust control plans, revegetation, and soil compaction to prevent fugitive dust emissions.

Policy NR-1.8 **Construction and operations**. We invest in County facilities and fleet vehicles to improve energy efficiency and reduce emissions. We encourage County contractors and other builders and developers to use low-emission construction vehicles and equipment to improve air quality and reduce emissions.

Policy NR-1.9 **Building design and upgrades**. We use the CALGreen Code to meet energy efficiency standards for new buildings and encourage the upgrading of existing buildings to incorporate design elements, building materials, and fixtures that improve environmental sustainability and reduce emissions.

Goal HZ-3: **Environmental Justice**

For unincorporated environmental justice focus areas, equitable levels of protection from environmental and health hazards; expanded opportunities for physical activity and meaningful civic engagement; and access to healthy food, public facilities, safe and sanitary housing.

Policy HZ-3.1 **Health risk assessment.** We require projects processed by the County to provide a health risk assessment when a project could potentially increase the incremental cancer risk by 10 in 1 million or more in unincorporated environmental justice focus areas, and we require such assessments to evaluate impacts of truck traffic from the project to freeways. We establish appropriate mitigation prior to the approval of new construction, rehabilitation, or expansion permits.

Policy HZ-3.18 **Application requirements.** In order for Planning Project Application (excluding Minor Use Permits) to be deemed complete, we require applicants to indicate whether the project is within, adjacent to, or nearby an unincorporated environmental justice focus area, and, if so, to:

- Document to the County's satisfaction how an applicant will address environmental justice concerns potentially created by the project; and
- Present a plan to conduct at least two public meetings for nearby residents, businesses, and property owners to obtain public input for applications involving a change in zoning or the Policy Plan. The County will require additional public outreach if the proposed project changes substantively in use, scale, or intensity from the proposed project presented at previous public outreach meeting(s).

Regarding Policy HZ-3.1, the Project is located within an environmental justice focus area.

Pollutants and Effects

State and Federal Criteria Pollutants

Air quality is measured by the ambient air concentrations of seven pollutants that have been identified by the USEPA due to their potentially harmful effects on public health and the environment. These "criteria air pollutants" include carbon monoxide, ground-level ozone, nitrogen dioxide, sulfur dioxide, particulate matter ten microns or less in diameter, particulate matter 2.5 microns or less in diameter, and lead. The following descriptions of each criteria air pollutant and their health effects are based on information provided by the USEPA and the SCAQMD.[6,7]

Carbon Monoxide – CO

CO is a colorless and odorless gas that is released when something is burned. Outdoors, the greatest sources of CO are cars, trucks, and other vehicles or machinery that burn fossil fuels. Unvented kerosene and gas space heaters, leaking chimneys and furnaces, and gas stoves can release CO and affect air quality indoors. Breathing air with elevated concentrations of CO reduces the amount of oxygen that can be transported via the blood stream and can lead to weakened heart contractions; as a result, CO inhalation can be particularly harmful to people with chronic heart disease. At moderate concentrations, CO inhalation can cause nausea, dizziness, and headaches. High concentrations of CO may be fatal; however, such conditions are not likely to occur outdoors.

Ozone – O_3

[6] USEPA, Criteria Air Pollutants, www.epa.gov/criteria-air-pollutants.

[7] SCAQMD, Final 2012 Air Quality Management Plan, February 2013.

O_3 is a colorless gas that is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO_X) undergo slow photochemical reactions in the presence of ultraviolet sunlight. The greatest source of VOC and NO_X emissions is automobile exhaust. O_3 concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperatures are favorable to its formation. Elevated levels of O_3 irritate the lungs and airways and may cause throat and chest pain, as well as coughing, thereby increasing susceptibility to respiratory infections and reducing the ability to exercise. Effects are more severe in people with asthma and other respiratory ailments. Long-term exposure may lead to the scarring of lung tissue and reduced lung efficiency.

Nitrogen Dioxide – NO_2

NO_2 is primarily a byproduct of fossil fuel combustion and is therefore emitted by automobiles, power plants, and industrial facilities. The principal form of nitrogen oxide produced by fossil fuel combustion is nitric oxide (NO), which reacts quickly to form NO_2, creating the mixture of NO and NO_2 commonly called NO_X. NO_2 absorbs blue light and results in reduced visibility and a brownish-red cast to the atmosphere. NO_2 also contributes to the formation of PM_{10}. Nitrogen oxides irritate the nose and throat and increase susceptibility to respiratory infections, especially in people with asthma. Longer exposures to elevated concentrations of NO_2 may even contribute to the development of asthma. The principal concern of NO_X is as a precursor to the formation of ozone.

Sulfur Dioxide – SO_2

Sulfur oxides (SO_X) are compounds of sulfur and oxygen molecules. SO_2 is the predominant form found in the lower atmosphere and is a product of burning sulfur or sulfur-containing materials. Major sources of SO_2 include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. SO_2 may aggravate lung diseases, especially bronchitis. It also constricts breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. SO_2 may cause wheezing, shortness of breath, and coughing. High levels of particulates appear to worsen the effect of SO_2, and long-term exposure to both pollutants leads to higher rates of respiratory illnesses.

Particulate Matter (PM_{10} and $PM_{2.5}$)

The human body naturally prevents the entry of larger particles into itself. However, smaller particles less than 10 microns (PM_{10}) or even less than 2.5 microns ($PM_{2.5}$) in diameter can enter the body and become trapped in the nose, throat, and upper respiratory tract. Here, these particulates may aggravate existing heart and lung diseases, affect the body's defenses against inhaled materials, and damage lung tissue. Those most sensitive to PM_{10} and $PM_{2.5}$ include children, the elderly, and those with chronic lung and/or heart disease.

Lead – Pb

Airborne lead is emitted from industrial facilities and from the sanding or removal of old lead-based paint. Smelting and other metal processing activities are the primary sources of lead emissions. The lead effects most commonly encountered in current populations are neurological effects in children and cardiovascular effects in adults (e.g., high blood pressure and heart disease). Infants and young children are especially sensitive to even

low levels of lead, which may contribute to behavioral problems, learning deficits, and lowered IQ.

Toxic Air Contaminants - TACs

TACs refer to a diverse group of "non-criteria" air pollutants that can affect human health but have not had ambient air quality standards established for them. This is not because they are fundamentally different from the pollutants discussed above, but because their effects tend to be local rather than regional. As discussed earlier, CARB and OEHHA determine if a substance should be formally identified, or "listed," as a TAC in California. A complete list of these substances is maintained on CARB's website.[8]

One key TAC is diesel particulate matter (diesel PM), which is emitted in diesel engine exhaust. Released in 2021 by the SCAQMD, the Multiple Air Toxics Exposure Study V (MATES V) determined that about 88 percent of the carcinogenic risk from air toxics in the Basin is attributable to mobile source emissions. Of the three carcinogenic TACs that constitute the majority of the known health risk from motor vehicle traffic – diesel PM from primarily trucks, and benzene and 1,3-butadiene from passenger vehicles – diesel PM is responsible for the greatest potential cancer risk from vehicle traffic.[9] Overall, diesel PM was found to account for, on average, about 50 percent of the air toxics risk in the Basin.[10] In addition to its carcinogenic potential, diesel PM also may contribute to increased respiratory and cardiovascular hospitalizations, worsened asthma and other respiratory symptoms, decreased lung function in children, and premature death for people already with heart or lung disease. Those most vulnerable to the non-cancer health effects of diesel PM are children whose lungs are still developing and the elderly who may have other chronic health problems.[11]

Volatile Organic Compounds - VOCs

VOCs are typically formed from the combustion of fuels and/or released through the evaporation of organic liquids. Some VOCs are also classified by the state as toxic air contaminants, though there are no VOC-specific ambient air quality standards. Once emitted, VOCs can mix in the air with other pollutants (e.g., NO_X, CO, SO_2…) and contribute to the formation of photochemical smog.

Existing Conditions

As discussed earlier, the Project is located within the 6,745-square-mile South Coast Air Basin that includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. Air quality within the Basin is influenced by a wide range of emissions sources, such as dense population centers, heavy vehicular traffic, and industry. These sources in addition to the topography and climate of Southern California

[8] CARB, Toxic Air Contaminant Identification List, www.arb.ca.gov/toxics/id/taclist.htm, last reviewed by CARB July 18, 2011.

[9] CARB, Air Quality and Land Use Handbook: A Community Health Perspective, April 2005.

[10] SCAQMD, Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES V), 2021.

[11] CARB, Overview: Diesel Exhaust & Health, ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health.

combine to make the Basin an area of high air pollution potential. Particularly, ambient pollution concentrations recorded in the Project's portion of the Basin are among the highest in the four counties comprising the Basin. The USEPA has classified the Project's portion of San Bernardino County as a nonattainment area for O_3 and $PM_{2.5}$, meaning that this region does not meet NAAQS for these pollutants. Additionally, this portion of the Basin also does not meet CAAQS for O_3, PM_{10}, and $PM_{2.5}$. **Table 2**, above, summarizes State and National Ambient Air Quality Standards and the attainment status for the Project's portion of the Basin with respect to each criteria pollutant.

Air Quality Monitoring Data

The SCAQMD monitors air quality conditions at 38 source receptor areas (SRA) throughout the Basin. The Project is located in SCAQMD's SRA No. 34, "Central San Bernardino Valley." **Table 3** shows pollutant levels, State and federal standards, and the number of exceedances recorded in SRA No. 34 from 2018 through 2020. As shown, the one-hour State standard for O_3 was exceeded 135 times, and the federal standard was exceeded 225 times. The 24-hour State standard for PM_{10} was exceeded 27 times, and the 24-hour federal standard for $PM_{2.5}$ was exceeded 3 times. CO, NO_2, and SO_2 levels did not exceed their respective CAAQS or NAAQS during this period. Data for lead is not available for the nearest monitoring station.

Table 3
Ambient Air Quality Data – SRA No. 34 "Central San Bernardino Valley" [A]

Pollutants and State and Federal Standards	**Maximum Concentrations and Frequencies of State/Federal Standards Exceedance**		
	2018	**2019**	**2020**
Ozone – O_3			
Maximum 1-hour Concentration (ppm)	0.141	0.124	0.151
Days > 0.09 ppm (State 1-hour standard)	38	41	56
Days > 0.070 ppm (Federal 8-hour standard)	69	67	89
Carbon Monoxide – CO			
Maximum 1-hour Concentration (ppm)	1.9	2.7	1.7
Days > 20 ppm (State 1-hour standard)	0	0	0

Maximum 8-hour Concentration (ppm)	1.1	1.0	1.2
Days > 9.0 ppm (State 8-hour standard)	0	0	0
Nitrogen Dioxide – NO_2			
Maximum 1-hour Concentration (ppm)	0.0630	0.0761	0.0664
Days > 0.18 ppm (State 1-hour standard)	0	0	0
PM_{10}			
Maximum 24-hour Concentration ($\mu m/m^3$)	64	88	61
Days > 50 $\mu g/m^3$ (State 24-hour standard)	9	12	6
$PM_{2.5}$			
Maximum 24-hour Concentration ($\mu g/m^3$)	29.20	46.50	46.10
Days > 35 $\mu g/m^3$ (Federal 24-hour standard)	0	2	1
Sulfur Dioxide – SO_2			
Maximum 1-hour Concentration (ppb)	2.9	2.4	2.5
Days > 0.04 ppm (State 24-hour standard)	0	0	0
Lead - Pb			
Maximum Monthly Average Concentration ($\mu g/m^3$)	N/A	N/A	N/A
Maximum 3-Month Rolling Averages ($\mu g/m^3$)	N/A	N/A	N/A

[A] Data obtained from Monitoring Station No. 5197 "Central San Bernardino Valley 1," which is located in Fontana.
N/A = data not available
ppm = parts per million of air, by volume
µg/m³ = micrograms per cubic meter
Source: SCAQMD Historical Data By Year, www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year. Accessed August 27, 2021.

Existing Health Risk

Based on the MATES V model, the calculated cancer risk from air toxics in the Project area ranges between approximately 484 and 511 per one million, which is higher than the Basin's average risk of 454 per one million. The air toxics risk near the Project Site is higher than it is for between 59.0% and 67.0% of the population within the Basin.[12]

The OEHHA, on behalf of the California Environmental Protection Agency (CalEPA), provides a screening tool called CalEnviroScreen that identifies which California communities are disproportionately burdened by, and vulnerable to, multiple sources of pollution. The tool ranks census tracts in California based on potential exposures to pollutants, adverse environmental conditions, socioeconomic factors, and prevalence of certain health conditions. According to the Draft CalEnviroScreen 4.0, the Project's census tract is ranked 87th percentile. The tract's pollution-specific burden, irrespective of other factors, is ranked 78th percentile, indicating that its pollution burden is above average for the state.[13] It should be noted that the Project is located near the boundary of two census tracts. That tract to the Project's north, which is inclusive of residential neighborhoods north of Foothill Boulevard, has a CalEnviroScreen 4.0 percentile of 58 and a pollution-specific percentile of just 51 percent. Thus, the pollution burden to residential neighborhoods that are north of the Project is about average for the State.

Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. Generally speaking, sensitive land uses, or sensitive receptors, are those where sensitive individuals are most likely to spend time. Individuals most susceptible to poor air quality include children, the elderly, athletes, and those with cardiovascular and chronic respiratory diseases. As a result, land uses sensitive to air quality may include schools (i.e., elementary schools or high schools), childcare centers, parks and playgrounds, long-term health care facilities, rehabilitation facilities, convalescent facilities, retirement facilities, residences, and athletic facilities. For the purposes of CEQA analysis, the SCAQMD considers a sensitive receptor

[12]SCAQMD, Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES V), MATES V Data Visualization Tool. https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/home/?data_id=dataSource_112-7c8f2a4db79b4a918d46b4e8985a112b%3A18981%2CdataSource_105-a5ba9580e3aa43508a793fac819a5a4d%3A25&views=view_1%2Cview_39. Accessed August 27, 2021.

[13] https://experience.arcgis.com/experience/4af93cf9888a424481d2868391af2d82/page/home/?data_id=dataSource_2-1754d6afdb4-layer-9%3A7774. Accessed August 11, 2021.

to be a receptor such as a residence, hospital, or convalescent facility where it is possible that an individual could remain for 24 hours. The SCAQMD does not consider commercial and industrial facilities to be sensitive receptors because employees do not typically remain onsite at such facilities for 24 hours but are present for shorter periods (such as eight hour shifts). However, the SCAQMD suggests that LSTs based on shorter averaging periods, such as the NO_2 and CO LSTs, may also be applied to receptors such as commercial and industrial facilities, since it is reasonable to assume that workers at these sites may be present for up to eight hours.[14] Sensitive receptors in the vicinity of the Project include, but are not limited to, the following:

- Residential Land Uses: Despite the Project's location in what is largely an industrial district with warehouse, manufacturing, and other industrial uses, there are a number of residential land uses in the vicinity of the Project. Along Almeria Avenue, there are three single-family homes (8160-8184 Almeria Avenue) that are located approximately 475 feet east of the Project Site. North of the Project, there are single-family homes located along Sesame Seed Avenue and other residential streets. The closest residences in this neighborhood are located approximately 340 feet north of the Project Site.[15]

Other nearby receptors where or other users may be present for one to eight or more hours include a multitude of industrial and commercial land uses surrounding the Project Site. The nearest such land use to the Project is a storage facility that is approximately 100 feet northwest of the Project (15723 Foothill Boulevard). Other more distant receptors would experience lesser impacts.

For analysis pursuant to the County's environmental justice Policy HZ-3.1, the three single-family homes along Almeria Avenue (8160-8184 Almeria Avenue) that are located approximately 475 feet east of the Project Site are located within a designated environmental justice focus area, per the Countywide Policy Plan.[16]

Existing Project Site Emissions

The Project Site is currently vacant and unimproved. The site contains no land use(s) or other activities/operations that may generate more than nominal anthropogenic emissions of pollutants.

[14] SCAQMD, Final Localized Significance Threshold Methodology, June 2003. Revised July 2008.

[15] This 340-foot figure reflects the distance from the Project Site to the nearest homes, not to backyards. This is consistent with the SCAQMD definition for sensitive receptors as places where individuals may remain for 24 hours.

[16] Countywide Plan Policy Map, HZ-10 Envir. Justice & Legacy Communities. https://www.arcgis.com/apps/webappviewer/index.html?id=7e14816d164b46fc83d4fee6d523a458. Accessed November 22, 201.

Project Impacts

Methodology

The following analysis focuses on the potential change in air quality conditions that could result from the Project's construction- and operations-related air pollutant emissions. Specific methodologies used to evaluate these emissions are discussed below.

Construction

Construction of the Project could affect local and regional air quality due to the use of gasoline and diesel-powered construction equipment, as well as the generation of construction vehicle trips. Site preparation and grading activities would also result in fugitive dust emissions. It is important to consider that construction emissions can vary substantially from day to day depending on levels of construction activity, the specific types of construction activities taking place, and the types of vehicles/equipment in use. For dust, the prevailing weather conditions can influence emissions.

Based on the criteria set forth in the SCAQMD CEQA Air Quality Handbook, a project would have the potential to violate an air quality standard or contribute substantially to an existing violation and result in a significant impact with regard to construction emissions if its regional emissions from both direct and indirect construction sources would exceed the threshold levels shown in **Table 4**.

SCAQMD localized significance thresholds (LSTs) are also included below in **Table 4**. LSTs represent the maximum emissions from a project that would not be expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards. They are developed based on the ambient concentrations of a given pollutant for a source receptor and distances to the nearest sensitive receptor. The SCAQMD provides LSTs for NO_X, CO, PM_{10}, and $PM_{2.5}$. The SCAQMD does not provide a LST for SO_2 because land use development projects typically result in negligible construction and long-term operational emissions of this pollutant. Additionally, because VOCs are not a criteria pollutant, there is no ambient standard or SCAQMD LST for VOCs. However, due to the role that VOCs play in O_3 formation and their classification as a precursor pollutant, a regional emissions threshold has been established. LSTs for the Project were obtained via the SCAQMD's mass rate look-up tables, which are used to determine whether or not a project may generate significant adverse localized air quality impacts.

The Project's construction-related emissions were estimated using SCAQMD's CalEEMod 2020.4.0 model. Modeling results are included in **Appendix B** to this IS/MND. The analysis assumes that all construction activities would comply with SCAQMD Rule 403 for fugitive dust, as is mandatory for all construction projects in the Basin.

Table 4
SCAQMD Construction Emissions Thresholds

Criteria Pollutant	Construction Emissions (lbs per day)

	Regional	Localized[A]
Volatile Organic Compounds – VOCs	75	-
Nitrogen Oxides - NO_X	100	118
Carbon Monoxide – CO	550	677
Sulfur Oxides - SO_X	150	-
Respirable Particulates – PM_{10}	150	33
Fine Particulates – $PM_{2.5}$	55	9

[A] Localized significance thresholds assumed the following:

- 1-acre maximum daily disturbed acreage, which is the smallest project size used for analysis in the LST guidance document. Use of this project size is consistent with the SCAQMD's "Fact Sheet for Applying CalEEMod to Localized Significance Thresholds" document, because the Project's construction equipment may disturb approximately 1.5-acres of soils per day during the Site Preparation and Grading phases. Given this, application of the 1-acre project size is decidedly conservative; use of a larger project size would result in greater allowable daily emissions.
- 25-meter (82-foot) receptor distance for NO_X and CO, which is the shortest distance used for analysis in the LST guidance document. This distance is smaller than the Project's approximately 100-foot distance to the nearest land use where workers or other users may be present for up to eight hours per day. The application of this receptor distance for NO_X and CO is consistent with the LST guidance document.
- 100-meter (328-foot) receptor distance for PM_{10} and $PM_{2.5}$, which is consistent with distances to the Project's nearest sensitive receptors where occupants may remain for 24 hours, single-family residences located north of Foothill Boulevard along Sesame Seed Avenue and Lime Avenue. The application of this receptor distance for PM_{10} and $PM_{2.5}$ is consistent with the LST guidance document.
- The Project is located in SRA No. 34, "Central San Bernardino Valley."

Sources: SCAQMD, Air Quality Significance Thresholds, revised April 2019; and, SCAQMD, LST Methodology Appendix C – Mass Rate LST Look-Up Table, October 2009.

Operations

The SCAQMD has also established significance thresholds to evaluate potential impacts associated with long-term project operations. Regional thresholds and LSTs for Project operations are shown below in **Table 5**. Operational emissions for the Project were also calculated using CalEEMod 2020.4.0.

Table 5
SCAQMD Operational Emissions Thresholds

Criteria Pollutant	Operational Emissions (lbs per day)

	Regional	Localized[A]
Volatile Organic Compounds - VOCs	55	-
Nitrogen Oxides - NO_X	55	270
Carbon Monoxide – CO	550	1,746
Sulfur Oxides - SO_X	150	-
Respirable Particulates – PM_{10}	150	16
Fine Particulates – $PM_{2.5}$	55	5

[A] Localized significance thresholds assumed the following:

- 5-acre project size, which is consistent with the Project Site's 4.99-acre size.
- 25-meter (82-foot) receptor distance for NO_X and CO, which is the shortest distance used for analysis in the LST guidance document. This distance is smaller than the Project's approximately 100-foot distance to the nearest land use where workers or other users may be present for up to eight hours per day. The application of this receptor distance for NO_X and CO is consistent with the LST guidance document.
- 100-meter (328-foot) receptor distance for PM_{10} and $PM_{2.5}$, which is consistent with distances to the Project's nearest sensitive receptors where occupants may remain for 24 hours, single-family residences located north of Foothill Boulevard along Sesame Seed Avenue and Lime Avenue. The application of this receptor distance for PM_{10} and $PM_{2.5}$ is consistent with the LST guidance document.
- The Project is located in SRA No. 34, "Central San Bernardino Valley."

Sources: SCAQMD, Air Quality Significance Thresholds, revised April 2019; and, SCAQMD, LST Methodology Appendix C – Mass Rate LST Look-Up Table, October 2009.

Toxic Air Contaminants (Construction and Operations)

Potential TAC impacts are evaluated by conducting a qualitative analysis consistent with the CARB Handbook, followed by a more detailed analysis (i.e., dispersion modeling), as necessary. The qualitative analysis consists of reviewing the Project to identify any new or modified TAC emissions sources. If the qualitative evaluation or other screening analysis does not rule out significant impacts from a new source, or modification of an existing TAC emissions source, a more detailed analysis is conducted.

Thresholds of Significance

State CEQA Guidelines Appendix G

In accordance with Appendix G of the CEQA Guidelines, the Project would have a significant impact related to air quality if the Project would:

a) Conflict with or obstruct implementation of the applicable air quality plan?

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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

c) Expose sensitive receptors to substantial pollutant concentrations?

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

Project Impacts

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The proposed Project is within the South Coast Air Basin (Basin) which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). Pursuant to the methodology provided in Chapter 12 of the SCAQMD *CEQA Air Quality Handbook*, consistency with the Air Quality Management Plan (AQMP) is affirmed if the Project: is consistent with the growth assumptions in the AQMP; and does not increase the frequency or severity of an air quality standards violation or cause a new one. This is discussed in detail below.

SCAQMD CEQA Air Quality Handbook

Construction

The following criteria set forth in the SCAQMD's CEQA Air Quality Handbook serve as quantitative air quality standards to be used to evaluate project construction impacts with respect to the Appendix G thresholds. Under these thresholds, a significant impact would occur if:

- Regional emissions from both direct and indirect sources exceed the thresholds shown in **Table 4**, above.
- Maximum on-site daily localized emissions exceed the LSTs also shown in **Table 4**.

Operations

The following SCAQMD thresholds serve as quantitative air quality standards to evaluate project operational impacts with respect to the Appendix G thresholds. Under these thresholds, a significant impact would occur if:

- Operational emissions from both on- and off-site sources exceed the regional thresholds shown in **Table 5**, above.
- Maximum on-site daily localized emissions exceed the LSTs also shown in **Table 5**.
- The Project creates an odor nuisance pursuant to SCAQMD Rule 402.

County Policy HZ-3.1

Pursuant to County Policy HZ-3.1, if the Project has the potential to increase the incremental cancer risk by 10 in 1 million or more in an unincorporated environmental justice focus area, then a health risk assessment must be provided. For the purposes of this analysis, an incremental cancer risk of 10 in 1 million or more to an unincorporated environmental justice focus area or other sensitive land use would be considered a significant impact.

Less Than Significant Impact.

SCAQMD 2016 AQMP and SCAG 2016-2040 RTP/SCS Consistency

The following analysis assesses the Project's consistency with the SCAQMD's 2016 Air Quality Management Plan (AQMP) and SCAG's latest 2020-2045 RTP/SCS. As discussed earlier, the 2016 AQMP's projections for achieving state and federal air quality goals are based on population, housing, and employment trend assumptions in the previous 2016-2040 RTP/SCS, which are themselves largely based on growth forecasts from local governments like the City of Fontana or the County of San Bernardino; therefore a project is consistent with the 2016 AQMP, in part, if it is consistent with the population, housing, and employment assumptions and smart growth policies that were used in the formation of the AQMP.

The Project's development would not exceed the growth assumptions of the 2016-2040 RTP/SCS (or the latest 2020-2045 RTP/SCS, for that matter). County of San Bernardino's Countywide Plan and City of Fontana General Plan and zoning documents indicate that the Project Site's existing location is planned for commercial and manufacturing uses. The City of Fontana's "Future Land Use Map" in particular, which is intended to serve as a guide for development, identifies the Project Site as designated for "Light Industrial" uses. The Project's proposed land use would thus conform to the City's relevant zoning and planning guidance maps. As such, RTP/SCS assumptions about population and employment growth should account for and accommodate the Project's land use on this site. However, it is important to note that the Project proposes a land use that is not associated with dense employment; it is anticipated that the Project would include just 17 employees. Accordingly,

the Project would not contribute to substantial job growth, and it would not exceed job growth assumptions utilized by the RTP/SCS.

Generally, the RTP/SCS aims to reduce vehicle trips and vehicle miles traveled (VMT) by locating dense housing, employment, and commercial growth within HQTAs to facilitate use of alternative transportation modes. However, the Project does not propose such dense housing, employment, or commercial uses. As such, this smart growth policy is not applicable to the Project, especially considering that the presence of such alternative transportation modes would be unlikely to offset a substantial number of vehicle trips in the case of the Project, because the nature of the proposed warehouse and truck dispatching use is naturally reliant on vehicle transportation. Consider that if the 4.99-acre Project were located in a HQTA, it would take away land that could otherwise be devoted to higher density housing or employment centers, uses that would utilize high quality transit options at a higher rate, which would in turn lead to greater VMT reductions. In this way, the Project is consistent with the RTP/SCS by not being located within a HQTA. Given these considerations, development of the Project at the Project Site would not conflict with the intent of the RTP/SCS or its smart growth policies to efficiently coordinate land usage and transportation.

County of San Bernardino County Policy Plan

Though not necessarily an air quality plan, the County's Policy Plan nonetheless includes policies intended to promote the health and wellness of San Bernardino County residents by improving local air quality. Generally, the Project would either be consistent or not conflict with the various policies outlined in the County's Natural Resources Element (listed earlier in this report). For example, the Project would be built according to the latest State Building and Energy Codes, as well as the CALGreen Code, and would thus meet the latest efficiency standards for new buildings. Additionally, the Project's design as a metal building would result in less emissions from construction and construction vendor deliveries, as metal buildings of the type proposed by the Project are relatively fast to assemble and also have reduced labor requirements. Regarding proximity to sensitive land uses, the Project's land use and location would not conflict with any CARB recommendations regarding the siting of warehouse-type land uses that generate truck trips.

Threshold (a) Summary

To summarize the analysis in response to Threshold (a): (1) Project-related growth would be consistent with 2016 AQMP projections that are themselves based on 2016-2040 RTP/SCS projections; (2) the Project would not generate a substantial number of vehicle trips, therefore current smart growth policies to locate dense housing, employment, or commercial uses in HQTAs or other areas with the potential to reduce VMT and associated air emissions would not apply; (3) the Project would generally comply or not conflict with the County's Policy Plan policies related to the improvement of air quality and reductions of pollutant emissions; and (4) to be discussed below, air emissions associated with the Project's construction and operations would neither exceed nor contribute to any exceedance of ambient air quality standards and thresholds, nor would they interfere with the AQMP's attainment of air quality standards or interim emissions reductions. As a result,

the Project would not conflict with or obstruct the implementation of any applicable air quality plans, and its impact with respect to Threshold (a) would be less than significant.

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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Less Than Significant Impact. The Project would contribute to local and regional air pollutant emissions during its construction (short-term) and operations (long-term). However, as discussed in the following analysis, construction and operations of the Project would not result in exceedances of SCAQMD daily thresholds for project-specific impacts that could subsequently cause cumulatively considerable increases in emissions of pollutants for which the Basin is designated as non-attainment.

Construction Emissions

Construction of the Project is anticipated to last approximately 9 months. During this time, a variety of diesel powered vehicles and equipment would be operated on-site. For example, site preparation would require a scraper and bulldozer to rough grade the site and remove any vegetation. Grading would require a grader, an excavator, and other earthmoving vehicles to level the site. Building construction could require a truck-mounted crane, a forklift, and a skid steer loader. Paving would require asphalt to be fed into a paver via a dump truck or loader. A roller would then compact the asphalt. **Table 6**, below, summarizes the estimated construction schedule that was used to model the Project's air quality impacts.

Table 6
Potential Construction Schedule

Phase	Duration
Site Preparation	2 weeks
Grading	4 weeks
Building Construction	6 months
Paving	4 weeks
Architectural Coatings	2 weeks
Source: NTEC, 2021.	

The Project's unmitigated maximum daily regional and local emissions from construction, as estimated using SCAQMD's CalEEMod 2020.4.0 model, are shown in **Table 7**, below. Regional thresholds and LSTs for each air pollutant are also shown for comparison. As shown, the Project's unmitigated regional construction emissions would not exceed SCAQMD regional significance thresholds for VOC, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$. Local emissions also would not exceed SCAQMD LSTs for NO_X, CO, PM_{10}, or $PM_{2.5}$. As a result, the Project's construction-related emissions impacts on regional and localized air quality would be less than significant.

Table 7
Maximum Regional and Localized Daily Construction Emissions (Unmitigated)

	Emissions in lbs per day					
	VOC	**NO_X**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Regional Emissions						
Site Preparation	1.5	16.7	11.3	<0.1	1.0	0.7
Grading	1.4	19.6	11.0	0.1	1.5	0.8
Building Construction	0.4	9.8	12.9	<0.1	1.1	0.6
Paving	1.2	6.5	9.1	<0.1	0.4	0.3
Architectural Coating	17.7	1.4	2.2	<0.1	0.2	0.1
Maximum Regional Emissions	17.7	19.6	12.9	<0.1	1.5	0.8
Regional Daily Threshold	75	100	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Localized Emissions						
Site Preparation	1.5	16.7	11.0	<0.1	0.9	0.6
Grading	1.3	14.7	9.5	<0.1	0.7	0.5

Building Construction	1.1	8.8	10.9	<0.1	0.7	0.5
Paving	1.1	6.5	8.7	<0.1	0.3	0.3
Architectural Coating	17.7	1.4	1.8	<0.1	0.1	0.1
Maximum Localized Emissions	17.7	16.7	11.0	<0.1	0.9	0.6
Localized Significance Threshold	-	118	677	-	4	3
Exceed Threshold?	**-**	**No**	**No**	**-**	**No**	**No**
Source: NTEC, 2021.						

Operations Emissions

Emissions associated with the Project's operations were also calculated using CalEEMod 2020.4.0. As shown below in **Table 8**, development of the Project would not introduce any new major sources of air pollution; maximum daily emissions would not exceed SCAQMD's regional significance thresholds for VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$, nor would they exceed SCAQMD LSTs for NO_X, CO, PM_{10}, or $PM_{2.5}$. As a result, the Project's operations-related emissions impacts on regional and localized air quality would be less than significant.

Table 8
Maximum Regional and Localized Operational Emissions (Unmitigated)

Emissions Source	**Emissions in lbs per day**					
	VOC	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Area	0.4	<0.1	<0.1	<0.1	<0.1	<0.1
Energy	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Mobile Sources	0.3	0.5	3.4	<0.1	0.7	0.2
Project Regional Emissions	0.7	0.5	3.4	<0.1	0.7	0.2
Regional Daily Thresholds	55	55	550	150	150	55

Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Project Localized Emissions	0.4	<0.1	<0.1	<0.1	<0.1	<0.1
Localized Significance Thresholds	-	270	1,746	-	16	5
Exceed Threshold?	**-**	**No**	**No**	**-**	**No**	**No**
Source: NTEC, 2021.						

Emissions Summary – Federal and State Ambient Air Quality Standards

The Project's construction and operations emissions would not exceed applicable regional thresholds and LSTs. As discussed, SCAQMD thresholds represent the maximum emissions that would not be expected to cause or materially contribute to an exceedance of NAAQS or CAAQS.

Thus, by not exceeding the SCAQMD thresholds, the Project would not cause or considerably contribute to substantial criteria pollutant emissions, and the Project's impacts on regional and localized air quality would be **less than significant**.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. The proposed Project would generate both short-term construction emissions and long-term operational emissions since Project traffic generation would not result in exceedances of CO air quality standards at nearby roadways and the Project's PM emissions, which include exhaust PM, would not exceed applicable regional thresholds and LSTs, as discussed below.

Emissions Preface – Criteria Pollutants Health Risk

As stated above, the Project's construction and operations emissions would not exceed applicable regional thresholds and LSTs. As discussed, SCAQMD thresholds represent the maximum emissions that would not be expected to cause or materially contribute to an exceedance of NAAQS or CAAQS, which themselves represent the maximum concentrations of pollutants that can be present in outdoor air without any harmful effects on people or the environment. Therefore, neither the Project's construction nor its operations emissions of criteria pollutants would be expected to cause or measurably contribute to adverse health impacts.

Sensitive Receptors

As discussed earlier, sensitive receptors in the vicinity of the Project include three single-family homes located along Almeria Avenue (8160-8184 Almeria Avenue) and single-family homes located north of Foothill Boulevard near Sesame Seed Avenue and other residential streets. The Almeria Avenue sensitive receptors are located approximately 475 feet east of the Project Site and are located within an unincorporated environmental justice focus area, per the Countywide Policy Plan. Receptors north of Foothill Boulevard are located approximately 340 feet north of the Project Site and are not located within a County-designated unincorporated environmental justice focus area.

Construction Emissions

As discussed previously, the Project's construction emissions of criteria pollutants would not exceed the SCAQMD's regional significance thresholds. Construction emissions of criteria pollutants also would not exceed SCAQMD LSTs, meaning that nearby sensitive receptors generally located within 25 meters or farther from the Project would not be exposed to substantial criteria pollutant concentrations that would present a public health concern.

The primary TAC that would be generated by construction activities is diesel PM, which would be released from the exhaust pipes of diesel-powered construction vehicles and equipment. According to SCAQMD methodology, health risks from carcinogenic air toxics such as diesel PM are usually quantified in terms of individual cancer risk, which is the likelihood that a person exposed to concentrations of TACs every day over a lifetime (assumed to be a 70-year exposure duration) will contract cancer based on standard risk-assessment methodology. However, the anticipated duration of construction activities associated with the Project's' implementation is only approximately 9 months, and daily diesel PM emissions would vary considerably day by day, and by phase. Thus, reasonably, the Project's diesel PM emissions would have a minimal effect on cancer risk for individuals in the vicinity of the Project. As the following assessment demonstrates, on-site exhaust PM_{10} emissions for the Project, assumed to be equivalent to diesel PM emissions, were estimated by CalEEMod 2020.4.0 to be approximately 0.33 pounds per day over the duration of construction. In accordance with the SCAQMD's LST methodology, which is conservative by design, PM_{10} emissions of 33 pounds per day by the Project's construction would not be expected to result in average 24-hour PM_{10} concentrations in excess of 10.4 $\mu g/m^3$ at receptors within approximately 328 feet (100 meters) of the Project Site, which is consistent with distances to the nearest residential land uses located along Sesame Seed Avenue. Using this information, it can be estimated that the Project's average construction-related diesel PM emissions of 0.33 pounds per day would result in diesel PM concentrations not in excess of 0.10 $\mu g/m^3$ at receptors within 100 meters of the Project Site over the duration of construction (approximately 9 months). Averaged over a 70-year exposure duration, this results in a construction-related diesel PM concentration of approximately 0.0011 $\mu g/m^3$ at receptors within 100 meters of the Project Site. As the 70-year exposure that gives a one in a million cancer risk is 0.0033 $\mu g/m^3$, the estimated cancer risk associated with the Project's construction-related diesel PM emissions would be just 0.34 in a million for residences within 100 meters of the Project Site, and the

corresponding cancer burden would be negligible.[17] At residences along Almeria Avenue, which are approximately 475 feet east of the Project and located within a County-designated unincorporated environmental justice focus area, the incremental cancer risk would be even less – far below the 10 per million threshold of significance. Given these considerations, diesel PM emissions from the Project's construction equipment would result in less than significant health risk impacts.

Operations Emissions

As discussed previously, the Project's operational emissions of criteria pollutants would not exceed SCAQMD regional significance thresholds or LSTs. Thus, sensitive receptors would not be exposed to substantial criteria pollutant concentrations that would present a public health concern.

Concerning diesel PM emissions from on-site Project operations, a similar assessment as above rules out the potential for significant health risk impacts. On-site exhaust PM_{10} emissions for the Project, assumed to be equivalent to diesel PM emissions, were estimated by CalEEMod2020.4.0 to be approximately 0.00008 pounds per day. In accordance with the SCAQMD's LST methodology, which is conservative by design, PM_{10} emissions of 16 pounds per day by the Project's on-site operations would not be expected to result in average 24-hour PM_{10} concentrations in excess of 2.5 $\mu g/m^3$ at receptors within approximately 328 feet (100 meters) of the Project Site, which is consistent with distances to the nearest residential land uses located along Sesame Seed Avenue. Using this information, it can be estimated that the Project's average daily on-site operational diesel PM emissions would result in diesel PM concentrations not in excess of 0.0000125 $\mu g/m^3$ at receptors within 100 meters of the Project Site. As the 70-year exposure that gives a one in a million cancer risk is 0.0033 $\mu g/m^3$, the estimated cancer risk associated with the Project's on-site operational diesel PM emissions would be just 0.004 in a million for residences within 100 meters of the Project Site, and the corresponding cancer burden would be negligible. For residences along Almeria Avenue, the incremental cancer risk would be even less – far below the 10 per million threshold of significance.

This finding is consistent with CARB recommendations regarding truck distribution centers and the siting of sensitive land uses. CARB has determined that distribution centers that accommodate more than 100 trucks per day, or more than 40 trucks with refrigeration units per day, may expose sensitive land uses within 1,000 feet to hazardous diesel PM concentrations capable of exceeding a 10 per million potential cancer risk. However, the Project would not be a major distribution hub, and it is estimated to accommodate no more than 9-11 unrefrigerated trucks per day – well-below CARB's 100-truck screening criteria for hazardous diesel PM emissions and potential cancer risk. Thus, CARB's recommendations support the finding that the Project's on-site diesel PM emissions would not result in significant health risks.[18]

[17] New Jersey Department of Environmental Protection (NJDEP). https://www.nj.gov/dep/airtoxics/diesemis.htm. Accessed August 11, 2021. 0.0033 $\mu g/m^3$ "cancer health benchmark" derived by NJDEP from diesel PM cancer potency factors developed by the State of California OEHHA in its Air Toxics Hot Spots Program. See the OEHHA's "2009 Technical Support Document for Cancer Potency Factors" and its Appendix A for more information.

[18] CARB, Air Quality and Land Use Handbook: A Community Health Perspective, April 2005.

Regarding off-site diesel PM emissions from trucks, it is doubtful that the Project's 9-11 trucks per day would be capable of exposing roadside sensitive land uses to cancer risks in excess of 10 per million. One risk analysis performed by CARB determined that cancer risk was as high as 100 per million within 300 feet from a freeway with truck traffic of 10,000 trucks per day. The Project's daily truck traffic would be no more than roughly 0.2 percent of this total, suggesting that associated cancer risks would be well-below 1 per million. This is consistent with the previous finding that the Project's on-site diesel PM emissions also would not result in cancer risks in excess of 1 per million, which is itself below the threshold of 10 per million, therefore, a health risk assessment (HRA) was not required.

Given these considerations, the Project has no potential to increase the incremental cancer risk by 10 in a million or more in unincorporated environmental justice focus areas, or at any other sensitive land use (for example residences along Sesame Seed Avenue, which are not part of an unincorporated environmental justice focus area), and any impact pursuant to County Policy HZ-3.1 would be less than significant.

Additionally, the Project does not propose typical sources of acutely and chronically hazardous TACs such as industrial manufacturing processes or automotive repair facilities. The Project's potential to result in other substantial TAC emissions (i.e., non-diesel PM TAC emissions) would be less than significant.

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

Less Than Significant Impact. Odors are usually associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. The Project will introduce warehousing uses to the area but would not result in activities that create objectionable odors. It would not include any land uses typically associated with unpleasant odors and local nuisances (e.g., rendering facilities, dry cleaners). SCAQMD regulations that govern nuisances (i.e., Rule 402, Nuisances) would regulate any occasional odors associated with on-site uses. As a result, any odor impacts from the Project would be less than significant.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
IV.	**BIOLOGICAL RESOURCES -** Would the project:				
a)	Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California	☐	☐	☐	☒

	Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
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?	☐	☐	☐	☒

SUBSTANTIATION: *(Check if project is located in the Biological Resources Overlay or contains habitat for any species listed in the California Natural Diversity Database ☐):* ***Biological Resources Assessment (Appendix C to this IS/MND)***

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?*

No Impact. A significant impact would occur if a project were to remove or modify habitat for any species identified or designated 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[19] (CDFW) or the U.S. Fish and Wildlife Service (USFWS).

Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 CFR Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). The Project would comply with the regulations of the CDFW[20] and USFWS.[21]

The Project Site is located in an urbanized area of the County. There are no State or County significant ecological areas on or around the Project Site. As stated in the Biological Resources Assessment, there were no rare or sensitive plants or animal observed upon the property during the habitat survey. Therefore, no impact would occur.

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. A significant impact would occur if riparian habitat or any other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or USFWS were to be adversely modified without adequate mitigation. No riparian or other sensitive habitat areas are located on or adjacent to the Project Site.[22] Additionally, the Biological Resources Assessment for the Site indicated that that no riparian/river areas, drainage or vernal pools were observed on the Site. Therefore, no impact would occur.

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. A significant impact would occur if state or federally protected wetlands would be modified or removed by a project without adequate mitigation. The Project Site is located in an urbanized area of the County. No federally protected wetlands (e.g., estuarine and marine deepwater, estuarine and marine, freshwater pond, lake, riverine) occur on or in the immediate vicinity of the Project Site. Therefore, the Project will not result in the direct removal, filling, or hydrological interruption of a state or federally protected wetland. Therefore, no impact would occur.

[19] Effective January 1, 2013, the California Department of Fish and Game changed its name to the California Department of Fish and Wildlife: http://www.dfg.ca.gov/about/namechange.html.

[20] http://www.leginfo.ca.gov/.html/fgc_table_of_contents.html

[21] https://www.fws.gov/birds/policies-and-regulations/laws-legislations/migratory-bird-treaty-act.php, accessed August 2021.

[22] USFWS, Wetlands Inventory, Riparian Layer: http://www.fws.gov/wetlands/Data/Mapper.html, accessed August 2021.

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. A significant impact would occur if a project would interfere with or remove access to a migratory wildlife corridor or impede the use of wildlife nursery sites. Due to the existing urban development on the Project Site and in the adjacent surroundings, the Project Site does not function as a corridor for the movement of native or migratory animals. No native wildlife nurseries are located in the project area. The foothill areas of the San Gabriel and San Bernardino Mountains and associated washes are considered habitat linkage and wildlife corridors in the Valley Region of the County. Additionally, the Project Site is located within a relatively developed area at least 8 miles away from the foothills. Therefore, the Project Site would not be suitable as a native resident or migratory wildlife corridor or for facilitating the movement of any native resident or migratory wildlife species. No significant impacts are identified or anticipated, and no mitigation measures are required. Therefore, no impact would occur.

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

Less than Significant Impact. A project-related significant adverse effect could occur if a project would be inconsistent with local regulations pertaining to biological resources. Various small shrubbery and ornamental trees are located on the Project Site. If trees are to be removed, the Project Applicant will obtain a tree removal permit prior to any grading, excavating, or construction activity. Since the Project would comply with the County's Development Code, a less than significant impact would occur without mitigation needed.

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. A significant impact would occur if a project were inconsistent with mapping or policies in any conservation plans of the types cited. The Project Site is located in an urbanized area of the County. Due to the existing urban development around the Project Site and in the adjacent surroundings, there are no known locally designated natural communities on the Project Site. There are no State or County significant ecological areas. The Project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or State habitat conservation plan. Therefore, no impact would occur.

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

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
V.	**CULTURAL RESOURCES** - Would the project:				

a)	Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☒	☐
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c)	Disturb any human remains, including those outside of formal cemeteries?	☐	☒	☐	☐

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

San Bernardino Countywide Plan and EIR, 2020; Cultural Historical Resources Information System (CHRIS), South Central Coast Information Center, California State University, Fullerton; Cultural Resources Assessment (Appendix D to this IS/MND)

a) *Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?*

Less Than Significant Impact. A significant impact would occur if the proposed project would substantially alter the environmental context of or remove identified historical resources. State CEQA Guidelines Section 15064.5 defines a historical resource as: 1) a resource listed in or determined to be eligible by the State Historical Resources Commission for listing in the California Register of Historical Resources; 2) a resource listed in a local register of historical resources or identified as significant in a historical resource survey meeting certain state guidelines; or 3) an object, building, structure, site, area, place, record or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record. A project-related significant adverse effect would occur if a project were to adversely affect a historical resource meeting one of the above definitions.

The Project Site is currently vacant. Also, the Project would not introduce incompatible visual elements and would not affect views of any historic resources. The Project would not cause any substantial change in the immediate surroundings such that the significance of the historical resources would be materially impaired. Therefore, impacts would be less than significant.

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

Less Than Significant Impact with Mitigation Incorporated. A significant impact would occur if a known or unknown archaeological resource would be removed, altered,

or destroyed as a result of the proposed development. Sate CEQA Guidelines Section 15064.5 defines significant archaeological resources as resources that meet the criteria for historical resources or resources that constitute unique archaeological resources. A project-related significant impact could occur if a project would significantly affect archaeological resources that fall under either of these categories.

The Project Site is located in an urbanized area and has been previously disturbed by past development activities and contains existing buildings and surface parking lot. The Project would require excavation for mechanical uses, utility and foundation work, and grading. There is a possibility of encountering a resource.

Records Search

Prior to fieldwork, BCR requested an archaeological records search from the South Central Coastal Information Center (SCCIC). This will include a review of all recorded historic and prehistoric cultural resources, as well as a review of known cultural resources, and survey and excavation reports generated from projects completed within one mile of the Project Site. In addition, a review will be conducted of the National Register of Historic Places (National Register), the California Register of Historical Resources (California Register), and documents and inventories from the California Office of Historic Preservation including the lists of California Historical Landmarks, California Points of Historical Interest, Listing of National Register Properties, and the Inventory of Historic Structures. For the current study, BCR has reviewed in-house records to preliminarily summarize the disposition of previously recorded cultural resources within and adjacent to the Project Site.

Field Survey

An archaeological pedestrian field survey of the Project Site was conducted on July 10, 2020. The survey was conducted by walking parallel transects approximately 15 meters apart across 100 percent of the Project Site. Soil exposures, including natural and artificial clearings were carefully inspected for evidence of cultural resources.

Results

Records Search (Preliminary)

The final results from the SCCIC are pending. Preliminary results from an in-house review of BCR records indicate that the Project Site has not been subject to previous cultural resources assessment and that no cultural resources have been identified within its boundaries. Thirteen cultural resource studies have taken place resulting in 11 cultural resources identified within a mile of the Project Site. Preliminary results are summarized in Table A in Appendix D to this IS/MND. A review of historic aerials show that the property has never been developed. A rail line along the northern property boundary has been converted into a bicycle path, and a railroad siding remains in use outside the Project Site boundary immediately to the west. The remnants of a Eucalyptus wind row along the western project boundary have been present since prior to 1938 (United States Department of Agriculture 2016, 1966, 1959, 1948, 1938).

Field Survey

During the field survey, BCR staff carefully inspected the project site, and identified no cultural resources within its boundaries. Surface visibility was approximately 60 percent within the project site. Sediments consisted of rocky, sandy silt containing poorly sorted gravels and granitic cobbles. The property has been subject to severe disturbances related to development of adjacent properties, discing for weed abatement, and modern dumping. Vegetation included seasonal grasses, non-native scrub, and a Eucalyptus windrow along the western project boundary.

Summary

The in-house records search data presented, combined with the field survey results have indicated that there are no cultural resources (including prehistoric or historic-period archaeological sites or historic buildings) within the Project Site, and conditions have failed to indicate sensitivity for buried cultural resources. Therefore, BCR recommends that no additional cultural resource work or monitoring is necessary for any earthmoving proposed within the Project Site.

However, if archaeological resources are discovered during excavation, grading, or construction activities, work will cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the Project will not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Therefore, impacts would be less than significant.

Mitigation Measures

CUL-1 Grading Monitor

1. In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed within TCR-1, regarding any pre-contact and/or historic-era finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.

2. If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to SMBMI for review and comment, as detailed within TCR-1.

The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

c) *Disturb any human remains, including those outside of formal cemeteries?*

Less Than Significant Impact with Mitigation Incorporated. A significant impact would occur if previously interred human remains would be disturbed during excavation of the project site.

The Project Site, located in an urbanized area, has been previously disturbed by past development activities and is currently vacant. The Project would require excavation for mechanical uses, utility and foundation work, and grading. No known traditional burial sites have been identified on the Project Site.

If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. In the event that human remains are discovered during excavation activities, work will stop immediately, and the County Coroner will be contacted. If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC would immediately notify the person it believes to be the most likely descendent of the deceased Native American. The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods. If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC. Therefore, impacts would be less than significant.

Mitigation Measures

CUL-2 Inadvertent Archaeological Discoveries. If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.

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

Issues	*Potentially Significant Impact*	*Less than Significant*	*Less than Significant*	*No Impact*

			with Mitigation Incorporated		
VI.	**ENERGY** – Would the project:				
a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

SUBSTANTIATION: County of San Bernardino Countywide Plan, 2020; Appendix B to this IS/MND;

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

Less Than Significant Impact.

Construction

Project construction is expected to be completed in 2023. The Project would have short-term construction impacts, as construction activities would consume relatively minor quantities of electricity. Also, electricity used to provide temporary power for lighting electronic equipment inside temporary construction trailers and within the proposed structure would be consumed during Project construction activities. This electricity would be supplied to the Project Site by the Southern California Edison (SCE) and would be obtained from the existing electrical lines that connect to the Project Site overhead and underground along Lime Avenue.

Electricity consumed during Project construction would be temporary and would cease upon the completion of construction, as well as vary, depending on site-specific operations and the amount of construction occurring at any given time. Overall, construction activities associated with the Project would require limited electricity supply that would not have an adverse impact on available electricity supplies. Therefore, electricity impacts during construction would be less than significant.

Demolition and grading activities are projected to take approximately three months. Heavy-duty construction equipment needed to complete these activities would include diesel-fueled haul trucks, concrete/industrial saw, generator sets, and a rubber tired dozer. The use of haul trucks with double trailers could be used to increase the overall average capacity per trip, which would minimize the total number of trips and fuel required to transport the debris.

Heavy-duty construction equipment needed during construction of the Project would include a cranes, aerial lift, cement and mortar mixer, concrete/industrial saw, generator sets, other material handling equipment, pump, forklift, tractor/loader/backhoe, and welders the majority of which would be diesel fueled. Construction equipment fuels would be provided by local or regional suppliers and vendors.

Transportation fuels, primarily gasoline and diesel, would be provided by local or regional suppliers and vendors. Project-related vehicles would require a negligible fraction of the total state's transportation fuel consumption. Based on EMFAC data compiled by CARB, the statewide average fuel economy for all vehicle types (automobiles, trucks, and motorcycles) in 2019 was 23.68 miles per gallon (mpg) for gasoline and 9.43 mpg for diesel.[23] In 2018, California consumed a total of 3.4 billion barrels of gasoline for transportation, which is equivalent to a total annual consumption of 143 billion gallons by the transportation sector.[24]

Further, while construction activities would consume petroleum-based fuels, consumption of such resources would be temporary and cease upon the completion of construction. Therefore, construction-related impacts to petroleum fuel consumption would be less than significant.

Energy Conservation

The Project would utilize construction contractors who demonstrate compliance with applicable CARB regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. CARB has adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. This measure prohibits diesel-fueled commercial vehicles greater than 10,000 pounds from idling for more than five minutes at any given time. CARB has also approved the Truck and Bus regulation (CARB Rules Division 3, Chapter 1, Section 2025, subsection (h)) to reduce NO_X, PM_{10}, and $PM_{2.5}$ emissions from existing diesel vehicles operating in California; this regulation will be phased in with full implementation by 2023.[25]

In addition to limiting exhaust from idling trucks, CARB recently promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower. The regulation aims to reduce emissions by requiring the installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models. Implementation began January 1, 2014, and the compliance schedule requires that best available control technology turnovers or

[23] CARB, https://arb.ca.gov/emfac/emissions-inventory.

[24] EPA, State Energy Data System, Table F-3: http://www.eia.gov/state/seds/sep_fuel/html/pdf/fuel_mg.pdf, August 2021. One barrel of oil has 42 gallons of oil.

[25] California Air Resources Board, Final Regulation Order, Amendments to the Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants from In-Use On-Road Diesel-Fueled Vehicles, http://www.arb.ca.gov/msprog/onrdiesel/documents/tbfinalreg.pdf.

retrofits be fully implemented by 2023 for large and medium equipment fleets and by 2028 for small fleets.

Compliance with the above anti-idling and emissions regulations would result in efficient use of construction-related energy and the minimization or elimination of wasteful and unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption, as would use of haul trucks with larger capacities.

Operation

Electricity Demand

In 2019, the industry sector of the Southern California Edison (SCE) planning area consumed 17806.763595 GWh of electricity.[26] The Project Site is currently vacant and does not use electricity. The implementation of the Proposed Project would result in an increasein electricity demand. Thus, there is adequate supply capacity to serve the Project. Specifically, the estimated electricity demand for the Proposed Project is 126,630 kwh per year. The Proposed Project's estimated annual electricity consumption compared to the 2019 annual electricity consumption of the overallIndustry Sector in the SCE Planning Area would account for less than 0.001 percent of total electricity consumption. The existing SCE electrical facilities are sufficient to meet this increased demand. Total electricity demand in SCE's service area was estimated to increase by approximately 12,000 GWh between the years 2015 and 2026. Electrical conduits, wiring, and associated infrastructure would be conveyed to the Project Site from existing SCE lines that include multiple underground circuits adjacent to the Project Site.

The Project would not require the acquisition of additional electricity supplies beyond those that exist or anticipated by the SCE and what exists currently at the Project Site. The Project would be in compliance with Title 24 of the CCR (CalGreen) requiring building energy efficiency standards. Electrical service would be provided in accordance with the SCE's Rules Governing Water and Electric Service. For the reasons discussed here, the Project's operational impacts related to electricity would be less than significant.

Natural Gas Demand

As detailed in Appendix B to this MND, the Project would consume a net increase of approximately 33,645 kBTU per year or 34,318 cubic feet of natural gas per year.[27]

Natural gas is provided to the Project Site by Southern California Gas Company (SoCalGas). Natural gas service is provided in accordance with the SoCalGas's policies and extension rules on file with the California Public Utilities Commission (CPUC) at the time contractual agreements are made. The availability of natural gas is based on current conditions of gas supply and regulatory policies. As a public utility, SoCalGas is

[26] https://ecdms.energy.ca.gov/Default.aspx. Accessed September 2021.

[27] One kBTU = 0.98 cubic foot.

under the jurisdiction of the CPUC but can also be affected by actions of federal regulatory agencies. Should these agencies take any action that affects gas supply or the conditions under which service is available, gas service would be provided in accordance with those revised conditions.

Gas supply available to SoCalGas from California sources averaged 323 million cubic feet per day (cf/day) in 2017.[28] SoCalGas projects total natural gas demand to decrease at an annual rate of 0.74 percent per year from 2018 to 2035. This decrease is due to modest economic growth, CPUC-mandated energy efficiency standards and programs, tighter standards created by revised Title 24 codes and standards, renewable electricity goals, the decline in commercial and industrial demand, and conservation savings linked to Advanced Metering Infrastructure (AMI). Thus, with the natural gas consumption becoming more efficient and decreasing, the SoCalGas's projection for natural gas also decreases. Interstate pipeline delivery capability into SoCalGas on any given day is theoretically approximately 6,665 million cubic feet/day based on the Federal Energy Regulatory Commission (FERC) Certificate Capacity or SoCalGas's estimated physical capacity of upstream pipelines. SoCalGas's storage fields attain a combined theoretical storage working inventory capacity of 137.1 billion cubic feet of that, 112.5 billion cubic feet is allocated to residential, small industrial, and commercial customers.

The Project would be responsible for paying connection costs to connect its on-site service meters to existing infrastructure. SoCalGas undertakes expansion and/or modification of the natural gas infrastructure to serve future growth within its service area as part of the normal process of providing service. There would be no disruption of service to other consumers during the installation of these improvements. The Project would not result in the construction of natural gas facilities (i.e., distribution lines) that would cause significant environmental impacts.

Project operation would result in the irreversible consumption use of non-renewable natural gas and would thus limit the availability of this resource. However, the continued use of natural gas would be on a relatively small scale and consistent with regional and local growth expectations for the area. The Project would be in compliance with the County's Development Code, which requires building energy efficiency measures. Therefore, the Project's operational impacts related to natural gas supply would be less than significant.

Transportation Energy Demand

The National Highway Traffic Safety Administration (NHTSA) and CARB have implemented several policies, rules, and regulations, such as Corporate Average Fuel Economy (CAFE) Standards and the Advanced Clean Cars Program, to improve vehicle efficiency, increase the use of alternative fuels, and decrease the reliance on fossil fuels. It is anticipated that the future Project-related and related projects' vehicle trips are expected to comply with CAFE standards and CARB's Advanced Clean Cars Program, which would ultimately reduce non-renewable transportation fuel consumption.

[28] 2018 California Gas Report, California Gas and Electric Utilities, 2018.

Project-related vehicles would require a negligible fraction of the total state's transportation fuel consumption. Alternative-fueled, electric, and hybrid vehicles, to the extent these types of vehicles would be utilized by visitors to the Project Site would reduce the Project's consumption of gasoline and diesel. With compliance with regulatory measures, the Project operations would not result in wasteful, inefficient, and unnecessary consumption of energy.

Conclusion

As discussed above, the Project would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. Additionally, the Project would not conflict with or obstruct a state or local plan for renewable energy efficiency. Therefore, impacts related to energy would be less than significant.

b) *Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

Less Than Significant Impact. In February 2019, the County Board of Supervisors adopted amendments to the Renewable Energy & Conservation Element of the Countywide Plan (County of San Bernardino, 2019). The Renewable Energy & Conservation Element contains the following policies related to energy that may be applicable to the proposed Project:

- RE Policy 1.1: Continue implementing the energy conservation and efficiency measures identified in the County of San Bernardino Greenhouse Gas Emissions Reduction Plan.

  As mentioned below in the Greenhouse Gas Emissions discussion, the Project would continue to implement energy conservation and efficiency measures, as identified.

- RE Policy 1.2: Optimize energy efficiency in the build environment.
  - RE 1.2.6: Encourage new development to comply with the optional energy efficiency measures of the CALGreen Code.

The 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 impacts would occur. As discussed in more detail in response to Checklist Question VIII(b) (Greenhouse Gas Emissions – Plan/Policy/Regulation Consistency) and Checklist Question XI(b) (Land Use and Planning – Plan/Policy/Regulation Consistency), the Project would also be consistent with SCAG's 2020-2045 RTP/SCS.

The Project would not conflict with any applicable plan, policy or regulation of an agency adopted to reduce GHG emissions, including Title 24, AB 32, and SB 32; therefore, the Project is consistent with AB 32, which aims to decrease emissions statewide to 1990 levels by to 2020. The Proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. For these reasons, the Project

would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts related to this issue would be less than significant.

Cumulative Impacts

Electricity

The Project, in conjunction with the related projects, could result in a net increased demand for electricity supplies. SCE anticipates that it can meet the future demands of cumulative growth within its service area with implementation of regulatory and reliability initiatives and strategic initiatives.

SCE will continue to pursue and implement energy efficiency programs per SB 350, which has an adopted goal of achieving 50 percent renewable energy sources by 2030. Furthermore, in accordance with current building codes and construction standards, each of the related projects would be required to comply with the energy conservation standards established in Title 24 of the California Administrative Code. Compliance with Title 24 energy conservation standards and other energy conservation programs on the local level will further reduce cumulative energy demands. Therefore, cumulative impacts related to electricity would be less than significant.

Natural Gas

The Project, in conjunction with the related projects, could result in a net increased demand for natural gas supplies. As a public utility provider, SoCalGas continuously analyzes increases in natural gas demands resulting from projected population and employment growth in its service area and it is anticipated that it would be able to meet the needs of future development within the region. Each of the related projects would be reviewed on a case-by-case basis to determine SoCalGas's ability to serve each related project. Additionally, compliance with energy conservation standards pursuant to Title 24 would reduce cumulative demand for natural gas resources. As such, cumulative development would not result in related to potentially significant environmental impacts due to wasteful, inefficient and unnecessary use of natural gas. Therefore, cumulative impacts related to natural gas would be less than significant.

Transportation Energy

The Project, in conjunction with the related projects, could result in a net increased demand for transportation energy. As discussed previously, the NHTSA and CARB have implemented several policies, rules, and regulations to improve vehicle efficiency, increase the use of alternative fuels, and decrease the reliance on fossil fuels. It is anticipated that the future Project-related and related projects' vehicle trips are expected to comply with CAFE standards and CARB's Advanced Clean Cars Program, which would ultimately reduce non-renewable transportation fuel consumption. Also, all of the related projects are located in a transit-rich area of the County and as such, provide opportunities for alternative sources of transportation. Thus, cumulative development would not result in related to potentially significant environmental impacts due to

wasteful, inefficient and unnecessary use of transportation energy. Therefore, cumulative impacts related to transportation energy would be less than significant.

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

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
VII.	**GEOLOGY AND SOILS** - Would the project:				
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.	☐	☐	☒	☐
	ii. Strong seismic ground shaking?	☐	☐	☒	☐
	iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
	iv. Landslides?	☐	☐	☐	☒
b)	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?				
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):* ***County of San Bernardino Countywide Plan, 2020;***

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, caused in whole or in part by the project's exacerbation of the existing environmental conditions? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. The Project Site is located in the seismically active region of Southern California. Numerous active and potentially active faults with surface expressions (fault traces) have been mapped adjacent to, within, and beneath the County of San Bernardino. California faults are classified as active, potentially active or inactive. Faults from past geologic periods of mountain building, but do not display any evidence of recent offset are considered "inactive" or "potentially active." Faults that have historically produced earthquakes or show evidence of movement within the Holocene (past 11,000 years) are considered "active faults." Active faults that are capable of causing large earthquakes may also cause ground rupture. The Alquist-Priolo Act of 1971 was enacted to protect structures from hazards associated with fault ground rupture.

The Site is not located within an Alquist-Priolo Earthquake Fault Zone.[29]

There are no known active faults crossing or projecting through the Site. Therefore, ground rupture due to faulting is considered unlikely at this Site.

Therefore, impacts would be less than significant.

(ii) Strong seismic ground shaking caused in whole or in part by the project's exacerbation of the existing environmental conditions?

Less Than Significant Impact. The principal seismic hazard to the Project Site and Project is strong ground shaking from earthquakes produced by local faults. Modern,

[29] County of San Bernardino General Zoning Map

well-constructed buildings are designed to resist ground shaking through the use of shear panels, moment-resisting frames and reinforcement. Additional precautions may be taken to protect personal property and reduce the chance of injury, including strapping water heaters and securing furniture and appliances. It is likely that the Project Site will be shaken by future earthquakes produced in southern California.

The California State Legislature enacted the Seismic Hazards Mapping Act of 1990, which was prompted by damaging earthquakes in California, and was intended to protect public safety from the effects of strong ground shaking, liquefaction, landslides, and other earthquake-related hazards. The Seismic Hazards Mapping Act requires that the State Geologist delineate various "seismic hazards zones." The maps depicting the zones are released by the California Geological Survey. The Seismic Hazards Mapping Act does not require mitigation to a level of no ground failure and/or no structural damage.

As with most locations in southern California, there is a considerable potential for strong seismic shaking at the Project Site. The Project structures would be designed in accordance with seismic parameters contained in the County of San Bernardino Development Code. The design and construction of the Project is required to comply with the most current codes regulating seismic risk, including the California Building Code and the County of San Bernardino Development Code, which incorporates the International Building Code (IBC). Compliance with current California Building Code and County of San Bernardino Development Code requirements will minimize the potential to expose people or structures to substantial risk or loss or injury.

The Project will comply with site-specific ground motion values and seismic design criteria provided in the Geotechnical Investigation. Therefore, impacts would be less than significant.

(iii) Seismic-related ground failure, including liquefaction, caused in whole or in part by the project's exacerbation of the existing environmental conditions?

Less Than Significant Impact. Liquefaction is a phenomenon in which saturated silty to cohesion-less soils below the groundwater table are subject to temporary loss of strength due to buildup of excess pore pressure during cyclic loading conditions such as those induced by an earthquake. Liquefaction-related effects include loss of bearing strength, amplified ground oscillations, lateral spreading, and flow failures.

The Site is not within a liquefaction zone.[30]

Also, the Project will comply with design criteria of the Uniform Building Code Section 1804.5 (Liquefaction Potential and Soil Strength Loss). Therefore, impacts would be less than significant.

[30] CA Department of Conservation: https://maps.conservation.ca.gov/cgs/EQZApp/app/

(iv) Landslides caused in whole or in part by the project's exacerbation of the existing environmental conditions?

No Impact. A project-related significant adverse effect may occur if the project is located in a hillside area with soil conditions that would suggest a high potential for sliding. A landslide area is land identified by the State of California that is located in the general area of sites that possess the potential for earthquake-induced rock falls, slope failure, and debris flow. The Project Site is not located within a mapped landslide area. No significant slopes are located near the Project Site.

The Site is not within a landslide zone.[31] Therefore, no impacts would occur.

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

Less Than Significant Impact. A significant impact may occur if a project exposes large areas to the erosional effects of wind or water for a protracted period of time. Demolition (removal of the existing modular building and surface parking lot) and grading would expose soils for a limited time, allowing for possible erosion. However, due to the temporary nature of the soil exposure during the grading process, substantial erosion is unlikely to occur.

All grading activities require permits from the County Building and Safety Department, which reviews compliance with requirements and standards designed to limit potential impacts to acceptable levels. In addition, all on-site grading and Site preparation will comply with all applicable provisions of the County of San Bernardino Development Code addressing grading, excavation, and fills. The grading plan will conform and be subject to approval by the County of San Bernardino Building and Safety Department.

During construction, the Project will be required to prevent the transport of sediments from the Site by stormwater runoff and winds through the use of appropriate Best Management Practices (BMPs). Appropriate erosion control and drainage devices shall be provided to the satisfaction of the County of San Bernardino Building and Safety Department. Therefore, construction impacts would be less than significant.

Long-term operation of the Project would not result in substantial soil erosion or loss of topsoil. The entire Project Site would be covered by the proposed structures; thus, no exposed areas subject to erosion would be created or affected by the Project. Therefore, operation impacts would be less than significant.

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?*

Less Than Significant Impact. A significant impact may occur if the project is built in an unstable area without proper site preparation or design features to provide adequate foundations for the project buildings, thus posing a hazard to life and property.

[31] CA Department of Conservation: https://maps.conservation.ca.gov/cgs/EQZApp/app/

Construction activities associated with the Project must comply with the County of San Bernardino Development Code, which is designed to assure safe construction, including building foundation requirements appropriate to site conditions.

As discussed in the response to Question VI(a)(iii), the Site is not within a liquefaction zone.[32] Nonetheless, the Project will comply with design criteria provided in the Uniform Building Code Section 1804.5 (Liquefaction Potential and Soil Strength Loss).

As discussed in the response to Question VI(a)(iv), the Project Site is not at risk for landslides. The Site is not within a landslide zone.[33]

Seismically-induced settlement or compaction of dry or moist, cohesion-less soils can be an effect related to earthquake ground motion. Such settlements are typically most damaging when the settlements are differential in nature across the length of structures. Therefore, impacts would be less than significant.

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. A significant impact may occur if a project is built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings thus posing a hazard to life and property. Expansive soils contain significant amounts of clay which may expand or shrink with moisture variations.

Construction of the Project would be required to comply with the County of San Bernardino Development Code, and other applicable building codes which includes building foundation requirements appropriate to Site-specific conditions.

The Project would comply with the recommendations and conditions in the Geotechnical Investigation. This would ensure that the Project is developed and constructed as feasible from a geotechnical perspective. Therefore, impacts would be less than significant.

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. This question would apply to the Project only if it were located in an area not served by an existing sewer system. The Project Site is located in an urbanized area within the County of San Bernardino, which is served by a wastewater collection, conveyance, and treatment system operated by the County. No septic tanks or alternative disposal systems are necessary, nor are they proposed. Therefore, no impact would occur.

[32] CA Department of Conservation: https://maps.conservation.ca.gov/cgs/EQZApp/app/

[33] CA Department of Conservation: https://maps.conservation.ca.gov/cgs/EQZApp/app/

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

Less Than Significant Impact. The Project Site, located in an urbanized area, has been previously disturbed by past development but is currently vacant. The Project would require excavation for building foundation work, mechanical uses, utility work, and grading.

As disclosed above, the geologic units underlying the Project area are mapped entirely as young alluvial fan deposits dating from the Late Pleistocene to Holocene epochs (Morton, 1999). Pleistocene alluvial units are considered to be of high paleontological sensitivity, and account for the majority of all fossil barring sediments in San Bernardino County.

The Western Science Center does not have localities within the Project area or within a one mile radius, but does have numerous localities throughout the county within similarly mapped Pleistocene alluvial units that have produced large Pleistocene megafauna collections containing specimens from mammoth (Mammuthus columbi), mastodon (Mammut pacificus) sabretooth cat (Smilodon fatalis), camelids (Hemiauchenia and Camelops) and ancient horse

Any fossils recovered from the Assessor Parcel #'s 0232-061-22-0000 Project area would be scientifically significant. Excavation activity associated with development of the area has the potential to impact the paleontologically sensitive Pleistocene alluvial units.

If paleontological resources are discovered during excavation, grading, or construction, the County of San Bernardino Building and Safety Department will be notified immediately, and all work will cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.

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

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
VIII.	**GREENHOUSE GAS EMISSIONS –** Would the project:				
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐

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

SUBSTANTIATION:
County of San Bernardino Countywide Plan, 2020; Air Quality and GHG Appendices (Appendix B to this IS/MND);

Environmental Setting

Climate Change Background

Global climate change refers to changes in average climatic conditions on Earth as a whole, including changes in temperature, wind patterns, precipitation, and storms. Global warming, a related concept, is the observed increase in average temperature of Earth's surface and atmosphere. One identified cause of global warming is an increase of GHG emissions in the atmosphere. GHG emissions are those compounds in Earth's atmosphere that play a critical role in determining Earth's surface temperature.

Earth's natural warming process is known as the "greenhouse effect." It is called the greenhouse effect because Earth and the atmosphere surrounding it are similar to a greenhouse with glass panes in that the glass allows solar radiation (sunlight) into Earth's atmosphere but prevents radiative heat from escaping, thus warming Earth's atmosphere. Some levels of GHG emissions keep the average surface temperature of Earth close to a hospitable 60 degrees Fahrenheit. However, it is believed that excessive concentrations of anthropogenic GHG emissions in the atmosphere can result in increased global mean temperatures, with associated adverse climatic and ecological consequences.

GHG Emissions Background

GHG emissions include CO_2, methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3).[34] Carbon dioxide is the most abundant GHG. Other GHG emissions are less abundant but have greater global warming potential than CO_2. Thus, emissions of other GHGs are frequently expressed in their equivalent mass of CO_2, denoted as CO_2e. Forest fires, decomposition, industrial processes, landfills, and the consumption of fossil fuels for power generation, transportation, heating, and cooking are the primary sources of GHG emissions.

Regulatory Framework

There are any number of agreements, strategies, policies, regulations, and standards that relate to GHG emissions – from international climate accords to local climate action plans. The following plans, policies, and regulations are fundamental to the Project's

[34] As defined by California Assembly Bill (AB) 32 and Senate Bill (SB) 104.

determination of significance with respect to its GHG emissions and consistency with these documents.

State

AB 32 (California Global Warming Solutions Act of 2006) and SB 32

In September 2005, Governor Arnold Schwarzenegger signed the California Global Warming Solutions Act of 2006, AB 32, into law. AB 32 committed the State to achieving the following:

- By 2010, reduce statewide GHG emissions to 2000 levels.[35]
- By 2020, reduce statewide GHG emissions to 1990 levels.

The California Air Resources Board (CARB) was tasked with determining what the statewide GHG emissions level was in 1990 and approving a statewide GHG emissions limit equivalent to that level, to be achieved by 2020. AB 32 further requires CARB to adopt rules and regulations that achieve the maximum technologically feasible and cost-effective GHG emissions reductions.

Signed in September 2016 by Governor Jerry Brown, SB 32 updates AB 32 to include an emissions reductions goal for the year 2030. Specifically, SB 32 requires CARB to ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030.

It should be noted that the State Legislature has not yet adopted a target for the 2050 horizon year, though Executive Order S-3-05 issued by Governor Schwarzenegger and Executive Order B-30-15 issued by Governor Jerry Brown each establish a GHG target of 80 percent below 1990 levels for this year.

Climate Change Scoping Plan

In 2008 CARB approved a Climate Change Scoping Plan (2008 Scoping Plan) detailing the approach that California would take to reduce its GHG emissions to 1990 levels by 2020, as required by AB 32. To achieve this, CARB determined that an approximate 28.5 percent reduction in GHG emissions would be necessary. That is, projected 2020 GHG emissions (i.e., emissions that would occur in 2020, absent any GHG-reducing laws and regulations) would have to be reduced by 28.5 percent.

However, shortly after the adoption of the 2008 Scoping Plan, a lawsuit was filed challenging CARB's approval of the Climate Change Scoping Plan Functional Equivalent Document (FED to the Climate Change Scoping Plan). In May 2011, it was found that the environmental analysis of this document's alternatives was not sufficient under CEQA. In response to this ruling, CARB prepared a revised and expanded document, the Supplemental FED to the Climate Change Scoping Plan (Supplemental FED), approved in August 2011.

As part of the Supplemental FED, CARB updated the projected 2020 emissions inventory based on then-current economic forecasts (i.e. as influenced by the economic

[35] The 2010 target to reduce GHG emissions to 2000 levels was not met.

downturn) and GHG emissions reduction measures already in place.[36] Ultimately, CARB determined that achieving the 1990 emissions levels by 2020 would require a reduction in GHG emissions of 16 percent from BAU conditions, down from the previous 28.5 percent figure.

CARB adopted the First Update to the Climate Change Scoping Plan: Building on the Framework (First Update) in 2014. The First Update found that California is on track to meet AB 32's 2020 emissions reduction mandate and determined that, by 2030, the State could reduce its GHG emissions to levels on course with those needed to achieve the 2050 target[37] if it realizes the expected benefits of its existing policy goals. CARB further identified and developed recommended actions for six focus areas key to achieving the 2050 target: (1) energy; (2) transportation (vehicles/equipment, sustainable communities, housing, fuels, and infrastructure); (3) agriculture; (4) water; (5) waste management; and (6) natural and working lands.

In December 2017, CARB adopted the 2017 Climate Change Scoping Plan Update: The Strategy for Achieving California's 2030 Greenhouse Gas Target (2017 Update). The 2017 Update builds upon the successful framework established by the 2008 Scoping Plan and the First Update and identifies new, technologically feasible, and cost-effective strategies to ensure that the state meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health. It includes policies to require direct GHG reductions at some of the state's largest stationary sources and mobile sources, such as use of lower GHG fuels, efficiency regulations, and the Cap-and-Trade program, which constraints and reduces emissions at covered sources.

SB 97

Passed in August 2007, SB 97 required the State Office of Planning and Research (OPR) to prepare and develop CEQA guidelines for the effects and/or mitigation of GHG emissions, including effects associated with transportation and energy consumption. Subsequently, the Draft Guidelines Amendments for Greenhouse Gas Emissions (Guidelines Amendments) were adopted in December 2009 to address the specific obligations of public agencies when analyzing GHG emissions to determine a project's effect on the environment, as pursuant to CEQA.

However, the Guidelines Amendments provide no thresholds of significance or any specific mitigation measures; rather, they require a lead agency to make a good-faith effort to describe, calculate, or estimate the amount of GHG emissions that would result from a Project to the extent possible based on scientific and factual data. The Guidelines Amendments give discretion to the lead agency whether to (1) use a model or methodology to quantify GHG emissions resulting from a project, and which model or

[36] E.g. the million-solar-roofs program, AB 1493 (Pavley I) motor vehicle GHG emissions standards, and the Low Carbon Fuel Standard (LCFS). Pavley I, the first GHG standard in the nation for passenger vehicles, took effect for model years starting in 2009 to 2016. Pavley I could potentially result in a 27.7 million metric tons CO_2e reduction of GHG emissions by 2020. Pavley II covers models years 2017 to 2025 and could result in additional reductions of 4.1 million metric tons CO_2e.

[37] The 2050 goal of reducing GHG emissions to 80 percent below 1990 levels was originally established by Executive Order S-3-05, issued by Governor Schwarzenegger in June 2005. However, the 2050 goal was not codified by either AB 32 or SB 32.

methodology to use; or (2) rely on a qualitative analysis or performance-based standards. Additionally, three factors that should be considered in the evaluation of the significance of GHG emissions are identified:

(1) The extent to which a project may increase or reduce GHG emissions as compared to the existing environmental setting;

(2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and

(3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

The administrative record for the Guidelines Amendments also clarifies "that the effects of greenhouse gas emissions are cumulative and should be analyzed in the context of CEQA's requirements for the cumulative impact analysis."[38]

The California Natural Resources Agency is required to periodically update the Guidelines Amendments to incorporate new information or criteria established by CARB pursuant to AB 32. SB 97 applies to any environmental impact report (EIR), negative declaration, mitigated negative declaration, or other document requirement by CEQA.

Regional

2020-2045 Regional Transportation Plan/Sustainable Communities Strategy

In September 2008 Governor Arnold Schwarzenegger signed the Sustainable Communities and Climate Protection Act of 2008, also known as SB 375, to align regional planning for housing and transportation with the GHG reduction goals outlined by AB 32. SB 375 requires each Metropolitan Planning Organization (MPO) to adopt a Sustainable Community Strategy (SCS) encouraging compact development that reduces passenger Vehicle Miles Traveled (VMT) and trips, all for the purpose of meeting CARB-determined regional GHG emissions reduction targets.

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment. As the federally designated MPO for the six-county Southern California region, SCAG is required by law to ensure that transportation activities conform to, and are supportive of, regional and state air quality plan goals to attain NAAQS. SCAG is also a co-producer, with the SCAQMD, of the transportation strategy and transportation control measure sections of the Basin's AQMP.

CARB set GHG reduction targets of 8 percent by 2020 and 19 percent by 2035 (compared with 2005 levels) for the SCAG region, effective as of October 1, 2018. Adopted on September 3, 2020, SCAG's long-range plan, the 2020-2045 RTP/SCS

[38] Letter from Cynthia Bryant, Director of the Governor's Office of Planning and Research, to Mike Chrisman, California Secretary for Natural Resources, dated 13 April 2009.

(Connect SoCal), serves as the roadmap to fulfilling the region's compliance with these latest GHG reduction targets. To this end, the 2020-2045 RTP/SCS recognizes that transportation investments and future land use patterns are inextricably linked and acknowledges how this relationship can help the region make choices that sustain existing resources while expanding efficiency, mobility, and accessibility for people across the region. The 2020-2045 RTP/SCS land use pattern continues the trend of focusing new housing and employment growth in the region's High Quality Transit Areas (HQTAs) and aims to enhance and build out the region's transit network. At the time of the previous 2016-2040 RTP/SCS, HQTAs accounted for just 3 percent of total land in the SCAG region, but they are projected to accommodate 46 percent of the region's future household growth and 55 percent of the region's future employment growth by 2040.[39] HQTAs are a cornerstone of land use planning best practice in the SCAG region, and studies by the California Department of Transportation, the USEPA, and the Metropolitan Transportation Commission have found that focusing development in areas served by transit can result in local, regional, and statewide benefits including reduced air pollution and energy consumption. In addition, HQTAs concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional life cycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and housing affordability. As a result, HQTAs are vital to the attainment of regional GHG emissions reduction targets: successful implementation of the 2020-2045 RTP/SCS would result in more complete communities with a variety of transportation and housing choices, reducing automobile use and, crucially, associated GHG emissions.

Regarding goods movement and freight-related emissions, the 2020-2045 RTP/SCS primarily focuses on air quality, and it reaffirms zero and near-zero emission technologies as a key priority. Connect SoCal's Goods Movement Technical Report further acknowledges how the achievement of sustainable freight goals and the introduction of cleaner technology are interdependent. Accordingly, the Goods Movement Technical Report notes that the "majority" of the environmental strategy is to seek the development and deployment of a regional fleet of zero emission trucks.

County of San Bernardino

Greenhouse Gas Reduction Plan Update

The County's current efforts to reduce GHG emissions are established by the County of San Bernardino Greenhouse Gas Reduction Plan Update, which was adopted on September 21, 2021. This plan strategizes how the County will reduce GHG emissions from activities under its jurisdiction to 40% below 2020 levels by 2030, which the County has determined would be consistent with SB 32 and other Statewide GHG targets.

Existing Conditions

Existing Statewide GHG Emissions

[39]SCAG, Final 2016-2040 RTP/SCS, April 2017. HQTAs are defined as areas within one-half mile of a fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes or less during peak commuting hours.

As reported by the California Energy Commission (CEC), California contributes approximately one percent of global and 6.4 percent of national GHG emissions.[40] California contains approximately 12 percent of the national population. CARB reports that in 2019, emissions from GHG emissions statewide were 418 million MT of CO_2e, 7 million MT of CO_2e lower than 2018 levels and nearly 13 million MT of CO_2e below the State's 2020 GHG limit of 431 million MT of CO_2e. 48 percent of the State's total electricity generation (in-state generation plus imported electricity) came from zero-GHG generation sources (e.g. solar, wind, hydropower, nuclear, etc.). Per capita GHG emissions have dropped from a 2001 peak of 14.0 MT per person to 10.5 MT per person in 2019, a 25 percent decrease. The transportation sector remains the largest source of GHG emissions, accounting for almost 40 percent of the State's GHG inventory (though when emissions from extracting, refining, and moving transportation fuels are included, this figure increases to over 50 percent of statewide emissions for 2019.[41]

Existing Project Site Emissions

The Project Site is currently vacant and unimproved. The site contains no land use(s) or other activities/operations that may generate more than nominal anthropogenic GHG emissions.

Project Impacts

Methodology

Section 15064.4 of the CEQA Guidelines recommends that lead agencies quantify GHG emissions of projects and consider several other factors that may be used in the determination of significance of GHG emissions from a project: the extent to which the project may increase or reduce GHG emissions; whether the project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a reduction or mitigation of GHGs.

However, Section 15064.4 does not establish a threshold of significance. Lead agencies have the discretion to establish significance thresholds for their respective jurisdictions, and in establishing those thresholds, a lead agency may appropriately look to thresholds developed by other public agencies, or suggested by other experts, such as the California Air Pollution Control Officers Association (CAPCOA), as long as any threshold chosen is supported by substantial evidence. The CEQA Guidelines also clarify that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis. It is noted that the CEQA Guidelines were amended in response to SB 97. In particular, the CEQA Guidelines were amended to specify that compliance with a GHG emissions reduction plan renders a cumulative impact less than significant.

Per CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements

[40]California Energy Commission. Tracking Progress, Greenhouse Gas Emission Reductions. www.energy.ca.gov/renewables/tracking_progress/documents/Greenhouse_Gas_Emissions_Reductions.pdf. Last updated December 2018.

[41] CARB, California Greenhouse Gas Emissions for 2000 to 2017. 2019.

that would avoid or substantially lessen the cumulative problem within the geographic area of the project. To qualify, such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plans [and] plans or regulations for the reduction of greenhouse gas emissions." Put another way, CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of less than significant for GHG emissions if a project complies with adopted programs, plans, policies, and/or other regulatory schemes to reduce GHG emissions.

In the absence of any applicable adopted numeric threshold, the significance of the Project's GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b) by considering whether the Project is consistent with applicable regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. The County of San Bernardino's 2021 Greenhouse Gas Reduction Plan Update provides a "Development Review Process" (DRP) for development projects, the methodology of which is based upon the referenced plan. This process involves a two-step approach for determining the significance of a Project's GHG-related impact. First, a screening threshold of 3,000 $MTCO_2e$ per year is applied to a project. If a project does not exceed this numeric threshold, the DRP instructs that the project is "considered to be consistent with the Plan and determined to have a less than significant individual and cumulative impact for GHG emissions." If a project exceeds this threshold, then the DRP instructs that further analysis should be conducted. Namely, this requires determining whether a project would achieve a minimum 100 points per the DRP's "Screening Tables" methodology or an equivalent level of GHG emissions efficiency as a 100-point project. The following analysis assesses the Project's impact in accordance with the DRP methodology, as it is nevertheless the most current and regionally specific methodology for analyzing a Project's GHG-related impact in a manner that utilizes a numeric threshold.

The analysis additionally assesses the Project's consistency with other adopted regulatory plans to reduce GHG emissions. For this Project, as a land use development project, the most directly applicable adopted regulatory plan to reduce GHG emissions is the 2020-2045 RTP/SCS, which is designed to achieve regional GHG reductions from the land use and transportation sectors as required by SB 375 and the State's long-term climate goals. This analysis also considers consistency with regulations or requirements adopted by the AB 32 2008 Scoping Plan and its subsequent updates.

Construction

The Project's construction emissions were calculated using CalEEMod Version 2020.4.0. Details of the modeling assumptions and emissions factors are provided in **Appendix B** to this IS/MND. GHG emissions from construction activities were modeled using a reasonable estimate of the Project's construction schedule and phasing. CalEEMod calculates emissions from off-road equipment usage and on-road vehicle travel associated with haul, delivery, and construction worker trips.

In accordance with SCAQMD guidance, GHG emissions from construction were amortized over the lifetime of the Project. Because emissions from construction

activities occur over a relatively short-term period of time, they contribute a relatively small portion of the overall lifetime GHG emissions for a project. Additionally, GHG emissions reduction measures for construction equipment are relatively limited. Thus, SCAQMD recommends that construction emissions be amortized over a 30-year project lifetime so that GHG emissions reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies.[42] As a result, the Project's total construction GHG emissions were divided by 30 to determine an approximate annual construction emissions estimate comparable to operational emissions.

Operations

Similar to construction, the SCAQMD-recommended CalEEMod is used to calculate potential GHG emissions generated by new land uses on the Project Site. The Project would result in direct and indirect GHG emissions generated by related vehicle trips and operations associated with the proposed building.

Thresholds of Significance

The following thresholds are adopted to aid in the determination of the Project's air quality impacts:

State CEQA Guidelines Appendix G

In accordance with Appendix G of the CEQA Guidelines, the Project would have a significant impact related to air quality if the Project would:

Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment;

Conflict with an applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

For the Project, the 3,000 $MTCO_2e$ per year screening threshold adopted by the County's DRP methodology is adopted as a numeric threshold. As discussed earlier, the County's 2021 Greenhouse Gas Reduction Plan Update that forms the basis for this threshold is based on achieving the State's latest GHG targets (including SB 32's 40 reduction below 1990 levels by 2030). Therefore, if the Project is consistent with the County's 3,000 $MTCO_2e$ per year screening threshold or the alternative screening tables methodology, then the Project would be consistent with achieving the State's latest GHG targets, and the Project's impact on climate change would be considered less than significant.

The significance of the Project's GHG emissions is additionally evaluated consistent with CEQA Guidelines Section 15064.4(b) by considering whether the Project complies with applicable plans, policies, regulations, and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. As discussed earlier, for this Project, the most directly applicable adopted plans and policies to reduce GHG emissions are the AB 32 Scoping Plan and subsequent updates, as well as SCAG's 2020-2045 RTP/SCS. Thus, in addition to considerations relating to the aforementioned 3,000 $MTCO_2e$ per year screening

[42]SCAQMD Governing Board Agenda Item 31. December 5, 2008.

threshold, the Project would not have a significant effect on the environment if it is found to be consistent with these applicable plans and policies to reduce GHG emissions.

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

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.

Consistency with Applicable Plans and Policies

As described above, compliance with applicable GHG emissions reduction plans would result in a less than significant Project-level and cumulative impact. The following section describes the extent the Project complies with the performance-based standards included in the regulations outlined in the Scoping Plan and its subsequent updates, as well as the 2020-2045 RTP/SCS. As shown herein, the Project would be consistent with the applicable GHG reduction plans and policies. The Project would also result in substantially less annual GHG emissions than the County's 3,000 $MTCO_2e$ screening threshold.

Climate Change Scoping Plan

a) The Climate Change Scoping Plan sets forth a range of GHG reduction actions that include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a Cap-and-Trade system, and an AB 32 implementation fee to fund the program. As such, the

b) Project would not conflict with the policies included in the Climate Change Scoping Plan.

2020-2045 RTP/SCS

As discussed earlier, the 2020-2045 RTP/SCS is expected to help the SCAG region, and in turn California, reach its latest GHG reduction goals. Implementation of the 2020-2045 RTP/SCS is projected to reduce per capita transportation emissions 8 percent by 2020 and by 19 percent by 2035, thus enabling the region to fulfill its portion of SB 375 compliance.

Generally, projects are considered consistent with the provisions and policies of applicable City and regional land use plans and regulations if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals. The land use pattern emphasized by the 2020-2045 RTP/SCS (as well as its previous iteration) involves concentrating new, dense housing and/or job growth in infill locations and HQTAs in an effort to facilitate alternative transportation modes and reduce vehicle trips and VMT. However, the Project does not propose such dense housing, employment, or commercial uses. As a result, this smart growth strategy is not applicable to the Project, especially considering that the availability of alternative transportation options would be unlikely to offset a substantial number of vehicle trips in the case of the Project. The Project's proposed warehouse and truck dispatching use generates relatively few passenger vehicles trips to begin with, and the nature of the

use is reliant on vehicle transportation. Consider that if the 4.99-acre Project were located in a HQTA, it would take away land that could otherwise be devoted to higher density housing or employment centers, uses that would utilize high quality transit options at a higher rate, which would in turn lead to greater VMT reductions. In this way, the Project is consistent with the RTP/SCS by not being located within a HQTA. Given these considerations, development of the Project at the Project Site would not conflict with the intent of the RTP/SCS or its smart growth policies to efficiently coordinate land usage and transportation.

Regarding goods movement and freight-related emissions, the 2020-2045 RTP/SCS primarily focuses on air quality, and it reaffirms zero and near-zero emission technologies as a key priority. Connect SoCal's Goods Movement Technical Report further acknowledges how the achievement of sustainable freight goals, and the introduction of cleaner technology are interdependent. Accordingly, the Goods Movement Technical Report notes that the "majority" of the environmental strategy is to seek the development and deployment of a regional fleet of zero emission trucks. The Project could benefit from continued development of this technology as zero and near-zero emission trucks become increasingly market-ready and feasible for a wider range of freight applications.

Less Than Significant Impact.

Consistency with Applicable Plans and Policies

As described above, compliance with applicable GHG emissions reduction plans would result in a less than significant Project-level and cumulative impact. The following section describes the extent the Project complies with the performance-based standards included in the regulations outlined in the Scoping Plan and its subsequent updates, as well as the 2020-2045 RTP/SCS. As shown herein, the Project would be consistent with the applicable GHG reduction plans and policies. The Project would also result in substantially less annual GHG emissions than the County's 3,000 $MTCO_2e$ screening threshold.

Climate Change Scoping Plan

The Climate Change Scoping Plan sets forth a range of GHG reduction actions that include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a Cap-and-Trade system, and an AB 32 implementation fee to fund the program. As such, the Project would not conflict with the policies included in the Climate Change Scoping Plan.

2020-2045 RTP/SCS

As discussed earlier, the 2020-2045 RTP/SCS is expected to help the SCAG region, and in turn California, reach its latest GHG reduction goals. Implementation of the 2020-2045 RTP/SCS is projected to reduce per capita transportation emissions 8 percent by 2020 and by 19 percent by 2035, thus enabling the region to fulfill its portion of SB 375 compliance.

Generally, projects are considered consistent with the provisions and policies of applicable City and regional land use plans and regulations if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals. The land use pattern emphasized by the 2020-2045 RTP/SCS (as well as its previous iteration) involves concentrating new, dense housing and/or job growth in infill locations and HQTAs in an effort to facilitate alternative transportation modes and reduce vehicle trips and VMT. However, the Project does not propose such dense housing, employment, or commercial uses. As a result, this smart growth strategy is not applicable to the Project, especially considering that the availability of alternative transportation options would be unlikely to offset a substantial number of vehicle trips in the case of the Project. The Project's proposed warehouse and truck dispatching use generates relatively few passenger vehicles trips to begin with, and the nature of the use is reliant on vehicle transportation. Consider that if the 4.99-acre Project were located in a HQTA, it would take away land that could otherwise be devoted to higher density housing or employment centers, uses that would utilize high quality transit options at a higher rate, which would in turn lead to greater VMT reductions. In this way, the Project is consistent with the RTP/SCS by not being located within a HQTA. Given these considerations, development of the Project at the Project Site would not conflict with the intent of the RTP/SCS or its smart growth policies to efficiently coordinate land usage and transportation.

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County of San Bernardino Greenhouse Gas Reduction Plan Update

As discussed earlier, the County of San Bernardino's 2021 Greenhouse Gas Reduction Plan Update provides a "Development Review Process" (DRP) for development projects, the methodology of which is based upon the referenced plan. This process involves a two-step approach for determining the significance of a Project's GHG-related impact. First, a screening threshold of 3,000 $MTCO_2e$ per year is applied to a project. If a project does not exceed this numeric threshold, the DRP instructs that the project is "considered to be consistent with the Plan and determined to have a less than significant individual and cumulative impact for GHG emissions." As explained later in this analysis, the Project has been estimated to result in approximately 164.9 $MTCO_2e$ per year, which is far below the County's 3,000 $MTCO_2e$ per year screening threshold. . Therefore, the Project would be consistent with the County's GHG-related planning.

Conclusion

In summary, the consistency analysis provided above demonstrates that the Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. As a result, the Project's GHG emissions would not result in a significant impact to the environment, and Project-specific impacts with regard to climate change would be less than significant.

Project Emissions

As discussed above, compliance with applicable GHG emissions reductions plans renders a Project less than significant. In support of the consistency analysis provided above, the following quantitative estimates of the Project's GHG emissions are provided. The Project would result in direct and indirect GHG emissions generated by the following emissions sources:

- Construction: emissions associated with construction-related equipment and vehicle use.
- Area Sources: emissions associated with the on-site use of powered equipment.
- Energy Sources: emissions associated with the Project's electricity and natural gas use for space heating and cooling, water heating, energy consumption, and lighting.
- Mobile Sources: emissions associated with the Project's related vehicle travel.
- Water/Wastewater: emissions associated with energy used to pump, convey, deliver, and treat water.

Construction

Project construction is anticipated to last approximately nine months. A summary of construction details (e.g., schedule, equipment mixes, and vehicular trips) and CalEEMod modeling output files are provided in **Appendix B** to this IS/MND. Construction of the Project is estimated to generate approximately 213.7 $MTCO_2e$. As recommended by SCAQMD, total construction-related GHG emissions were amortized over the 30-year lifetime of the Project (i.e., total construction GHG emissions were divided by 30 to determine an annual construction emissions estimate that can be added to the Project's annual operational emissions) in order to determine the Project's annual GHG emissions inventory.[43] This results in annual Project construction emissions of approximately 7.1 $MTCO_2e$.

[43]SCAQMD Governing Board Agenda Item 31. December 5, 2008.

Operations

As shown in **Table 9**, the Project is estimated to generate approximately 164.9 $MTCO_2e$ per year, including the addition of its annualized construction-related GHG emissions.

Table 9
Annual GHG Emissions Summary

Source	Emissions ($MTCO_2e$)
Area	<1
Energy	24.4
Mobile	116.7
Solid Waste	5.9
Water/Wastewater	10.8
Construction	7.1
Total Emissions	164.9
Source: NTEC, 2021.	

Cumulative Impacts

As explained earlier, the analysis of a project's GHG emissions is inherently a cumulative impact analysis because climate change is a global problem and the emissions from any single project alone would be negligible. Accordingly, the analysis above took into account the potential for the Project to contribute to the cumulative impact of global climate change. Given the Project's consistency with statewide, regional, and local plans adopted for the reduction of GHG emissions, it is concluded that the Project's incremental contribution to greenhouse gas emissions and its effect on global climate change would not be cumulatively considerable. For these reasons, the Project's cumulative contribution to global climate change would be less than significant.

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

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
IX.	**HAZARDS AND HAZARDOUS MATERIALS –** Would the project:				
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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?				
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☐	☒
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

SUBSTANTIATION:

County of San Bernardino Countywide Plan, 2020; Phase I ESA (Appendix E to this IS/MND).

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. A significant impact may occur if a project would involve the use or disposal of hazardous materials as part of its routine operations or would have the potential to generate toxic or otherwise hazardous emissions that could adversely affect sensitive receptors. Construction of the Project would involve the temporary transport, use, and disposal of potentially hazardous materials. These materials include paints, adhesives, surface coatings, cleaning agents, fuels, and oils that are typically associated with development of any urban mixed-use project. All of these materials

would be used temporarily during construction. Thus, construction of the Project does not involve the routine transport, use, or disposal of hazardous materials.

Additionally, all potentially hazardous materials associated with construction activities would be used and stored in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations, which further minimizes the potential risk associated with construction-related hazardous materials. Finally, the construction activities are contained on the Project Site and, thus, any emissions from the use of such materials would be minimal and localized to the Project Site. Therefore, construction of the Project would not expose persons or the environment to a substantial risk resulting from the release of hazardous materials or exposure to health hazards in excess of regulatory standards.

Similarly, from an operational perspective, the Project does not involve the routine use, transport, or disposal of hazardous materials. The Project includes the development of commercial storage unit. This typical urban use does not involve the routine use of hazardous materials**.** For example, the proposed use would involve the use and storage of small quantities of potentially hazardous materials such as cleaning solvents, paints, and pesticides for landscaping. Likewise, the Project's commercial and associated office uses could include commercial-grade cleaning solvents, waxes, dyes, toners, paints, bleach, grease, and petroleum products that are typically associated with commercial land uses. In other words, the Project generally would not produce significant amounts of hazardous waste, use or transport hazardous waste beyond those materials typically used in an urban development. Thus, none of the Project's operational features, or the type of hazardous materials used on the Project Site, creates a significant hazard to the environment or public.

Moreover, the Project would adhere to regulatory requirements for source hazardous waste reduction measures (e.g., recycling of used batteries, recycling of elemental mercury, etc.) that would further minimize the generation of hazardous waste. In addition, the Project will comply with the applicable County ordinances regarding implementation of hazardous waste reduction efforts on-site. The applicable regulatory requirements further ensure that the minimal number of hazardous materials associated with the Project are properly treated and disposed of at licensed resource recovery facilities or hazardous waste landfills.

The potential transport of any hazardous materials and wastes, i.e., paints, adhesives, surface coatings, cleaning agents, fuels, and oils, if it occurs, would occur in accordance with federal and state regulations that govern the handling and transport of such materials. In accordance with such regulations, the transport of hazardous materials and

wastes would only occur with transporters who have received training and appropriate licensing. Therefore, impacts would be less than significant.

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. A significant impact may occur if a project utilizes hazardous materials as part of its routine operations and could potentially pose a hazard to nearby sensitive receptors under accident or upset conditions.

Hazardous or toxic materials transported in association with construction of the Proposed Project may include items such as oils, paints, and fuels. All construction materials would be kept in compliance with State and local regulations. Operational activities include standard maintenance that involve the use of commercially available productions, which would not create significant hazard to the public or the environment through reasonably foreseeable upset and accidental release of hazardous materials into the environment.

Nevertheless, the Phase I ESA Report confirmed that the Subject Site has not been used for any industrial purposes since the site appears to be natural and not disturbed. The Project Site conditions indicate that no storage or handling of reportable quantities of hazardous materials have been used on the Subject Property since the early 1900s and the Project Site was not listed on any current regulatory environmental list for unauthorized chemical releases or corrective actions.

The Project Site has historically been vacant from about 1938 through the present time in 2020. In about 1938, the Project Site appears from the aerial photos to have been used for agricultural purposes. Agricultural uses typically use hazardous chemicals to control site conditions, including chemicals such as herbicides and / or pesticides in maintaining crops. These chemicals are highly toxic and, in the early 1900s, no State agencies were involved in the control and general use of these hazardous materials or the storage and disposal of hazardous waste material in the agricultural industry which is a conditional Recognized Environmental Condition (REC) if the site is actively used, or the site soils are disturbed.

In addition, the presence of debris dumping along Lime Avenue appears to be increasing in quantity since the previous inspection performed by ENCON in 2019. Although the debris does not appear to be hazardous wastes at this time, the waste stockpiles are recommended to be removed from the Project Site and control methods should be implemented to minimize or eliminate this dumping practices in this area. These dumping

activities, however, can lead to more serious and hazardous waste dumping site conditions in the future that can pose a significant health threat to the public and workers.

Additionally, there are no building structures located at the Subject Site, therefore, the potential for asbestos containing materials (ACM) or lead based paint materials (LBP) does not exist at the Project Site, although no survey or testing was conducted as part of this Phase I ESA Report.

Thus, compliance with existing applicable laws would ensure that impacts during construction and operation would be less than significant.

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

Less Than Significant Impact. A project-related significant adverse effect may occur if the Project Site is located within 0.25-mile (1,320 feet) of an existing or proposed school site, and is projected to release toxic emissions, which would pose a health hazard beyond regulatory thresholds.

There is no school locate within 1,320 feet of the Project Site. Compliance with existing applicable laws would ensure that impacts during construction and operation would be less than significant.

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?*

Less Than Significant Impact. California Government Code Section 65962.5 requires various state agencies to compile lists of hazardous waste disposal facilities, unauthorized release from underground storage tanks, contaminated drinking water wells, and solid waste facilities from which there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis. This question would apply only if the Project Site were included on any of the above referenced lists (see question b), above) and would therefore pose an environmental hazard to the public or the environment. In meeting the provisions in Government Code Section 65962.5, commonly referred to as the “Cortese List,” database resources that provide information regarding identified facilities or sites include EnviroStor, GeoTracker, and other lists compiled by the California Environmental Protection Agency:

According to EnviroStor, there are no cleanup sites (either Federal Superfund, State Response, voluntary, school evaluation, school investigation, military evaluation, tiered

permit, or corrective action), permitted sites (either operating, post-closure, or non-operating), LUFT (leaking underground fuel tanks) or SLICS (Spills, Leaks, Investigation, and Cleanup) on, in or under the Project Site.[44]

According to GeoTracker, there are no LUST sites, other cleanup sites, land disposal sites, military sites, waste discharge requirement (WDR) sites, permitted UST facilities, monitoring wells, or California Department of Toxic Substance Control cleanup sites or hazardous materials permits on, in or under the Project Site.[45]

The Project Site has not been identified as a solid waste disposal site having hazardous waste levels outside of the Waste Management Unit.[46]

There are no active Cease and Desist Orders, or Cleanup and Abatement Orders, from the California Water Resources Control Board associated with the Project Site.[47]

The Project Site is not subject to corrective action pursuant to the Health and Safety Code, as it has not been identified as a hazardous waste facility.[48]

Thus, the Project Site is not located on a list of hazardous material sites and will not result in a significant hazard to the public or environment. Therefore, a less than significant impact would occur.

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?*

No Impact. A significant project-related impact may occur if a project were placed within a public airport land use plan area or within two miles of a public airport, and subject to a safety hazard. The Project is not within an airport hazard area. The Project Site is also not located within two miles of a public airport. Thus, the Project would not have the

[44]CA Department of Toxic Substance Control, EnviroStor, website: http://www.envirostor.dtsc.ca.gov/public/, March 24, 2020.

[45]CA State Water Resources Control Board, GeoTracker, website: http://geotracker.waterboards.ca.gov/map, March 24, 2020.

[46]CA Environmental Protection Agency, Cortese List Data Resources, Sites Identified with Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit, website: http://www.calepa.ca.gov/SiteCleanup/CorteseList/CurrentList.pdf, accessed March 24, 2020.

[47]CA Environmental Protection Agency, Cortese List Data Resources, List of "Active" CDO and CAO from Water Board, website: http://www.calepa.ca.gov/sitecleanup/corteselist/, accessed March 24, 2020.

[48]CA Environmental Protection Agency, Cortese List Data Resources, Cortese List: Section 65962.5(a), website: http://www.calepa.ca.gov/SiteCleanup/CorteseList/SectionA.htm#Facilities, accessed March 24, 2020.

potential to result in a safety hazard or excessive noise. Therefore, no impact would occur.

f) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Less Than Significant Impact. A significant impact may occur if a project were to interfere with roadway operations used in conjunction with an emergency response plan or emergency evacuation plan or would generate sufficient traffic to create traffic congestion that would interfere with the execution of such a plan. Construction of the Project will not substantially impede public access or travel on public rights-of-way and would not interfere with any adopted emergency response plan or emergency evacuation plan.

The bulk of the work will be conducted on the Project Site. However, if temporary lane closures are needed, it would require Public Works approval.

In addition, there are no emergency services located within the immediate vicinity of the affected streets during construction (i.e., the streets surrounding the Site). Since the closures during construction would be for the parking lane, the temporary construction impacts on the roadway network would be considered less than significant.

Major roadways throughout the County, such as Foothill Boulevard, are selected disaster routes. Disaster routes function as primary thoroughfares for movement of emergency response traffic and access to critical facilities. Immediate emergency debris clearance and road/bridge repairs for short-term emergency operations will be emphasized along these routes. The Project will not impede the disaster route and emergency access would be maintained at all times, as the Project and its flow of traffic is situated along Lime Avenue and does not intersect with Foothill Boulevard.

Furthermore, adequateon-site access for emergency vehicles would be verified during the County's plan review process. During construction, the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the County. Therefore, no impacts are identified or anticipated and are considered less than significant.

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

No Impact. A significant impact may occur if a project is located in proximity to wildland areas and would pose a potential fire hazard, which could affect persons or structures in the area in the event of a fire. The Project Site is not located in a Very High Fire Hazard

Severity Zone[49]. The Project Site is not on the direct edge of a rural or wildland area. Therefore, no impact would occur.

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

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
X.	**HYDROLOGY AND WATER QUALITY -** Would the project:				
a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
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;	☐	☐	☐	☒
	ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite;	☐	☐	☐	☒
	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	☐	☐	☒	☐
	iv. impede or redirect flood flows?	☐	☐	☐	☒
d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

[49]San Bernardino Countywide Plan Draft EIR, Hazards and Hazardous Materials, Figure 5.8-4.

SUBSTANTIATION:

County of San Bernardino Countywide Plan, 2020;

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

Less Than Significant Impact. A significant impact may occur if a project discharges water that does not meet the quality standards of agencies that regulate surface water quality and water discharge into stormwater drainage systems. The National Pollutant Discharge Elimination System (NPDES) program establishes a comprehensive stormwater quality program to manage urban stormwater and minimize pollution of the environment to the maximum extent practicable. Pursuant to the Santa Ana RWQCB and County of San Bernardino Development Code, the Project Applicant/Developer or Project Site owner would be required to obtain coverage under the State's General Construction Storm Water Permit for construction activities (NPDES permit). Pursuant to the NPDES, the Project is subject to the requirements set forth in the County's Standard Urban Stormwater Mitigation Plan (SUSMP). The goals and objectives of the SUSMP are achieved through the use of Best Management Practices (BMPs) to help manage runoff water quality BMPs typically include controlling roadway and parking lot contaminants by installing oil and grease separators at storm drain inlets; cleaning parking lots on a regular basis; incorporating peak-flow reduction and infiltration features (such as grass swales, infiltration trenches, and grass filter strips) into landscaping; and implementing education programs. The SUSMP identifies the types and sizes of private development projects that are subject to its requirements.[50]

Low Impact Development (LID) is a stormwater management strategy that seeks to prevent impacts of runoff and stormwater pollution as close to its source as possible. A project must comply with the LID Best Management Practices (LID BMPSs) (determined on a case by case basis by Public Works Department), and if that is not feasible only then do SUSMP BMPs apply. Possible BMPs include 1. Infiltration Systems, 2. Stormwater Capture and Use, 3. High Efficiency Biofiltration/Bioretention Systems, and 4. Combination of Any of the Above.

[50] *Project applicants are required to prepare and implement a Standard Urban Stormwater Mitigation Plan when their projects fall into any of these categories: Single-family hillside residential developments; Housing developments of 10 or more dwelling units (including single family tract developments); Industrial /Commercial developments with one acre or more of impervious surface area; Automotive service facilities*; Retail gasoline outlets"; Restaurants* Parking lots of 5,000 square feet or more of surface area or with 25 or more parking spaces; Projects with 2,500 square feet or more of impervious area that are located in, adjacent to, or draining directly to designated Environmentally Sensitive Areas (ESA). http://www.lastormwater.org/green-la/standard-urban-stormwater-mitigation-plan/.*

Construction

Demolition and construction activities at the Project Site have the potential to affect the quality of storm water runoff. Typically, runoff picks up pollutants as it flows over the ground or paved areas and carries these pollutants into the storm drain system or directly into natural drainages. There are three general sources of short-term construction-related stormwater pollution associated with the Project: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth moving activities which, when not controlled, may generate soil erosion. During construction, the Project Site would contain a variety of construction materials that are potential sources of stormwater pollution, such as adhesives, cleaning agents, landscaping, plumbing, painting, heat/cooling, masonry materials, floor and wall coverings, and demolition debris. Construction material spills can also be a source of stormwater pollution and/or soil contamination.

The project is expected to comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include the SUSMP requirements to reduce potential water quality impacts.

Operation

The Project will not include industrial discharge to any public water system. Under existing conditions, runoff at the Project Site may contain typical urban pollutants such as automotive fluids (including oil and grease) commercial cleaning and landscaping pollutants discharged into the storm drainage system. Because there would be no substantial change in the type of runoff as a result of the Project (which would continue to have automobiles, cleaning supplies, and similar elements), urban contaminants that may be present in urban runoff from the Project Site would not differ substantially in type than that which currently exists.

As a result, the Project would not create or contribute runoff water that would exceed the pollutant profile associated with the existing condition of the Project Site and its surroundings. Therefore, impacts would be less than significant.

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

No Impact. A significant impact may occur if a project includes deep excavations resulting in the potential to interfere with groundwater movement or includes withdrawal

of groundwater or paving of existing permeable surfaces important to groundwater recharge. No settling ponds, lagoons, surface impoundments, wetlands or natural catch basins are on the Project Site.

Water supply to the Project Site would be provided by the West Valley Water District (WVWD). The San Bernardino Valley Municipal Water District (SBVMWD) covers about 325 square miles in southwestern San Bernardino County. The WVWD is within the SBVMWD service area. The SBVMD has developed a cooperative recharge program that is being successfully implemented to help replenish groundwater, using the State Water Project and local runoff. The development of the Project will not involve direct groundwater withdrawal, and therefore, it will not deplete groundwater supplies. The Project will not interfere with groundwater recharge since current recharge is negligible due to the existing and proposed impervious surface covering the Project Site. Therefore, no impact would occur.

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:*

Less than Significant Impact.

i. **No Impact.** A significant impact may occur if a project results in a substantial alteration of drainage patterns that would result in a substantial increase in erosion or siltation during construction or operation of the project. Proper surface drainage is critical to the future performance of the Project. Saturation of soil can cause it to lose internal shear strength and increase its compressibility, resulting in a change in the designated engineering properties. Proper Site drainage would be maintained at all times.

The Project Site is primarily vacant. The Project will similarly occupy the entire Project Site with a new building and associated surface parking. Thus, the Project would be slightly altering the amount of impervious surface that affects drainage patterns. However, the Project Site is within a developed area of the County, which is connected to the municipally-owned separated storm sewer system (MS4); therefore, the development of the Project will not cause changes in existing drainage patterns or surface water bodies in a manner that could cause erosion or siltation. The Project Site is not near and will not alter a stream or river. Therefore, no impact would occur.

ii. **No Impact.** A significant impact may occur if a project results in increased runoff volumes during construction or operation of the project that would result in flooding conditions affecting the Project Site or nearby properties. The Project

Site is located in an urbanized area of the County and is currently vacant. However, the Project would be slightly altering the amount of impervious surface that affects drainage patterns. But no flooding is expected to occur on- or off-site due to the relatively flat grades of the Project Site and the vicinity given its location near existing drainage areas and within the full built environmental of the County and City of Fontana. The Project Site is also not near, nor would be altering, a stream or river. Therefore, no impact would occur

iii. Less Than Significant Impact. A significant impact may occur if a project would increase the volume of stormwater runoff to a level that exceeds the capacity of the storm drain system serving the Project Site. A project-related significant adverse effect would also occur if a project would substantially increase the probability that polluted runoff would reach storm drains. No natural watercourses exist on or in the vicinity of the Project Site. Water runoff flows toward the existing storm drain system along Lime Avenue and toward Foothill Boulevard.

Urban runoff discharged from municipal storm drains is one of the principal causes of water quality problems in most urban areas. Oil and grease from parking lots, pesticides, cleaning solvents, and other toxic chemicals can contaminate stormwater, which can then contaminate receiving waters downstream and, eventually, the Pacific Ocean. As discussed in the response to Question 10(a), the Project is required to comply with the NPDES program, LID Best Management Practices, as well as the County's Development Code. These regulations control water pollution by regulating point sources that discharge pollutants. Additional discussion of the construction and operation impacts is provided below.

Construction

The Project would require excavation for utility and foundation work. Three general sources of potential short-term construction-related stormwater pollution associated with the Project are: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth-moving activities which, when not controlled, may generate soil erosion and the transportation of pollutants via storm runoff or mechanical equipment. Generally, routine safety precautions for handling and storing construction materials can effectively reduce the potential pollution of stormwater by these materials. The same types of common sense, "good housekeeping" procedures can be extended to non-hazardous stormwater pollutants such as sawdust and other solid wastes. Poorly maintained vehicles

and heavy equipment leaking fuel, oil, antifreeze, or other fluids onto the construction site are also common sources of stormwater pollution and soil contamination. Earth-moving activities that can greatly increase erosion processes are another source of stormwater pollution contamination.

Two general strategies are recommended to prevent construction silt from entering local storm drains. First, erosion control procedures should be implemented for those areas that must be exposed. Secondly, the area should be secured to control off-site migration of pollutants. When properly designed and implemented, these "good-housekeeping" practices would reduce dust and erosion that may occur onsite and leaks from any construction equipment. The Project is required to comply with the LID Best Management Practices, which are determined on a case by case basis by the Department of Public Works. Approval will not be granted or issued until appropriate and applicable stormwater BMPS are incorporated into the Project design plans. Compliance with existing regulations would ensure the potential for construction water quality impacts are less than significant.

Operation

Activities associated with operation of the Project will not generate substances that could degrade the quality of water runoff. The deposition of chemicals by cars in the existing parking lot could have the potential to contribute metals, oil and grease, solvents, phosphates, hydrocarbons, and suspended solids to the storm drain system. By removing the existing vacant lot and developing a warehouse project, the type of urban runoff would likely improve in quality. In addition, impacts to water quality would be reduced since the Project must comply with water quality standards and wastewater discharge BMPs set forth by the County of San Bernardino and the SWRCB. Compliance with existing regulations would ensure operational water quality impacts are less than significant.

iv. This question would apply to the Project only if it were placing housing in a 100-year flood zone. The Project would not be located in a 100-year flood hazard area according to the County's Flood Hazard Zones map of the Countywide Draft EIR.

Lands designated as special flood hazard areas that are identified by the Federal Emergency Management Agency (FEMA) and published in the Flood Insurance Rate Map (FIRM) to establish the flood risk premium zone. These areas are subject to inundation by a flood having a one-percent or greater probability of being equaled or exceeded during any given year. This flood, which is referred

to as the 1% annual chance flood (or base flood), is the national standard on which the floodplain management and insurance requirements of the National Flood Insurance Program (NFIP) are based. Therefore, no impact would occur.

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

No Impact. Seiches are oscillations generated in enclosed bodies of water that can be caused by ground shaking associated with an earthquake. Mitigation of potential seiche action has been implemented by the County Public Works Department through regulation of the level of water in its storage facilities and providing walls of extra height to contain seiches and prevent overflows.

There are no major water-retaining structures located immediately upgradient from the Project Site. Therefore, flooding from a seismically-induced seiche is considered unlikely.

In addition to the low risk of flooding, the Project includes LID requirements for capture and use and/or biofiltration system and a stormwater conveyance system, which would be improve upon the existing site, which is devoid of treatment and on-site detention. Therefore, no tsunami or seiches would be expected to impact the Project Site that would risk release of pollutants due to Project inundation. No impact would occur.

e) *Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

No Impact. The Proposed Project is subject to the NPDES permit. Requirements of the permit would include development and implementation of a SWPPP, which is subject to RWQCB review and approval. The purpose of an SWPPP is to: 1) identify pollutant sources that may affect the quality of discharges of stormwater associated with construction activities; and 2) identify, construct and implement stormwater pollution control measures to reduce pollutants in stormwater discharges from the construction site during and after construction. The SWPPP would include BMPs to control and abate pollutants and treat runoff that can be used for groundwater recharge. The Proposed Project would not otherwise substantially degrade water quality as appropriate measures relating to water quality protection.

With compliance with existing regulatory requirements and implementation of BMPs, the Project would not conflict with or obstruct implementation of a water quality control plan or a sustainable groundwater management plan. Therefore, no impact would

occur.

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

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XI.	**LAND USE AND PLANNING** - Would the project:				
a)	Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☒	☐

SUBSTANTIATION:

County of San Bernardino Countywide Plan, 2020;

a) *Physically divide an established community?*

No Impact. A significant impact may occur if a project were sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community. A typical example would be a project that involved a continuous right-of-way such as a roadway, which would divide a community and impede access between parts of the community.

The Project would not cause any permanent street closures, block access to any surrounding land use, or cause any change in the existing street grid system. The Project is not of a scale or nature that would physically divide an established community. The Project is not affecting any right-of-ways. The Project will be built on an existing urban infill site and is contiguous and bounded by streets. In addition, the Site is not large enough to encompass an established community. The Project's uses are compatible with the residential and commercial uses in the area. Throughout the County and near the Project Site, there are similar uses, especially in industrial land. Therefore, no impact would occur.

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?*

Less Than Significant Impact. A significant impact may occur if a project is inconsistent with applicable land use plans or zoning designations and would cause adverse environmental effects, which these regulations are designed to avoid or mitigate.

The legal standard that governs consistency determinations is that a project must only be in "harmony" with the applicable land use plan to be consistent with that plan. (See *Sequoyah Hills Homeowners Assn. v. City of Oakland (*1993) 23 Cal.App.4th 704, 717-18 [upholding a city's determination that a subdivision project was consistent with the applicable general plan]). As the Court explained in *Sequoyah*, "state law does not require an exact match between a proposed subdivision and the applicable general plan." To be "consistent" with the general plan, a project must be "compatible with the objectives, policies, general land uses, and programs specified in the applicable plan," meaning, the project must be "in agreement or harmony with the applicable plan." (see also *Greenebaum v. City of Los* Angeles (1984) 153 Cal.App.3d 391, 406; *San Franciscans Upholding the Downtown Plan, supra*, 102 Cal.App.4th at p. 678.) Further, "[a]n action, program, or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment." (*Friends of Lagoon Valley v. City of Vacaville* (2007) 154 Cal.App.4th 807, 817.) Courts also recognize that general plans "ordinarily do not state specific mandates or prohibitions," but instead provide "policies and set forth goals." (*Friends of Lagoon Valley*).

Consistency with Regional Plans

Southern California Association of Governments (SCAG)

Regional Transportation Plan (RTP)

On April 7, 2016, SCAG adopted the 2016-2040 Regional Transportation Plan (RTP). The Sustainable Communities Strategy (SCS) is a required element of the RTP. The RTP is a blueprint for making the best transportation and land use choices for the future and supporting those choices with wise investments. The RTP will result in more and better travel choices as well as safe, secure, and efficient transportation systems that provide improved access to opportunities, such as jobs, education, and healthcare for our residents. Furthermore, the RTP will create jobs, ensure the region's economic competitiveness through strategic investments in the goods movement system, and

improve environmental and health outcomes for the region's 22 million residents by 2040. The RTP is built on the vision of mobility, economy, and sustainability.[51]

On September 3, 2020, SCAG adopted the 2020-2045 RTP/SCS, which calls for $639 billion in transportation investments and reducing VMT by 19 percent per capita from 2005 to 2035. The updated plan accommodates 21.3 percent growth in population from 2016 (3,933,800) to 2045 (4,771,300) and a 15.6 percent growth in jobs from 2016 (1,848,300) to 2045 (2,135,900).

The goals and policies of the RTP address projects considered to be regionally significant. To monitor regional development, CEQA requires regional agencies, such as SCAG, to review projects and plans throughout its jurisdiction. In the Southern California region, with exception of the County of San Diego, SCAG acts as the region's "Clearinghouse," and collects information on projects of varying size and scope to provide a central point to monitor regional activity.

The Project is not considered to be a regionally significant project pursuant to CEQA Guidelines 15206, which SCAG uses to determine regionally significant projects.[52] The threshold size for a residential development is more than 500 dwelling units. The threshold size for a commercial building is employing more than 1,000 persons or more than 250,000 square feet.

The Project does not meet either of these thresholds.

County of San Bernardino

The requested discretionary actions do not conflict with existing land uses in the area, and the Project would not introduce incompatible uses. The Project site is within the County of San Bernardino and designated for General Industrial (GI)/Commercial (C) in the Countywide Plan land use map and Regional Industrial (IR)/Service Commercial (CS) on the County Zoning Map, both of which allow light industrial warehousing (i.e., the proposed Project) with the approval of a Minor Use Permit.

Specifically, and as shown in **Table 10**, below, the Project Site abuts a vacant commercial property to the north, a self-storage facility directly to the east, an industrial storage facility to the south, and more industrial storage to the west of the Project Site, across Lime Avenue.

[51] SCAG, RTP: http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx.

[52]CEQA, Section 15206, Projects of Statewide, Regional, or Areawide Significance: http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/Handout_CCR_15206_Statewide,Regional,Areawide_052007.pdf, accessed March 31, 2020.

The Project is consistent with SCAG guides and other regional guides to the extent feasible and applicable. Moreover, the criterion for determining significance with respect to a land use plan emphasizes conflicts with plans adopted for the purpose of avoiding or mitigating an environmental effect, recognizing that an inconsistency with a plan, policy or regulation does not necessarily equate to a significant physical impact on the environment. As proposed, the Project would entail a warehouse building associated office space and related freight storage space, which are both consistent with the underlying industrial zoned land use. The analysis of potential land use impacts of the Project, therefore, considers consistency with adopted plans, regulations, and development guidelines that regulate land use on the Project Site, based on detailed review of the relevant documents. As such, impacts would be less than significant.

Table 10
Project Area Land Uses

Location[1]	Existing Land Use	Zoning District	Policy Plan/General Plan Land Use Designation
Project Site	Vacant	CS – Service Commercial	IR (Regional Industrial)
North	Vacant	CG – General Commercial	CG (General Commercial)
South	Industrial Storage	IR – Regional Industrial	IR (Regional Industrial)
East	Vacant parcel/Mini Storage	CS – Service Commercial	CN (Neighborhood Commercial/)
West	Propane Gas Supplier	CG – General Commercial	IR/CS (Regional Industrial)

[1] areas in County of San Bernardino unless noted (= City)

It should be noted the County of San Bernardino Zoning Map shows the following designations in the Project area:

- Properties East of the site are designated Service Commercial.
- Properties West of the site are designated General Commercial.
- Properties North of the site are designated General Commercial.
- Properties South of the site are designated Regional Industrial.

Development of the proposed Project will introduce a new warehouse to this area which is allowed under the CountyWide Plan and zoning designations with the approval of a Minor Use Permit. The Project is also consistent with existing warehouses to the South and West of the Project Site. According to the Project plans, the loading docks are located on the east side of the building. Therefore, the loading docks will not be readily

visible from the residential uses across Foothill Boulevard to the north. However, trucks from the Project will travel south along Lime Avenue.

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

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XII.	**MINERAL RESOURCES** - Would the project:				
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

SUBSTANTIATION: *(Check ☐ if project is located within the Mineral Resource Zone Overlay):*

County of San Bernardino Countywide Plan, 2020;

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?*

No Impact. A significant impact may occur if the Project Site is located in an area used or available for extraction of a regionally-important mineral resource, or if the Project would convert an existing or future regionally-important mineral extraction use to another use, or if the Project would affect access to a site used or potentially available for regionally-important mineral resource extraction. Mineral Resources Zone-2 (MRZ-2) sites contain potentially significant sand and gravel deposits, which are to be conserved. Any proposed development plan must consider access to the deposits for purposes of extraction. Much of the area within the MRZ-2 zone in the County was developed with structures prior to the MRZ-2 classification and, therefore, are unavailable for extraction.

Neither the Project Site nor the surrounding area is in an MRZ-2 zone, nor identified as an area containing mineral deposits of regional or statewide significance. Therefore, no impact to known mineral deposits would occur.

The California Geologic Energy Management Division (CalGEM) online mapping of wells shows there is no oil and gas well on the Site.[53] Therefore, no impact would occur.

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?*

No Impact. A significant impact would occur if a project were located in an area used or available for extraction of a locally-important mineral resource and the Project converted an existing or potential future locally-important mineral extraction use to another use or if the Project affected access to a site in use or potentially available for locally-important mineral resource extraction. The Project Site is not delineated as a locally important mineral resource recovery site on any County plans. Additionally, as stated in the response to Question 12(a), no oil wells exist on the Project Site. Furthermore, the Project Site is surrounded by dense urban uses. Thus, the Project Site would not be an adequate candidate for mineral extraction. Therefore, no impact would occur.

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

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XIII.	**NOISE** - Would the project result in:				
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?	☐	☒	☐	☐
b)	Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
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	☐	☐	☐	☒

[53] *California Department of Conservation, Division of Oil, Gas & Geothermal Resources (DOGGR), Online Mapping System, District 1, https://maps.conservation.ca.gov/doggr/wellfinder/#close/, accessed March 24, 2020.*

airport, would the Project expose people residing or working in the project area to excessive noise levels?

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 ☐):*

County of San Bernardino Countywide Plan, 2020; Noise Report and Appendix Models (Appendix F to this IS/MND).

Environmental Setting

Fundamentals of Sound and Environmental Noise

Sound can be described in terms of its loudness (amplitude) and frequency (pitch). The standard unit of measurement for sound is the decibel, abbreviated dB. Because the human ear is not equally sensitive to sound at all frequencies, the A-weighted scale (dBA) is used to reflect the normal hearing sensitivity range of the human ear. **Table 11**provides examples of A-weighted noise levels from common sources. Although the terms "sound" and "noise" are often used synonymously, noise is commonly defined as sound that is either loud, unpleasant, unexpected, or undesired.[54] Because decibels are logarithmic units, they cannot be simply added or subtracted. For example, two cars each producing 60 dBA of noise would not produce a combined 120 dBA.

Table 11
A-Weighted Decibel Scale

Common Noise Sources	Sound Level, dBA
Near Jet Engine	130
Rock and Roll Band	110
Jet Flyover at 1,000 feet	100
Power Motor	90
Food Blender	80
Living Room Music	70
Human Voice at 3 feet	60
Residential Air Conditioner at 50 feet	50

[54]California Department of Transportation (Caltrans), Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.

Bird Calls	40
Quiet Living Room	30
Average Whisper	20
Rustling Leaves	10
These noise levels are approximations intended for general reference and informational use. They do not meet the standard required for detailed noise analysis but are provided for the reader to gain a rudimentary concept of various noise levels. *Source: Cowan, James P., Handbook of Environmental Acoustics, 1993*	

Noise Definitions

This noise analysis discusses sound levels in terms of equivalent noise level (L_{eq}), maximum noise level (L_{max}), minimum noise level (L_{mix}), and Community Noise Equivalent Level (CNEL). Statistical descriptors (L_x) are also discussed.

Equivalent Noise Level (L_{eq})

L_{eq} represents the equivalent steady-state noise level for a stated period of time that would contain the same acoustic energy as the fluctuating, time-varying noise level of that same period. For example, the L_{eq} for one hour is the energy average noise level for that hour. L_{eq} can be thought of as a continuous noise level for a certain period that is equivalent in acoustic energy content to a fluctuating noise level of that same period. In this report L_{eq} is expressed in units of dBA.

Maximum Noise Level (L_{max})
L_{max} represents the highest instantaneous noise level of a specified time period.

Minimum Noise Level (L_{mix})

L_{min} represents the lowest instantaneous noise level of a specified time period.

Community Noise Equivalent Level (CNEL)

CNEL is a weighted noise measurement scale of average sound level during a 24-hour period. Due to increased noise sensitivities during evening and night hours, human reaction to sound between 7:00 P.M. and 10:00 P.M. is as if it were actually 5 dBA higher than had it occurred between 7:00 A.M. and 7:00 P.M. From 10:00 P.M. to 7:00 A.M., humans perceive sound as if it were 10 dBA higher. To account for these sensitivities, CNEL penalizes evening noise levels between 7:00 P.M. and 10:00 P.M. by an additional 5 dBA and nighttime noise levels between 10:00 P.M. and 7:00 A.M. by an additional 10 dBA. Because of this, 24-hour CNEL figures are always higher than their corresponding 24-hour L_{eq}.

Statistical Descriptor (L_x)

L_x is used to represent the noise level exceeded *X*% of a specified time period. For example, L_{90} represents the noise level that is exceeded 90% of a specified time period. L_{90} is commonly used to represent ambient or background steady-state noise levels.[55]

Effects of Environmental Noise

The degree to which noise can impact an environment ranges from levels that interfere with speech and sleep to levels that can cause adverse health effects. Most human response to noise is subjective. Factors that influence individual responses may include the intensity, frequency, and pattern of noise; the amount of background or existing noise present; and the nature of work or human activity that is exposed to intruding noise.

According to the National Institute of Health (NIH), extended or repeated exposure to sounds at or above 85 dB can cause hearing loss. Sounds of 75 dBA or less, even after continuous and repeated exposure, are unlikely to cause hearing loss.[56] The World Health Organization (WHO) reports that adults should not be exposed to sudden "impulse" noise events of 140 dB or greater. For children, this limit is 120 dB.[57]

Exposure to elevated nighttime noise levels can disrupt sleep, leading to increased levels of fatigue and decreased work or school performance. For the preservation of healthy sleeping environments, the WHO recommends that continuous interior noise levels should not exceed 30 dBA L_{eq} and that individual noise events of 45 dBA or higher be limited.[58]

Some epidemiological studies have shown a weak association between long-term exposure to noise levels of 65 to 70 dBA L_{eq} or greater and cardiovascular effects, including ischaemic heart disease and hypertension. However, at this time, the relationship is largely inconclusive.

It is generally accepted that people with normal hearing sensitivity can barely perceive a 3 dBA change in noise levels, though if changes occur to the character of a sound (i.e., changes to the frequency content), then changes less than 3 dBA may be more noticeable.[59] Changes of 5 dBA may be readily perceptible, and changes of 10 dBA are perceived as a doubling in loudness.[60] However, few people are highly annoyed by daytime noise levels below 55 dBA.[61]

[55] Caltrans, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.

[56] National Institute of Health, National Institute on Deafness and Other Communication. www.nidcd.nih.gov/health/noise-induced-hearing-loss.

[57] World Health Organization, Guidelines for Community Noise, 1999.

[58] World Health Organization, Guidelines for Community Noise, 1999.

[59] Caltrans, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.

[60] Caltrans, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.

[61] World Health Organization, Guidelines for Community Noise, 1999.

Loud noises, such as those from construction activities, can interfere with peoples' abilities to effectively communicate via speech, as well as other activities, resulting in annoyance or inconvenience. The EPA has determined that a home interior noise level of 45 dBA L_{eq} generally protects speech and communication by providing 100% intelligibility of speech sounds.[62] Other common daily activities that may be disrupted by elevated interior noise levels include watching television, listening to music, or activities requiring concentration (such as reading). The EPA has surmised that, given the preservation of an indoor noise level associated with 100% speech intelligibility, the average community reaction is not evident and "7 dBA below levels associated with significant complaints and threats of legal action." Any complaints and annoyance are dependent on "attitude and other non-level related factors."

Noise Attenuation

Generally speaking, noise levels decrease, or "attenuate," as distances from noise sources to receivers increases. For each doubling of distance, noise from stationary or small, localized sources, commonly referred to as "point sources," may attenuate at the rate of 6 dBA for each doubling of distance. This attenuation is referred to as the inverse square law. For example, if a point source emits a noise level of 80 dBA at a reference distance of 50 feet its noise level would be approximately 74 dBA at a distance of 100 feet, 68 dBA at a distance of 200 feet, etc. Noise emitted by "line" sources, such as highways, attenuates at the rate of 3 dBA for each doubling of distance.[63]

Factors such as ground absorption and atmospheric effects may also affect the propagation of noise. In particular, ground attenuation by non-reflective surfaces such as soft dirt or grass may contribute to increased attenuation rates of up to an additional 8-10 dBA per doubling of distance.[64]

Noise is most audible when traveling by direct line of sight, an unobstructed visual path between a noise source and a receiver. Barriers that break the line of sight between noise sources and receivers, such as walls and buildings, can greatly reduce source noise levels by allowing noise to reach receivers by diffraction only. Barriers can reduce source noise levels by up to 20 dBA, though it is generally infeasible for temporary barriers to reduce source noise levels by more than 15 dBA.[65] In cases where the noise path from source to receiver is direct but grazes the top of a barrier, noise attenuation of up to 5 dBA may still occur.[66]

[62] EPA, Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety, 1974.

[63] Caltrans, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.

[64] Caltrans, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.

[65] Caltrans, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.

[66] Caltrans, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.

Fundamentals of Vibration

Vibration is an oscillatory motion that can be described in terms of displacement, velocity, and acceleration.[67] Unlike noise, vibration is not a common environmental issue, as it is unusual for vibration from vehicle sources to be perceptible. Common sources of vibration may include trains, construction activities, and certain industrial operations.

Vibration Definitions

This analysis discusses vibration in terms of Peak Particle Velocity (PPV).

Peak Particle Velocity (PPV)

PPV is commonly used to describe and quantify vibration impacts to buildings and other structures. PPV levels represent the maximum instantaneous peak of a vibration signal and are generally measured in inches per second (in/sec).[68]

Effects of Vibration

High levels of vibration may cause damage to buildings or even physical personal injury. However, vibration levels rarely affect human health outside the personal operation of certain construction equipment or industrial tools. Instead, most people consider environmental vibration to be an annoyance that may affect concentration or disturb sleep. Background vibration in residential areas is usually not perceptible, and perceptible indoor vibrations are generally caused by sources within buildings themselves, such as slamming doors or heavy footsteps. Vibration from traffic on smooth roadways is rarely perceptible, even from larger vehicles such as buses or trucks.[69] Reported thresholds of human perception of vibration generally range between approximately 0.01 and 0.04 in/sec PPV, depending on the nature of the vibration and the receiver.[70]

Regulatory Framework

Federal

Currently, no federal noise standards regulate environmental noise associated with temporary construction activities or the long-term operations of development projects. As such, both temporary and long-term noise impacts resultant from the Project would be largely regulated or otherwise evaluated by State and County of San Bernardino standards designed to protect public well-being and health.

State

[67] Federal Transit Administration, Transit Noise and Vibration Impact Assessment, September 2018.

[68] Federal Transit Administration, Transit Noise and Vibration Impact Assessment, September 2018.

[69] Caltrans, Transportation and Construction Vibration Guidance Manual, September 2013.

[70] Caltrans, Transportation and Construction Vibration Guidance Manual, September 2013.

2017 General Plan Guidelines

The State of California's 2017 General Plan Guidelines propose county and city standards for acceptable exterior noise levels based on land use. These standards are incorporated into land use planning processes to prevent or reduce noise and land use incompatibilities. The State's suggested compatibility considerations between various land uses and exterior noise levels are not regulatory in nature, but recommendations intended to aid communities in determining their own noise-acceptability standards.

Table 12
Appendix D Noise Element Guidelines – Guidelines for Noise-Compatible Land Use

Land Use Category	Day-Night Average Exterior Sound Level (CNEL dB)			
	NA	CA	NU	CU
Residential – Low Density Single Family, Duplex, Mobile Homes	50 – 60	55 – 70	70 – 75	75+
Residential – Multi-Family	50 – 65	60 – 70	70 – 75	75+
Transient Lodging – Motels, Hotels	50 – 65	60 – 70	70 – 80	80+
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 – 70	60 – 70	70 – 80	80+
Auditoriums, Concert Halls, Amphitheaters	-	50 – 70	65 – 80+	-
Sports Arena, Outdoor Spectator Sports	-	50 – 75	70 – 80+	-
Playgrounds, Neighborhood Parks	50 – 70	-	67.5 – 75	72.5 - 80+
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 – 75	-	70 – 80	80+
Office Buildings, Business Commercial and Professional	50 – 70	67.5 - 77.5	75+	-
Industrial, Manufacturing, Utilities, Agriculture	50 – 75	70 – 80	75+	-

NA = Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

CA = Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.

NU = Normally Unacceptable - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

CU = Clearly Unacceptable - New construction or development should generally not be undertaken.

Source: Appendix D to the Noise Element Guidelines, Figure 2.

County of San Bernardino

County Policy Plan

Adopted in October 2020, the County of San Bernardino County Policy Plan addresses the topic of noise in the Hazards Element of its Safety and Security Section. The Hazards Element adopts goals and policies intended to protect people and land uses from excessive noise. Those that have relevance to the Project and the determination of its noise impacts are reproduced below for reference.

Goal HZ-2: **Human-generated Hazards**

People and the natural environment protected from exposure to hazardous materials, excessive noise, and other human-generated hazards.

Policy HZ-2.6 **Coordination with transportation authorities.** We collaborate with airport owners, FAA, Caltrans, SBCTA, SCAG, neighboring jurisdictions, and other transportation providers in the preparation and maintenance of, and updates to transportation-related plans and projects to minimize noise impacts and provide appropriate mitigation measures.

Policy HZ-2.7 **Truck delivery areas.** We encourage truck delivery areas to be located away from residential properties and require associated noise impacts to be mitigated.

Policy HZ-2.8 **Proximity to noise generating uses.** We limit or restrict new noise sensitive land uses in proximity to existing conforming noise generating uses and planned industrial areas.

Policy HZ-2.9 **Control sound at the source.** We prioritize noise mitigation measures that control sound at the source before buffers, soundwalls, and other perimeter measures.

San Bernardino County Code of Ordinances

The San Bernardino County Code of Ordinances contains a number of regulations that would apply to the Project's temporary construction activities and long-term operations. Those that have relevance to the Project and the determination of its impacts are discussed below.

Section 82.01.080(b) defines "noise impacted area" and establishes regulations for these areas.

> (b) *Noise Impacted Area.* Areas within the County shall be designated as "noise-impacted" if exposed to existing or projected future exterior noise levels from mobile or stationary sources exceeding the standards listed in Subdivision (d) (Noise Standards for Stationary Noise Sources) and Subdivision (e) (Noise Standards for Adjacent Mobile Noise Sources), below.[71] New development of residential or other noise-sensitive land uses shall not be allowed in noise-impacted areas unless effective mitigation measures are incorporated into the project design to reduce noise levels to these standards. Noise-sensitive land uses shall include residential uses, schools, hospitals, nursing homes, religious institutions, libraries, and similar uses.

Section 82.01.080(c) establishes noise standards for uses that are affected by stationary noise sources. These standards are shown below in **Table 12**.

Table 12
San Bernardino County Code of Ordinances – Noise Standards for Stationary Sources

Affected Land Uses (Receiving Noise)	7:00 A.M. – 10:00 P.M. (L_{eq})	10:00 P.M. – 7:00 A.M. (L_{eq})
Residential	55 dBA	45 dBA
Professional Services	55 dBA	55 dBA
Other Commercial	60 dBA	60 dBA
Industrial	70 dBA	70 dBA

[71] Note that the references to Subdivision (d) and (e) are incorrect. Noise standards for stationary sources are actually addressed in Subdivision (c), and standards for mobile sources are addressed in Subdivision (d).

L_{eq} = (Equivalent Energy Level). The sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over a given sample period, typically one, eight or 24 hours. dBA = (A-weighted Sound Pressure Level). The sound pressure level, in decibels, as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound, placing greater emphasis on those frequencies within the sensitivity range of the human ear. L_{dn} = (Day-Night Noise Level). The average equivalent A-weighted sound level during a 24-hour day obtained by adding 10 decibels to the hourly noise levels measured during the night (from 10:00 P.M. to 7:00 A.M.). In this way L_{dn} takes into account the lower tolerance of people for noise during nighttime periods.
Source: San Bernardino County Code of Ordinances Section 82.01.080(c), Table 83-2.

Section 82.01.080 goes on to establish the following with regard to the standards shown above in **Table 12**:

(2) *Noise Limit Categories.* No person shall operate or cause to be operated a source of sound at a location or allow the creation of noise on property owned, leased, occupied, or otherwise controlled by the person, which causes the noise level, when measured on another property, either incorporated or unincorporated, to exceed any one of the following:

(A) The noise standard for the receiving land use as specified in Subdivision (b) (Noise-Impact Areas), above, for a cumulative period of more than 30 minutes in any hour.

(B) The noise standard plus 5 dBA for a cumulative period of more than 15 minutes in any hour.

(C) The noise standard plus 10 dBA for a cumulative period of more than five minutes in any hour.

(D) The noise standard plus 15 dBA for a cumulative period of more than one minute in any hour.

(E) The noise standard plus 20 dBA for any period of time.

Section 82.01.080(d) establishes noise standards for uses that are affected by mobile noise sources. These standards are shown below in **Table 13**.

Table 13
San Bernardino County Code of Ordinances – Noise Standards for Adjacent Mobile Noise Sources

Land Use		L_{dn} (or CNEL) dBA	
Categories	**Uses**	**Interior(1)**	**Exterior(2)**

Residential	Single and multi-family, duplex, mobile homes	45	60(3)
Commercial	Hotel, motel, transient housing	45	60(3)
	Commercial retail, bank, restaurant	50	N/A
	Office building, research and development, professional offices	45	65
	Amphitheater, concert hall, auditorium, movie theater	45	N/A
Institutional/Public	Hospital, nursing home, school classroom, religious institution, library	45	65
Open Space	Park	N/A	65

(1) The indoor environment shall exclude bathrooms, kitchens, toilets, closets, and corridors.
(2) The outdoor environment shall be limited to:

- *Hospital/office building patios*
- *Hotel and motel recreation areas*
- *Mobile home parks*
- *Multi-family private patios or balconies*
- *Park picnic areas*
- *Private yard of single-family dwellings*
- *School playgrounds*

(3) An exterior noise level of up to 65 dBA (or CNEL) shall be allowed provided exterior noise levels have been substantially mitigated through a reasonable application of the best available noise reduction technology, and interior noise exposure does not exceed 45 dBA (or CNEL) with windows and doors closed. Requiring that windows and doors remain closed to achieve an acceptable interior noise level shall necessitate the use of air conditioning or mechanical ventilation.

CNEL = (Community Noise Equivalent Level). The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of approximately 5 decibels to sound levels in the evening from 7:00 P.M. to 10:00 P.M. and 10 decibels to sound level in the night from 10:00 P.M. to 7:00 A.M.

Source: San Bernardino County Code of Ordinances Section 82.01.080(d), Table 83-3.

The following subdivisions provide further instructions as to how the above standards shall be applied:

(e) *Increases in Allowable Noise Levels.* If the measured ambient level exceeds any of the first four noise limit categories in Subdivision (d)(2) [see **Table 13**], above, the allowable noise exposure standard shall be increased to reflect the ambient noise level. If the ambient noise level exceeds the fifth noise limit category in Subdivision (d)(2), above, the maximum allowable noise level under this category shall be increased to reflect the maximum ambient noise level.

(f) *Reductions in Allowable Noise Levels.* If the alleged offense consists entirely of impact noise or simple tone noise, each of the noise levels in Table 83-2 [see **Table 3**] (Noise Standards for Stationary Noise Sources) shall be reduced by 5 dBA.

(g) *Exempt Noise.* The following sources of noise shall be exempt from the regulations of this Section:

(1)Motor vehicles not under the control of the commercial or industrial use.

(2)Emergency equipment, vehicles, and devices.

(3)Temporary construction, maintenance, repair, or demolition activities between 7:00 A.M. and 7:00 A.M. P.M., except Sundays and Federal holidays.

(h) *Noise Standards for Other Structures.* All other structures shall be sound attenuated against the combined input of all present and projected exterior noise to not exceed the criteria. [see below **Table 14**] In addition, the average of the maximum levels on the loudest of intrusive sounds occurring during a 24-hour period shall not exceed 65 dBA interior.

Table 14
San Bernardino County Code of Ordinances – Noise Standards for Other Structures

Typical Uses	12-Hour Equivalent Sound Level (Interior) in dBA L_{dn}
Educational, institutions, libraries, meeting facilities, etc.	45
General office, reception, etc.	50
Retail stores, restaurants, etc.	55
Other areas for manufacturing, assembly, testing, warehousing, etc.	65
Source: San Bernardino County Code of Ordinances Section 82.01.808, Table 83-4	

n 83.01.090 establishes the following regulations regarding vibration:

(a) *Vibration Standard.* No ground vibration shall be allowed that can be felt without the aid of instruments at or beyond the lot line, nor shall any vibration be allowed which produces a particle velocity greater than or equal to two-tenths inches per second measured at or beyond the lot line.

(b) *Vibration Measurement*. Vibration velocity shall be measured with a seismograph or other instrument capable of measuring and recording displacement and frequency, particle velocity, or acceleration. Readings shall be made at points of maximum vibration along any lot line next to a parcel within a residential, commercial and industrial land use zoning district.

(c) *Exempt Vibrations.* The following sources of vibration shall be exempt from the regulations of this Section.

(1) Motor vehicles not under the control of the subject use.

(2) Temporary construction, maintenance, repair, or demolition activities between 7:00 A.M. and 7:00 P.M., except Sundays and Federal holidays.

Federal Transit Administration (FTA)

For the evaluation of construction-related building damage vibration impacts, Federal Transit Administration (FTA) guidelines and recommendations are used given the absence of applicable federal, County, or City standards specific to temporary construction activities and building damage.

Though not regulatory in nature, the FTA has established vibration impact criteria for buildings and other structures, as building and structural damages are generally the foremost concern when evaluating the impacts of construction-related vibrations. **Table 15** shows the FTA's vibration guidelines for building and structural damage.

Table 15
FTA Construction Vibration Damage Criteria

Building Category	PPV (in/sec)
I. Reinforced concrete, steel or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, September 2018.	

Existing Conditions

Project Site

The 4.99-acre Project Site is currently a vacant field with no structures or other improvements. There are no existing anthropogenic noise sources present at the Project Site.

Noise-Sensitive Receptors

The Project would be located in an industrial neighborhood and surrounded by warehouse, manufacturing, and industrial uses. The nearest noise-sensitive receptors to the Project consist of single-family residences located along Almeria Avenue and Sesame Seed Avenue. They are as follows:

- Almeria Avenue Residences: This receptor consists of three single-family homes located along Almeria Avenue (8160-8184 Almeria Avenue), approximately 475 feet east of the Project Site.

- Sesame Seed Avenue Residences: This receptor consists of single-family homes located along Sesame Seed Avenue, across Foothill Boulevard. The closest residence associated with this receptor is located at the address 15635 Sesame Seed Avenue. Though its backyard is approximately 275 feet north of the Project Site, the house itself is approximately 340 feet north of the Project Site.

Other noise-sensitive receptors are located at greater distances from the Project and would experience lesser noise impacts than these receptors. As such, the following analysis focuses on the Almeria Avenue Residences and Sesame Seed Residences receptors in order to assess the significance of the Project's potential noise impacts.

A map showing the location of the Project and nearby sensitive receptors is included in **Appendix F**.

Existing Ambient Noise Conditions

On July 16, 2021, noise measurements were obtained near the aforementioned sensitive receptors to aid in the characterization of their daytime ambient noise conditions. At both locations the primary source of noise levels was vehicular traffic along nearby roadways, though secondary noises from surrounding industrial uses were also audible. The measured noise levels are shown in **Table 16**, below.

Table 16
Existing Noise Levels

Noise Measurement Location	Sound Level (dBA L_{eq})
1. Sesame Seed Avenue Residences – near cul-de-sac at 8000 Lime Avenue.	48.5
2. Almeria Avenue Residences – near intersection of Almeria Avenue and Pacific Electric Trail	62.4
Source: NTEC, 2021.	

Project Impacts

Methodology

The following section discusses the methods used to analyze the Project's noise impacts:

On-Site Construction Activities

The Project's construction noise impact associated with its on-site construction activities was determined by identifying the noise levels of construction equipment with the greatest potential to disrupt nearby sensitive receptors and assessing the noise increases that could result from their operations. Reference equipment noise levels were derived from the Federal Highway Administration's Roadway Construction Noise Model, version 2.0 (FHWA RCNM 2.0).

Off-Site Construction Activities

The Project's off-site construction noise impact from haul trucks was assessed by estimating the Project's number of haul trips and comparing this figure with surrounding traffic levels to determine significance.

On-Site Operational Noise Sources

The Project's potential to result in significant noise impacts from on-site operational noise sources was assessed by identifying likely on-site noise sources and considering the impacts they could produce given the nature of the source (i.e., loudness and/or whether noise would be generated during daytime or more-sensitive nighttime hours), distances to nearby noise-sensitive receptors, surrounding ambient noise levels, and the presence of similar noise sources in the vicinity.

Off-Site Operational Noise Sources

The Project's off-site operational noise impact was assessed by comparing its estimated trip generation with surrounding traffic levels to determine significance.

Construction Vibration Sources

The Project's potential to generate damaging levels of groundborne vibration was analyzed by identifying construction vibration sources and estimating the maximum vibration levels that they could produce at nearby properties, all based on the principles and guidelines recommended by the FTA in its 2018 Transit Noise and Vibration Impact Assessment manual. Vibration levels were then compared with the manual's suggested damage criteria for various building categories (**Table 15**).

Operational Vibration Sources

The Project's potential to result in significant impacts from on-site operational vibration sources was assessed by identifying likely on-site groundborne vibration sources and estimating the maximum vibration levels that they could produce at nearby properties, all based on the principles and guidelines recommended by the FTA in its 2018 Transit Noise and Vibration Impact Assessment manual. Vibration levels were then compared with the manual's suggested damage criteria for various building categories (**Table 15**), as well as thresholds for human perception and the 0.2 inches per second standard established by Section 83.01.090 of the San Bernardino County Code of Ordinances.

Thresholds of Significance

The following thresholds are adopted to aid in the determination of the Project's noise impacts:

State CEQA Guidelines: Appendix G

In accordance with Appendix G of the CEQA Guidelines, the Project would have a significant impact related to noise if the Project would result in:

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?

b) Generation of excessive groundborne vibration or groundborne noise levels?

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?

On-Site Construction Noise Threshold

Section 83.01.080, subdivision (g)(3) of the San Bernardino County Code of Ordinances establishes that noise related to temporary construction activities is exempt from the Section's noise standards, provided that the construction activities occur between 7:00 A.M. and 7:00 P.M. (except Sundays and Federal holidays). As the Project's construction activities are anticipated to occur during these hours, the no quantitative noise standard(s) from the County Code of Ordinances would apply to the Project's construction.

In light of this regulatory framework and other considerations, the Project's construction noise impact would be considered significant if the following would occur:

- Construction activities taking place before 7:00 A.M. or after 7:00 P.M. on weekdays or Saturday, or during any Sunday or Federal holiday, would exceed San Bernardino County noise standards for land uses that are shown in **Table 12**, **Table 13**, and **Table 14**.

- Construction activities would increase existing ambient exterior noise levels at noise-sensitive land uses by more than 5 dBA L_{eq}, as averaged over the course of a single construction workday. "Noise-sensitive land uses" is defined by the Code or Ordinances to include residential uses, schools, hospitals, nursing homes, religious institutions, libraries, and similar uses.

Operational Noise Thresholds

In consideration of applicable County standards that would regulate the Project's operational noise impacts, the Project's operational noise impact would be considered significant if the following would occur:

- Project operations would exceed San Bernardino County noise standards for land uses that are shown in **Table 12**, **Table 13**, and **Table 14**; or

- Project operations would cause ambient noise levels at off-site locations to increase by 3 dBA CNEL or more to or within their "normally unacceptable" or "clearly unacceptable" noise and land use compatibility categories, as defined by the State's "Guidelines for Noise-Compatible Land Use" (see **Table 11**); or

- Project operations would cause any 5 dBA L_{eq} or greater noise increase.[72]

Construction Groundborne Vibration Threshold

There are no federal or state standards that would regulate the Project's vibration impacts from temporary construction activities, nor are there quantitative thresholds. And, because the San Bernardino County Code of Ordinances exempts vibration caused by temporary construction activities from its 0.2 inches per second vibration standard (during allowable daytime hours), there are similarly no County standards that would regulate the Project's vibration impacts from construction. As a result, the criteria identified by the FTA in its 2018 Transit Noise and Vibration Impact Assessment manual (see **Table 15**) are used where applicable and relevant to assist in analyzing the Project's groundborne vibration impacts as they pertain to Appendix G checklist question (b).

Operations Groundborne Vibration Threshold

Section 83.01.090 of the San Bernardino County Code of Ordinances prohibits the generation of groundborne vibrations that can be felt without the aid of instruments beyond the source's lot line. It also prohibits any vibration in excess of 0.2 inches per second PPV. In light of these regulations and other considerations, the Project's operations-related vibration impact would be considered significant if the following would occur:

a)

- The Project's on-site operations would result in groundborne vibrations in excess of human thresholds for perception beyond the Project's property line. For the purposes of this analysis, these thresholds are considered to be 0.01 inches per second for

[72] As a 3 dBA increase represents a barely noticeable change in noise level, this threshold considers any increase in ambient noise levels to or within a land use's "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories to be significant so long as the noise level increase can be considered barely perceptible. For instances when the noise level increase would not necessarily result in "normally unacceptable" or "clearly unacceptable" noise/land use compatibility, a readily noticeable 5 dBA increase would still be considered significant. Increases less than 3 dBA are unlikely to result in noticeably louder ambient noise conditions and would therefore be considered less than significant.

continuous, frequent, or intermittent sources and 0.04 inches per second for transient sources. These thresholds apply to indoor locations and uses where people may be capable of sensing groundborne vibrations that approach human thresholds of perception. For outdoor areas where people are less sensitive to vibration, this threshold is considered to be 0.2 inches per second PPV.

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 with Mitigation Incorporated.

On-Site Construction Activities

Construction of the Project would require approximately nine months of site preparation, grading, building construction, and paving activities. During all construction phases, noise-generating activities could occur at the Project Site (as well as Lime Avenue, for paving) between the hours of 7:00 A.M. and 7:00 P.M., excluding Sundays and federal holidays.

Construction of the Project would first require clearing and preparation of the site, which could require heavy-equipment such as bulldozers, loaders, and a scraper to remove vegetation and other unwanted material or debris. Grading for the site would similarly require bulldozers and loaders, as well as an excavator and a grader. Bulldozers, loaders, and a grader would assist in establishing the proper base and slope for the Project. An excavator may be utilized to dig and backfill trenches for the installation of the Project's utilities. Construction of the Project's metal warehouse building, office area, and other improvements may require construction forklifts, a welder, skid steer loaders, a diesel-powered generator, and a variety of hand tools. Asphalt paving for the Project's parking area, as well as Lime Avenue, would require dump trucks to feed asphalt mix into a paver, which would then lay the asphalt. After this, compactors would be utilized to compress the asphalt layer.

The following analysis assesses noise impacts that may result from the Project's scraper operations during its site preparation or grading phase. As discussed in greater detail below, the noise level generated by a scraper at 50 feet would be greater than the noise level produced by any other equipment or combination of equipment required for the Project's construction.

Site Preparation/Grading

A scraper would be required to remove layers of earth from the Project Site to aid subsequent fine grading activities. For the Project, a scraper would grade the site in a sequence of rows, grading approximately 1-acre of the site per workday. Scrapers can produce peak noise levels of 92.4 dBA L_{max} at 50 feet when operating past a receiver. This is an extreme noise level; no other construction vehicle or combination of construction vehicles would generate as loud a noise level. For example, a paver and dump truck would be estimated to produce a peak noise level of only 81.8 dBA L_{max} at

50 feet when laying asphalt – more than a 90% reduction in relative acoustic energy. A combination of an excavator and various loaders or bulldozers all operating at a distance of 50 feet from a receptor also would not generate as loud a noise level (and it is an unlikely scenario that such equipment would all be operating at the same distance from a receptor to begin with).

The noise impact from scraper operations has been modeled by estimating the average noise level in L_{eq} that could result from a day's work (1 acre graded) occurring in proximity of a receptor. **Table 17** shows the estimated noise impacts that would result from the Project's scraper usage. As shown, the Project's scraper operations could result in a noise increase of 14.5 dBA at Sesame Seed Avenue Residences, in excess of the 5 dBA increase threshold of significance. Therefore, without mitigation, this impact would be considered significant.

Table 17
Construction Noise Levels – Scraper (Unmitigated)

Receptor	Construction Noise Level (dBA L_{eq})	Existing Ambient Noise Level (dBA L_{eq})	New Noise Level (dBA L_{eq})	Increase
Equipment: Scraper				
Almeria Avenue Residences	57.8	62.4	63.7	1.3
Sesame Seed Avenue Residences	62.8	48.5	63.0	14.5
Source: NTEC, 2021.				

To ensure that the Project's construction-related noise increases at Sesame Seed Avenue Residences do not exceed 5 dBA, the following mitigation measure is required:

NOISE-1 Sound barriers rated to achieve a sound attenuation of at least 15 dBA shall be erected along the Project Site's north-facing boundaries that face residences located along Sesame Seed Avenue. The prescribed sound barriers shall be installed for the duration of the Project's construction activities.

Implementation of **Mitigation Measure NOISE-1** would reduce scraper-related construction noise impacts to below the 5 dBA increase threshold of significance at Sesame Seed Avenue Residences. As noise levels due to other construction phases would not exceed noise levels associated with the Project's scraper usage, implementation of Mitigation Measure MM-1 would also ensure that all other construction noise impacts to Sesame Seed Avenue Residences are less than significant. As shown in **Table 18**, after mitigation, the noise impact to Sesame Seed Avenue Residences would be 3.6 dBA, below the 5 dBA increase threshold of significance. Thus, implementation of Mitigation Measure MM-1 would result in a less than significant impact with mitigation as it pertains to the Project's construction noise.

Table 118
Construction Noise Levels – Scraper (Mitigated)

Receptor	Construction Noise Level (dBA L_{eq})	Existing Ambient Noise Level (dBA L_{eq})	New Noise Level (dBA L_{eq})	Increase
Equipment: Scraper				
Sesame Seed Avenue Residences	49.5	48.5	52.1	3.6
Source: NTEC, 2021.				

Off-Site Construction Activities

The Project's peak construction truck trip generation is likely to occur during its grading phase. According to a preliminary grading plan for the Project, it is anticipated that the Project will require 3,100 cubic yards of imported fill. Assuming a standard haul truck capacity of 16 cubic yards, this corresponds with the requirement of 194 haul truck deliveries (or 388 one-way haul trips) to transport imported fill to the Project Site. Over the course of an estimated two-week grading phase, this would result in an average generation of approximately 39 haul trips per workday, or approximately five haul trips per work hour. The addition of five haul trips per work hour to Lime Avenue and other roadways in the vicinity of the Project that are dominated by industrial, manufacturing, and warehouse uses would not be capable of increasing noise levels at roadside land uses by greater than 5 dBA, especially when considering that a doubling of roadway traffic volume generally corresponds with a 3 dBA increase in roadside noise levels. Neither haul trucks nor vendor delivery trucks would access the Project Site via quieter residential streets that are more susceptible to noise from trucks. The Project's generation of haul trips and other construction-related trips would have a nominal effect on roadside ambient noise levels, and the Project's noise impact from off-site construction sources would therefore be less than significant.

On-Site Operational Noise

The Project's potential on-site operational noise sources are identified and discussed below:

Mechanical Equipment

The Project's proposed storage warehouse and office building would be located in excess of 350 feet from the nearest residential properties located along Sesame Seed Avenue and in excess of 950 feet from residential properties located along Almeria Avenue. Given these distances, it is unlikely that the Project's HVAC and other mechanical systems would be capable of increasing ambient noise levels at these sensitive receptors by a discernable degree, much less a significant one. It is similarly unlikely the Project's HVAC and other mechanical systems would cause considerable noise increases at surrounding industrial and warehouse land uses, as these land uses surrounding the Project contain their own HVAC and mechanical sources of noise onsite. The Project's HVAC and other mechanical systems would not have a substantial effect

on surrounding ambient noise conditions, nor would they introduce a new major source of operational noise to the location.

Parking Lot

The Project would include 34 passenger car parking spaces (and 2 handicapped spaces) and 18 truck and trailer parking spaces. The Project would also include an acre of decomposed granite parking for heavy "low-boy" trucks hauling construction vehicles. Idling diesel trucks can generate sound power levels of 96 dBA, which is not likely to correspond with a sound pressure level in excess of 50 dBA at any nearby residential receptor.[73,74] Considering SCAQMD and CARB rules that prohibit diesel truck idling for more than five minutes, idling-related noise increases at sensitive receptors that are located approximately 500 feet or greater from the Project's truck parking areas are not likely to be considerable as measured over any applicable time-averaging period. On-site parking lot noise associated with the Project's peak passenger car trip generation of five trips per hour would have a nominal impact at surrounding uses and sensitive receptors that are hundreds of feet away from the Project's passenger car parking areas.

Loading Dock/Truck Well

The Project's loading dock/truck well would be located over 500 feet south of Sesame Seed Avenue Residences and over 900 feet west of Almeria Avenue Residences. As noted above, truck idling would generate noise levels less than 50 dBA at Sesame Seed Avenue Residences, and SCAQMD/CARB rules would prevent idling from lasting more than five minutes in duration. As a result, noise associated with truck loading or unloading would not have the potential to cause substantial noise increases at Sesame Seed Avenue Residences and impacts to the more distant Almeria Avenue Residences would be even less.

Overall, the Project is located in an industrial neighborhood with similar, if not more intensive, existing industrial land uses and accompanying noise sources. Land uses in closest proximity to the Project are all industrial and/or warehousing in nature and would not be exposed to significant noise increases as a result of the Project. The nearest noise sensitive uses are located hundreds of feet from the Project and even farther from portions of the Project Site that would be responsible for most of its operational noises (e.g., the loading dock). The Project's on-site operational noise sources would have no potential to increase noise levels at Sesame Seed Avenue Residences or Almeria Avenue Residences by greater than a minimum 3 dBA CNEL or in excess of the County's 55 dBA L_{eq} daytime and 45 dBA L_{eq} nighttime standards for residential land uses. Regarding nearby industrial uses, the Project also would not increase noise levels at these properties by greater than a minimum 3 dBA CNEL or in excess of the County's 70 dBA L_{eq} standards for these uses. As a result, the impact of the Project's on-site operational noise sources would be less than significant.

[73] Source: Noise impact analysis for the Blooming Truck Terminal Project as prepared by LSA Associates, Inc., June 2013.

[74] As the Project's proposed warehouse storage would not be refrigerated, it is not anticipated that the Project would involve trucks utilizing trailer refrigeration units ("reefer" units).

Off-Site Operational Noise

The Project is estimated to result in approximately ten new A.M. peak hour trips and twelve new P.M. peak hour trips. The A.M. trips would consist of four passenger car trips and six truck trips, while the P.M. peak hour trips would consist of five passenger car trips and seven truck trips. Trucks would access and exit the Project via Lime Avenue. Whether accessing or departing the Project via Lime Avenue, truck trips are anticipated to be evenly distributed to the west and east along Arrow Boulevard. The addition of seven truck trips per hour to Lime Avenue would have a nominal impact to the industrial and warehousing uses that line this roadway. The addition of three to four truck trips per hour to Arrow Boulevard would similarly have a nominal impact on this roadway's surrounding ambient noise levels. As discussed earlier, a 3 dBA increase in roadway noise levels generally requires a doubling of traffic volume. The Project's maximum seven hourly truck trips on Lime Avenue and four hourly trips on Arrow Boulevard (east or west of Lime Avenue) would not double the truck traffic volumes of these roadways and contribute to roadside noise increases greater than 3 dBA CNEL, which is the minimum significant impact criteria for operational noise impacts. In all likelihood, the Project's trip generation would have a nominal impact on roadway noise levels – less than a 1 dBA increase as measured over any appreciable averaging period. As a result, the Project's off-site operational impact from its related trip generation would be less than significant.

b) *Generation of excessive groundborne vibration or groundborne noise levels?*

Less Than Significant Impact.

Building Damage Vibration Impact

As discussed earlier, construction of the Project would require heavy-duty earthmoving equipment, including bulldozers, loaders, an excavator, a scraper, and other diesel-powered vehicles. Large steel-tracked-mounted grading vehicles can produce vibration levels of 0.089 inches per second PPV at a reference distance of 25 feet. However, parking lot and Lime Avenue paving activities would require the use of vibratory compacting equipment, such as a vibratory roller vehicle. Vibratory rollers can produce vibration levels of 0.210 inches per second PPV at a reference distance of 25 feet and 0.046 inches per second PPV at a distance of 100 feet. This 0.046 inches per second PPV groundborne vibration level at a distance of 100 feet is lower than the FTA's strictest 0.12 inches per second PPV criteria for buildings that may be extremely sensitive to vibration damage. Given there are no buildings that would be located within 100 feet of the Project's construction activities, much less buildings that would be considered extremely sensitive to vibration damage, groundborne vibration generated by the Project's construction and its potential to result in building damage would be considered less than significant.

Operational Vibrations Impact

Loaded trucks, such as the vehicles that would be dispatched from the Project Site, can produce vibration levels of 0.076 inches per second PPV at a reference distance of 25 feet, though this vibration level is associated with vibration events caused by truck drive-

bys, not with slow parking lot operations. Nevertheless, utilizing this vibration level, the Project's loaded trucks would not be expected to generate perceptible groundborne vibrations at surrounding uses. Given the layout of the Project's surface parking, areas where trucks may operate would be located approximately 150 feet from the nearest indoor spaces where occupants may be capable of sensing groundborne vibrations at the minimum thresholds of human perception (a warehouse building located at 8250 Almeria Avenue that may contain offices). At this distance, the vibration level would be approximately 0.01 inches per second PPV, which is below the 0.04 inches per second PPV threshold of perception for transient sources. Vibration from loaded trucks would not exceed the 0.2 inches per second threshold of significance at any outdoor location associated with a neighboring property. The Project's related passenger vehicle travel would not be a significant source of vibration, as passenger vehicles normally generate vibration peaks that are one-fifth to one-tenth of truck vibrations. Given these considerations, the Project's impact from operational sources of groundborne vibration would be considered less than significant.

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 is not located within two miles of a public or public use airport and would not expose people residing or working in the project area to excessive noise levels from aircraft.

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

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XIV.	**POPULATION AND HOUSING** - Would the project:				
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)?	☐	☐	☒	☐
b)	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

SUBSTANTIATION:

County of San Bernardino Countywide 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)?*

Less than Significant Impact. A significant impact would occur if a project would locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing growth in the project area that would otherwise not have occurred as rapidly or in as great a magnitude.

Construction Impacts

Construction job opportunities created as a result of the Project are not expected to result in any substantial population growth in the area. The work requirements of most construction projects are highly specialized so that construction workers remain at a job site only for the timeframe in which their specific skills are needed to complete a particular phase of the construction process. Additionally, the construction workers would likely be supplied from the region's labor pool. Construction workers would not be likely to relocate their household as a consequence of working on the Project, and as such, significant housing or population impacts will not result from construction of the Project. Therefore, impacts will be less than significant.

Operational Impacts

An increase in population would not occur since the Project does not involve the construction of new residential units.

The Proposed Project is the development of a truck terminal facility. The Proposed Project would require roughly 17 office and forklift employees at all times; employees would come from the local labor pool. Construction activities would be temporary and would not attract new employees to the area. The Project Site has a current zoning of Regional Industrial. As proposed, the Project would be consistent with the Countywide Plan. The Project 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. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Infrastructure Impacts

The Project Site is located within an urbanized area. There is adequate infrastructure such as roads and utilities in the Project vicinity. Thus, the construction of potential growth-inducing roadway or other infrastructure extensions would not be required. The Project would not induce substantial population growth and would be supported by existing infrastructure such as roadways. Impacts would be less than significant.

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

No Impact. A significant impact may occur if a project would result in the displacement of existing people or housing units, necessitating the construction of replacement housing elsewhere. The Project Site does not contain any housing. The Project does not represent a displacement of substantial numbers of existing people or housing. Therefore, no impact would occur.

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

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
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?	☐	☐	☒	☐
	Police Protection?	☐	☐	☒	☐
	Schools?	☐	☐	☒	☐
	Parks?	☐	☐	☒	☐
	Other Public Facilities?	☐	☐	☒	☐

SUBSTANTIATION:

County of San Bernardino Countywide Plan, 2020;;

a) **Fire protection?**

Less Than Significant Impact. A significant impact may occur if the County of San Bernardino could not adequately serve a project, and a new or physically altered fire station would be necessary. As it stands, the Project Site is near Fire Station 71 located at 16980 Arrow Boulevard, approximately 2.2 miles to the west of the Project Site in the City of Fontana and is within Service Zone FP-5. In 2018, the Service Zone FP-5 was expanded to include the geographic areas served by the SBCFPD but not yet included in the FP-5 zone. This expansion resulted in the FP-5 special tax applying to properties in the existing and expanded geographic areas. Service Zone FP-5 special tax revenue provides fire, rescue & emergency medical services (EMS) with

professional firefighters, in addition to many specialized services including, but not limited to, hand crews, dozers, and fire prevention officers.

Construction Impacts

Appropriate construction traffic control measures (e.g., detour signage, delineators, etc.) would also be implemented, as necessary, to ensure emergency access to the Project Site and traffic flow is maintained on adjacent right-of-ways. Furthermore, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. As construction activities are temporary in nature and emergency vehicles have a variety of options for dealing with traffic, such as using their sirens to clear a path of travel and/or driving in opposing traffic lanes, construction of the Project would not impact County Fire services to the extent that there would be a need for new or expanded fire facilities in order to maintain acceptable service ratios, response times, or other performance objectives during construction of the Project.

Emergency Access

Emergency vehicle access to the Project Site will continue to be provided from local and major roadways near the Project Site. The Project would be in compliance with the Fire Code, including any additional access requirements of the County Fire Department. Additionally, emergency access to the Project Site will be maintained at all times. Therefore, impacts would be less than significant.

The Project would be constructed with automatic fire sprinkler systems and any additional fire protection as required by the County Fire Department of County Development Code. Final fire flow demands, fire hydrant placement, and other fire protection equipment would be determined for the Project by the County during the plan check process. If the Project is determined to require one or more new hydrants during plan check in accordance with city standards, the Project would have to provide them.

For all the foregoing reasons, the Project would be adequately served by existing fire facilities.

Police protection?

Less Than Significant Impact. The San Bernardino County Sheriff's Department (SBCSD) serves the Community of Bloomington and other unincorporated portions of the County. The nearest police station to the Project Site is the SBCSD station located at 17780 Arrow Boulevard, approximately 2 miles east of the Project Site. The SBCSD

reviews staffing needs on a yearly basis and adjusts service levels as needed to maintain an adequate level of public protection. Additionally, development impact fees are collected at the time of building permit issuance to offset project impacts. Therefore, no significant impacts are identified or anticipated, and impacts would be considered less than significant.

Schools?

Less Than Significant Impact. A significant impact may occur if a project includes substantial employment or population growth, which could generate demand for additional school facilities.

The Project Site is served by the Fontana Unified School District. Construction activities would be temporary and would not result in substantial population growth. Employees required for operations are expected to come from the local labor force. The Proposed Project is not expected to draw any new residents to the region that would require expansion of existing schools or additional schools. With the collection of development impact fees, impacts related to school facilities are expected to be less than significant. Therefore, no significant impacts are identified or anticipated, and impacts would be considered less than significant.

Parks?

Less Than Significant Impact. A significant impact to parks would occur if implementation of a project includes a new or physically altered park or creates the need for a new or physically altered park, the construction of which could cause substantial adverse physical impacts.

The Project would not induce residential development nor significantly 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 Project would place no demands on parks because it would not involve the construction of housing and would not involve the introduction of a permanent human population into the area. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

Other public facilities?

Less Than Significant Impact. A significant impact may occur if a project includes substantial employment or population growth that could generate a demand for other

public facilities, such as libraries, which would exceed the capacity to service the project site.

The Project would not directly necessitate the need for a new library facility, as only a few employees would be at the Project Site on a daily basis. Additionally, no new residents are proposed to be located at the Project Site, which could potentially induce the need for library services.

For all of these reasons, it is not anticipated that the Project would result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, or need for new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for library services. Impacts would be considered less than significant.

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

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XVI.	**RECREATION**				
a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?	☐	☐	☒	☐
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?	☐	☐	☒	☐

SUBSTANTIATION:

County of San Bernardino Countywide Plan, 2020;;

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?*

Less than Significant Impact. A significant impact may occur if a project would include substantial employment or population growth which could generate an increased demand for public park facilities that exceeds the capacities of existing parks and causes premature deterioration of the park facilities.

The Project would increase the number of employees at the Project Site when compared to the existing vacant lot. However, employees do not typically frequent parks or recreation centers during work hours but are more likely to use facilities near their homes during non-work hours. With that said, the nearest public park is located at Bill Martin Park, situated approximately 2.5 miles to the northeast of the Project Site and located at 7881 Juniper Avenue, in the City of Fontana. For more information, the nearby parks and the open space are discussed under Section 15.iv., Parks, above. Therefore, impacts would be less than significant.

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?*

Less than Significant Impact. The Proposed Project does not include the construction or expansion of recreational facilities. The employees required for the operations of the Proposed Project would come from the local labor force. No recreational facilities would be removed, and the addition of employees would not create the need for additional facilities. 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.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
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)?	☐	☐	☒	☐

c)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d)	Result in inadequate emergency access?	☐	☐	☒	☐

SUBSTANTIATION:

County of San Bernardino Countywide Plan, 2020;; Scope of Study Form (Appendix G to this IS/MND)

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

Less Than Significant Impact.

Project Trip Generation

Total trip generation for the Project was based on trip generation rates for Land Use 150 - " Warehousing" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition). Typically, traffic generated by warehousing projects is further classified into automobile and truck traffic. Based on the Scoping Study form, of the total trip generation, approximately 60% are trucks and the remaining 40% is automobile traffic using the Passenger Car Equivalent (PCE) Conversion technique.

The County has not directed the Applicant to provide a transportation impact study which focuses on any roadway segments, as the Project trip generation is less than 50 PCE trips during any peak hour; therefore, all intersections would have less than 50 peak hour project PCE trips, and the Project would not require a transportation impact study.

Therefore, the Project generates minimal trips, with an anticipated 20 trips during the AM peak hour, 22 trips during the PM peak hour, and 166 daily trips. Of these, automobile trips are forecast to account for 4 trips during the AM peak hour, 5 trips during the PM peak hour, and 34 daily trips. The Project does not conflict with the County's Congestion Management Program (CMP) and does not proposed changes to the County's LOS standards. Based on the thresholds identified in the plans, ordinances, and policies in San Bernardino County, as well as the Proposed Project's consistency with adopted plans and policies related to non-motorized travel in this area,

potential impacts associated with the conflict with a program, plan, ordinance or policy addressing the circulation system would be less than significant.

Transit. Bus service in this particular area of San Bernardino County would include a San Bernardino Metrolink Line bus stop approximately one mile to the east of the Project Site at the corner of Catawba Avenue and Foothill Boulevard and another along Foothill Boulevard to the west of the Project Site near the Beech Avenue intersection.

Bicycle and Pedestrian Trails. According to the 2020 Countywide Plan, the Proposed Project would not disrupt or interfere with existing bicycle lanes, pedestrian trails or existing sidewalks in this particular area of the County.

Roadways. Every county in California has an adopted Congestion Management Program (CMP). The CMP was adopted to monitor regional traffic growth and related transportation improvements. The CMP designated a transportation network including all state highways and some arterials within the County to be monitored by local jurisdictions. If LOS standards deteriorate on the CMP network, then local jurisdictions must prepare a deficiency plan to be in conformance with the program. Local jurisdictions found to be in nonconformance with the CMP risk the loss of state gas tax funding. As proposed with this Project, very few trips will be created to trigger a formal traffic study for the Project. Only trips to and from the Project Site would include employees during AM and PM Peak Hours, which are so minimal that it would not impact existing Levels of Services or substantially increase Vehicle Miles Traveled.

Summary. Based on this information, the area surrounding the Project Site would be able to sustain a new warehouse development with no new residential units, since existing transit exits, sidewalks are available, and no roadways would be impacted.

b) *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?*

Less Than Significant Impact. This question was revised to address consistency with CEQA Guidelines Section 15064.3, subdivision (b), which relates to use of vehicle miles traveled (VMT) as the methodology for evaluating traffic impacts. While Appendix G was revised to incorporate Section 15064.3, Section 15064.3 does not become applicable statewide until July 1, 2020. Until that time, pursuant to Section 15064.3(c), agencies are not required to use VMT as the basis for evaluation of traffic impacts and also may elect to use Section 15064.3 immediately.

As stated above in Section XVII.a., according to the County's adopted Transportation Impact Study Guidelines, areas requiring transportation impact studies include all intersections where a proposed project would add 50 or more trips during any peak

hour and roadway segments adjacent to the project if directed by the County or if a project generates 100 or more trips without consideration of pass-by trips during ay peak hour. The County has not directed the Applicant to provide a transportation impact study which focuses on any roadway segments, as the Proposed Project trip generation is less than 50 PCE trips during any peak hour; therefore, all intersections would have less than 50 peak hour project PCE trips, and the Project would not require a transportation impact study.

Nevertheless, based on the analysis detailed above, the Project would not generate enough daily traffic to warrant a transportation assessment, would not result in VMT impacts, and would not generate enough peak hour traffic to create any operational impacts at the nearby intersections. For all the foregoing reasons, the Project would not have a significant traffic impact and satisfies the traffic requirement in CCR Section 15332(d) related to traffic.

Also, the Project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).

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

Less Than Significant Impact. A significant impact may occur if a project were to include a new roadway design, introduce a new land use or project features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if project access or other features were designed in such a way as to create hazardous conditions.

The Project involves the construction of a warehouse building with ancillary office, including surface parking spaces, loading docks, and public right-of-way improvements. Design of driveways, circulation areas, and parking stalls for the Project would be based on the County Development Code, including Chapter 83.05 – *Dedication and Installations of Street and Trail Improvements* and Chapter 83.11 – *Parking and Loading Standards,* which sets the standard for such design. It is not anticipated that traffic hazards would increase as a result of the Proposed Project, as the completion to the public right-of-way would be to current standards.

Additionally, similar and compatible uses in the vicinity include the industrial use located directly across Lime Avenue of the Project Site. Therefore, potential impacts associated with a substantial increase in hazards due to a design feature or incompatible use would be less than significant.

d) *Result in inadequate emergency access?*

Less Than Significant Impact. A significant impact may occur if a project design would not provide emergency access meeting the requirements of the County, or in any other way threatened the ability of emergency vehicles to access and serve the Project Site.

The Project includes improvement to the public right-of-way but would not result in adverse impacts to emergency access to the Project Site or within the surrounding area. Design of driveways, circulation areas, and parking stalls for the Proposed Project are based on the County Development Code, including Chapter 83.05 – *Dedication and Installations of Street and Trail Improvements* and Chapter 83.11 – *Parking and Loading Standards,* which sets the standard for such design. The Project site plan includes two ingress/egress access points along Lime Avenue on the western side of the Project Site. The first ingress/egress point (near the southern portion of the Project Site) is roughly 35-feet in length with the second ingress/egress point further north at approximately 15-feet.

Whats more, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. As such, existing emergency access to the Project Site and surrounding uses would be maintained during operation of the Project. Therefore, impacts would be less than significant.

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

Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XVIII. TRIBAL CULTURAL RESOURCES				
a) Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
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?

SUBSTANTIATION:

County of San Bernardino Countywide Plan, 2020;; Cultural Historical Resources Information System (CHRIS), South Central Coast Information Center, California State University, Fullerton;

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*

No Impact. The Project Site has not been 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). No impact with respect to historical resources will occur.

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?*

Less Than Significant Impact with Mitigation Incorporated. Approved by Governor Brown on September 25, 2014, Assembly Bill 52 (AB52) establishes a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources (TCRs), as defined in Public Resources Code Section 21074, as part of CEQA. Effective July 1, 2015, AB 52 applies to projects that file a Notice of Preparation of an MND or EIR on or after July 1, 2015. PRC Section 21084.2 now establishes that a project with an effect that may cause a substantial adverse change in the significance of a TCR is a project that may have a significant effect on the environment. To help determine whether a project may have such an effect, PRC Section 21080.3.1 requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. That consultation must take place prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project. As a result of AB 52, the following must take place: 1) prescribed notification and response timelines; 2) consultation on alternatives, resource identification, significance determinations,

impact evaluation, and mitigation measures; and 3) documentation of all consultation efforts to support CEQA findings for the administrative record.

Under AB 52, if a lead agency determines that a project may cause a substantial adverse change to a TCR, the lead agency must consider measures to mitigate that impact. PRC Section 21074 provides a definition of a TCR. In brief, in order to be considered a TCR, a resource must be either: 1) listed, or determined to be eligible for listing, on the national, State, or local register of historic resources, or 2) a resource that the lead agency chooses, in its discretion supported by substantial evidence, to treat as a TCR. In the latter instance, the lead agency must determine that the resource meets the criteria for listing in the State register of historic resources or County Designated Cultural Resource. In applying those criteria, a lead agency shall consider the value of the resource to the tribe.

As specified in AB 52, lead agencies must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the tribe has submitted a written request to be notified. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation.

Inadvertent discovery of Human Remains: In the event that human skeletal remains are encountered at the project site during construction or the course of any ground disturbance activities, all such activities shall halt immediately, pursuant to State Health and Safety Code Section 7050.5 which requires that no further ground disturbance shall occur until the County Coroner has made the necessary findings as to the origin and disposition pursuant to California Public Resources Code Section 5097.98. In the event human skeletal remains are discovered during construction or during any ground disturbance actives, the following procedures shall be followed:

- Stop immediately and contact the County Coroner.
- If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the NAHC.
- The NAHC will immediately notify the person it believes to be the most likely descendant (MLD) of the deceased Native American.
- The MLD has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.

- If the Applicant does not accept the MLD's recommendations, the owner or the MLD may request mediation by the NAHC.

In accordance with the condition of approval, all activities would be conducted in accordance with regulatory requirements. Based on these conditions, any potential impacts would be less than significant with the mitigation measures outlined below.

The County sent AB 52 notices to the following four (4) local NA tribal representatives on March 9th, 2021 as outlined below in alphabetical order:

- Morongo Band of Mission Indians Ann Brierty, THP Officer
- San Manuel Band of Mission Indians, Ryan Nordness, CR Analyst
- Soboba Band of Luiseno Indians, Joseph Ontiveros, CR Director
- Twenty-Nine Palms Band of Mission Indians, Darrell Mike, Tribal Chairman

The 30-day AB 52 notification period ended on April 8, 2021, and San Manuel Band of Mission Indians Group provided additional Conditions of Approval outlined as Mitigation Measures, below.

Mitigation Measures

TRC-1 The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed in CR-1, of any pre-contact and/or historic-era cultural resources discovered during project implementation and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with SMBMI, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents SMBMI for the remainder of the project, should SMBMI elect to place a monitor on-site.

TRC-2 Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to SMBMI. The Lead Agency and/or applicant shall, in good faith, consult with SMBMI throughout the life of the project.

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

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XIX.	**UTILITIES AND SERVICE SYSTEMS -** Would the project:				
a)	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b)	Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
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?	☐	☐	☒	☒
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?	☐	☐	☒	☐
e)	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

SUBSTANTIATION:

County of San Bernardino Countywide Plan 2020;

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. A significant impact may occur if a project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the Project Site would be exceeded.

The Project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. Stormwater would be captured via an underground infiltration system chamber and overflow would be directed to the nearest San Bernardino County Flood Control District right-of-way (ROW). There are currently existing adequate source, storage, and distribution line capacities to provide potable water to the Project Site to satisfy the domestic water service requirements of the Proposed Project. The water mains to serve each service connections are currently installed and operable.

As discussed above, the Project Site is serviced by SCE, which provides the electrical service to the general area. The Project will receive electrical power by connecting to existing power lines along both Foothill Boulevard and Lime Avenue. The increased demand is expected to be sufficiently served by the existing SCE electrical facilities. Total electricity demand in SCE's service area is estimated to increase by approximately 12,000 Gigawatt hours between the years 2015 and 2026. According to the California Energy Commission's Energy Report, the Industry Sector was responsible for 17806.763595 GWh of electricity consumption in the SoCalGas Planning Area in 2019. The increase in electricity demand from the Proposed Project would represent an insignificant percent of the overall electricity demand in SCE's service area and industry sector.

SoCalGas would provide natural gas service to the Project Site. Therefore, the Project would connect to SoCalGas's distribution lines along Foothill Boulevard and Lime Avenue. The Project Site is currently vacant and has no demand on natural gas. Therefore, the development of the Project will create a permanent increase demand for natural gas. According to the California Energy Commission's Energy Report, the Industry Sector was responsible for 1724.870500 million therms of natural gas consumption in the SoCalGas Planning Area in 2019. As discussed above, the Projects natural gas consumption would represent an insignificant percentage to the overall natural gas demand in SoCalGas's service area. Therefore, the existing SoCalGas facilities is expected to meet the increased demand for natural gas.

The Project would require construction of new on-site telecommunications infrastructure to serve the new building and potential upgrades and/or relocation of existing telecommunications infrastructure. Construction impacts associated with the installation of telecommunications infrastructure would primarily involve trenching in order to place the lines below surface. When considering impacts resulting from the installation of any

required telecommunications infrastructure, all impacts are of a relatively short duration and would cease to occur when installation is complete. Installation of new telecommunications infrastructure would be limited to on-site telecommunications distribution and minor off-site work associated with connections to the public system. All on-site work would be within overall Project construction, which has been analyzed. No upgrades to off-site telecommunications systems are anticipated. Any work that may affect services to the existing telecommunications lines would be coordinated with service providers. Impacts would be less than significant.

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. Water supply to the Project Site would be provided by the West Valley Water District (WVWD). The San Bernardino Valley Municipal Water District (SBVMWD) covers about 325 square miles in southwestern San Bernardino County. The WVWD is within the SBVMWD service area. The 2015 San Bernardino Valley Regional Urban Water Management Plan (UWMP), in compliance with the UMWP Act, compares the total projected water use with the projected water supply over the next twenty years. According to the UWMP, water supplies are expected to exceed water demand for the next twenty years during normal, dry and multiple dry years.

The 2015 Urban Water Management Plan (UWMP) was adopted in June 2016 and projects a demand of 611,800 AFY in 2020 and 644,700,000 AFY in 2025.[75] The UWMP forecasts water demand by estimating baseline water consumption by use (single family, multifamily, commercial/government, industrial), then adjusting for projected changes in socioeconomic variables (including personal income, family size, conservation effects) and projected growth of different uses based on SCAG 2012 RTP (the 2016 RTP was completed after the 2015 UWMP).[76] The 2012 RTP models local and regional population, housing supply and jobs using a model accounting for job availability by wage and sector and demographic trends (including household size, birth and death rates, migration patterns and life expectancy).[77] Neither the Urban Water Management Plan forecasts, nor the 2012 RTP include parcel-level zoning and land use designation as an input. The Project does not materially alter socioeconomic variables or projected growth by use.

[75] 2015 Urban Water Management Plan, Los Angeles, pg. ES-23.

[76] 2015 Urban Water Management Plan, Los Angeles, pgs. 1-12.

There are no sources in the current document.[77] SCAG, 2008 Regional Transportation Plan Growth Forecast Report, pgs 2-10.

Further, prior to issuance of a building permit, the Project Applicant would be required to consult with the County Building and Safety Department to determine Project-specific water supply service needs and all water conservation measures that shall be incorporated into the Project. As such, the Project would not require new or additional water supply or entitlements. Therefore, no impact would occur.

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. A significant impact may occur if a project would increase wastewater generation to such a degree that the capacity of facilities currently serving the Project Site would be exceeded. The Project will need to receive "onsite sewage disposal certifications" from the Division of Environmental Health Services, which finds the septic system shall be certified by a qualified professional to ensure the system functions properly, meets code requirements, and has required capacity. Therefore, potential impacts associated with the wastewater treatment provider's inability to serve the Project and/or has inadequate capacity to serve the Project's projected demand would be less than significant.

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. According to the 2012 San Bernardino Countywide Integrated Waste Management Plan, the Countywide disposal system consists of nine landfills and twenty-one transfer stations, which includes five limited volume transfer operations (LVTO), four transfer station operations owned and operated by the County of San Bernardino Solid Waste Management Division, and three privately owned landfills and eight privately owned transfer stations. The County of San Bernardino continues to have disposal capacity available for solid waste generated, but not diverted, in excess of 15 years as required under Public Resources Code Section 41701. The systemwide characteristics indicate that the County has an estimated calculated site-life of 63-years of refuse capacity. The nearest landfill to the Project Site is the Mid-Valley Landfill, located at 2390 Alder Avenue in Rialto. According to the Waste Management Plan, the Mid-Valley Landfill has a permitted site life until 2033, but life span would be based on remaining capacity which is constrained by the permitted footprint. The rates according to the Waste Management Plan result in a remaining capacity of 46,705,231 tons, and an annual total tonnage of 682,032.

Construction

Construction of the Project will generate minimal amounts of construction and demolition debris that would need to be disposed of at area landfills. Construction and demolition debris includes concrete, asphalt, wood, drywall, metals, and other miscellaneous and composite materials. California Assembly Bill (AB) 939, also known as the Integrated Waste Management Act, requires each city and county in the state to divert 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting. As such, much of this material would be recycled and salvaged. Materials not recycled would be disposed of at local landfills.

Operation

In compliance with AB341, recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Project's regular solid waste disposal program. The Project Applicant shall only contract for waste disposal services with a company that recycles solid waste in compliance with AB3 41.

Since the Project is consistent with the Countywide Plan land use designation of Regional Industrial, the Project is consistent with the assumed buildout and the solid waste generated from the Proposed Project can be accommodated by the Mid-Valley Landfill.

Additionally, demolition of the existing development on the Project Site would require a building permit through the County, which includes the requirement to provide a construction waste management plan to insure consistency with federal, state, and local waste requirements. Therefore, potential impacts associated with 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 would be less than significant.

e) *Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

Less Than Significant Impact. A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. Solid waste generated on-site by the Project will be disposed of in compliance with all applicable federal, state, and local regulations, related to solid waste, such as AB 939. The amount of project-related waste disposed of at area landfills would be reduced through recycling and waste diversion programs implemented by the County.

The Project would also comply with the County's Development Code Chapter 84.19 – *Recycling Facilities* and Chapter 84.24 – *Solid Waste/Recyclable Materials Storage*. The

Proposed Project's operations would be subject to service and requirements of the County of San Bernardino Solid Waste Management Division and the County's Development Code. Overall, waste generated by the Project would not alter the projected timeline for landfills within the region to reach capacity. The Project would comply with federal, state, and local regulations. Therefore, impacts would be less than significant.

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

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XX.	**WILDFIRE:** 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

SUBSTANTIATION:

County of San Bernardino Countywide Plan 2020;

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

No Impact. At the time of permit review (plan check), the County of San Bernardino Fire Department would review the Project plans for compliance with the California Fire Code and National Fire Protection Association standards and would not approve permits unless emergency access meets their standards, thereby, ensuring that the Project would not create any undue fire hazard. Emergency access to the Project Site and surrounding uses would be maintained at all times, as it is under current conditions. Furthermore, the Project's driveway and internal circulation would be designed to incorporate all applicable Fire Code requirements regarding site access, including providing adequate emergency vehicle access. Therefore, no impact would occur.

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?*

No Impact. The current slope on the Site will be leveled to provide a flat pad for the proposed building. No slope, prevailing wind, or other factors would exacerbate wildfire risks. The Project Site is not located in a Very High Fire Hazard Severity Zone. The Project Site is not on the direct edge of a rural or wildland area. Therefore, no impact would occur.

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. Hydrants, water lines, and water tanks would be installed per Fire Code requirements. In addition, the Department of Building and Safety would review the plans for compliance with applicable California Fire Code, County Development Code, and National Fire Protection Association standards, thereby ensuring that the Project would not create any undue fire hazard. No unique infrastructure would be required for the Project related to wildland fire risk. Overall, the Project would not require the maintenance or installation of infrastructure that would exacerbate fire risks or that would result in impacts to the environment. Therefore, no impact would occur.

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 is not located within any of the identified hazard zones, as outlined on the County's Hazard Overlay Maps. These maps denote areas associated with dam inundation, flood zone risk, noise hazards, fire risk, and airport safety. The

Project Site is also relatively flat, with no significant slopes or natural water features on-site. The Project Site is not located in an area the County identifies as having geological hazards, such as landslides. Therefore, no impacts associated with the exposure of 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 would occur. Therefore, no impact would occur.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XXI.	**MANDATORY FINDINGS OF SIGNIFICANCE:**				
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?	☐	☐	☒	☐
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) **Less Than Significant Impact.** The Project will not degrade the quality of the environment, reduce, or threaten any fish or wildlife species (endangered or otherwise), or eliminate important examples of the major periods of California history or pre-history. Therefore, impacts would be less than significant.

b) **Less Than Significant Impact.** The Proposed Project would result in potentially significant project-specific impacts to noise. However, all mitigation measures have been identified that would reduce these impacts to less than significant levels. The Noise Impact Analysis of this document considered cumulative impacts in its analyses, and mitigation measures would be required to reduce cumulative impacts associated with noise. No additional mitigation measures would be required to reduce cumulative impacts to less than significant levels.

c) **Less Than Significant Impact.** A significant impact may occur if a project has the potential to result in significant impacts, as discussed in the preceding sections. As described throughout this environmental impact analysis, with implementation of the recommended mitigation measures, where applicable, the Project would not result in any unmitigated significant impacts. Therefore, impacts would be less than significant.

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

SUMMARY OF MITIGATION MEASURES

Cultural Resources

CUL-1 Grading Monitor

1. In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed within TCR-1, regarding any pre-contact and/or historic-era finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.

2. If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to SMBMI for review and comment, as detailed within TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

CUL-2: Inadvertent Archaeological Discoveries - If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.

Noise

NOISE-1 Sound barriers rated to achieve a sound attenuation of at least 15 dBA shall be erected along the Project Site's north-facing boundaries that face residences located along Sesame Seed Avenue. The prescribed sound barriers shall be installed for the duration of the Project's construction activities.

Tribal Cultural Resources

TCR-1 The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed in CR-1, of any pre-contact and/or historic-era cultural resources discovered during project implementation and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with SMBMI, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents SMBMI for the remainder of the project, should SMBMI elect to place a monitor on-site.

TCR-2 Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to SMBMI. The Lead Agency and/or applicant shall, in good faith, consult with SMBMI throughout the life of the project.

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