**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:*** | 0230-101-12, 0230-101-13, 0230-101-14, and 0230-101-34 | ***USGS Quad:*** | Guasti |
| ***Applicant:*** | Mr. Brad Vernaci<br>Vernaci Properties, LLC<br>145 North 10th Avenue<br>Upland, CA 91786 | ***T, R, Section:*** | T:1S, R:6W, Section 10 |
| ***Location*** | 14044 Whittram Ave | | |
| ***Project No:*** | PROJ-2024-00004 | ***Community Plan:*** | Not Applicable |
| ***Rep*** | Bob Beers | ***LUZD:*** | (IC) Community Industrial<br>(LI) Limited Industrial |
| ***Proposal:*** | Minor Use Permit | ***Overlays:*** | FP (Flood Plain Overlay) Zone<br>Biotic Resources (Burrowing Owl SE) |

**PROJECT CONTACT INFORMATION:**

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

***Contact person:*** Alexander Lee, Associate Planner

***Phone No:*** (909) 361-7258 ***Fax No:*** (909) 387-3223

***E-mail:*** alexander.lee@lus.sbcounty.gov

***Project Sponsor*** Vernaci Properties, LLC
145 North 10th Avenue
Upland, CA 91786

**PROJECT DESCRIPTION:**

***Summary***

The proposed project consists of demolition of the existing structures on the project site and construction of a truck terminal with 138 spaces for truck trailers and 11 spaces for tractor rigs. There would also be 3,000 square foot office building located on the eastern portion of the project site and a 4,500 square foot maintenance shop located west of the office building and a 17-space auto parking lot would be located between the two structures. Approximately 50,540 square feet of the project site would be landscaped, with most landscaping located around the perimeter of the project site. The total site area is approximately 5.22 acres (Figure 3, Site Plan). The project would involve the development of trailer parking, which is conditionally permitted, with the approval of a minor use permit (MUP) within the site's Limited Industrial (LI) land use designation and Community Industrial (IC) zoning classification. The proposed project is anticipated to require no more than an additional 6 employees; employees would likely come from the local labor pool.

**Site Access, Circulation and Parking**

Access to the project site would be provided by two driveways. There would be one (1) full-access unsignalized driveway located along Whittram Avenue and one (1) gated secondary Emergency Vehicle Access (EVA) unsignalized driveway located along Calabash Avenue. The proposed project includes 17 automobile parking spaces and 138 truck trail parking spaces.

**Stormwater System and Other Utility Improvements**

The proposed project would connect to existing lines running within nearby public rights-of-way. The project would involve the construction of an on-site septic tank to treat wastewater. As part of the project, a new engineered stormwater drainage system will be constructed on the project site to collect and treat on-site stormwater runoff. On-site stormwater will be collected via a series of inlets and catch basins before being conveyed to an on-site infiltration trench system within the proposed landscaped areas. The infiltration basins would allow a certain amount of stormwater to infiltrate into the soils, and excess flows would then flow into the adjacent public storm drain system.

***Surrounding Land Uses and Setting***

The project site is located in the southwestern portion of unincorporated San Bernardino County (County), which is located in southern California. The project site is approximately 1.3 miles south and 1.5 north of the Fontana City limits. The project site is presently used as vacant land and single-family residential that is used for commercial storage. The project is located in the Valley Region of the County. The project site is bounded by two single-family homes located adjacent to the north and west sides of the project site. In addition, there are industrial uses to the north, Banana Avenue and industrial uses to the east, Whittram Avenue and a detention basin to the south, and Calabash Avenue and industrial uses to the west. Regional access to the project area is provided by State Route 60 to the North, Interstate 15 to the west, and Interstate 10 to the south (Figure 1, Project Location).

The project site is composed of four (4) Assessor's Parcel Numbers (APNs 0230-101-012, 0230-101-013, 0230-101-14, 0230-101-034), with a street address of 14044 Whittram Avenue (Figure 2, Existing Project Site). The General Plan land use designation and zoning districts of the project site and surrounding area are shown on Figure 4, Land Use, and Figure 5, Zoning Districts.

| Existing Land Use and Land Use Zoning Districts | | | |
|---|---|---|---|
| **Location** | **Existing Land Use** | **Land Use** | **Zoning District** |
| **Project Site** | Vacant and Single-Family Homes | Limited Industrial (LI) | Community Industrial (IC) |
| North | Single-Family Homes and Industrial | Limited Industrial (LI) | Community Industrial (IC) |
| South | Sand Detention Basin | General Industrial (GI) | Regional Industrial (IR) |
| East | Industrial | Limited Industrial (LI) | Community Industrial (IC) |
| West | Single-family Homes | Limited Industrial (LI) | Community Industrial (IC) |

**ADDITIONAL APPROVAL REQUIRED BY OTHER PUBLIC AGENCIES**

Federal: None.
State of California: None.
San Bernardino County: Land Use Services Department-Building and Safety, Public Health-Environmental Health Services, Special Districts, and Public Works.
Regional: South Coast Air Quality Management District.

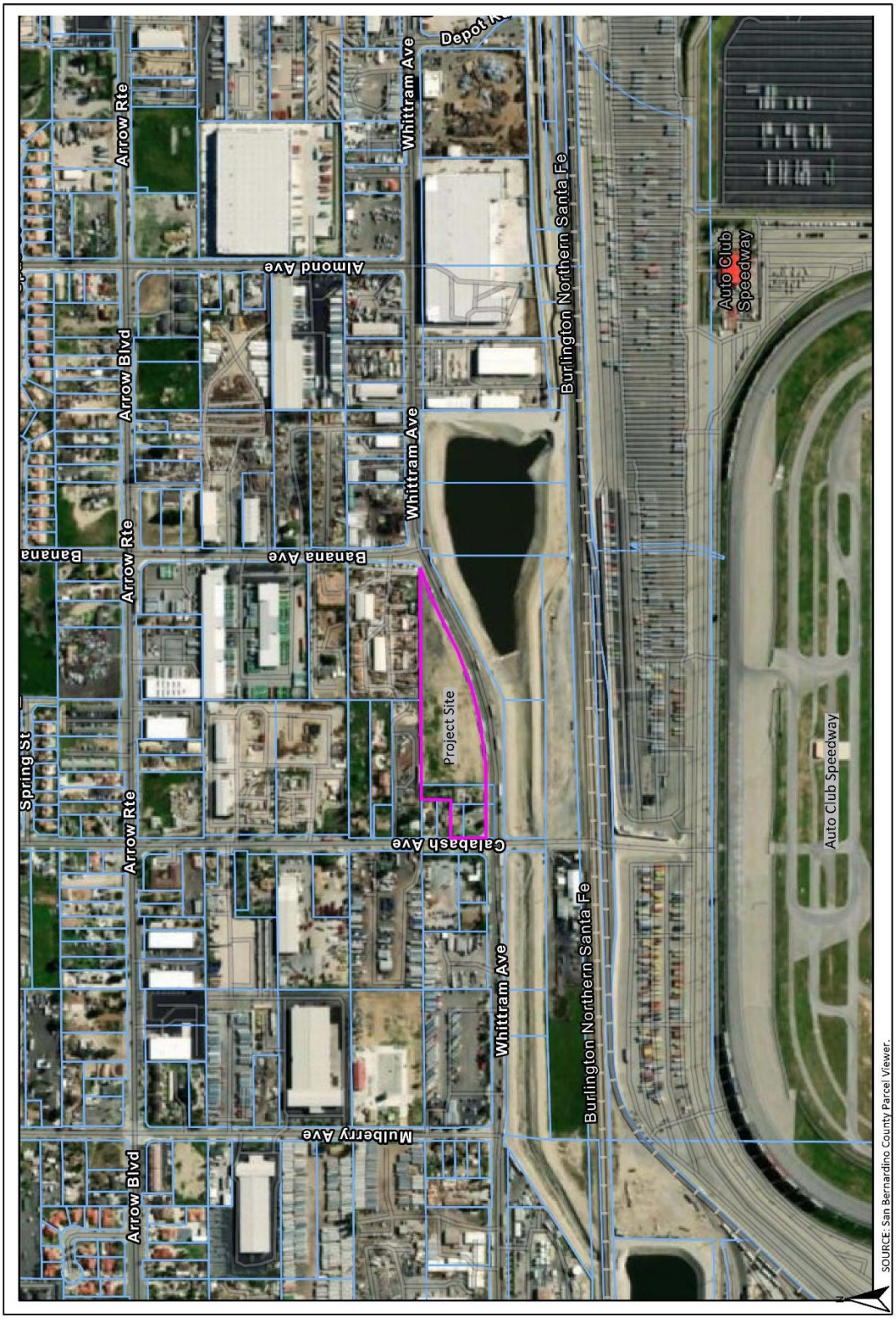
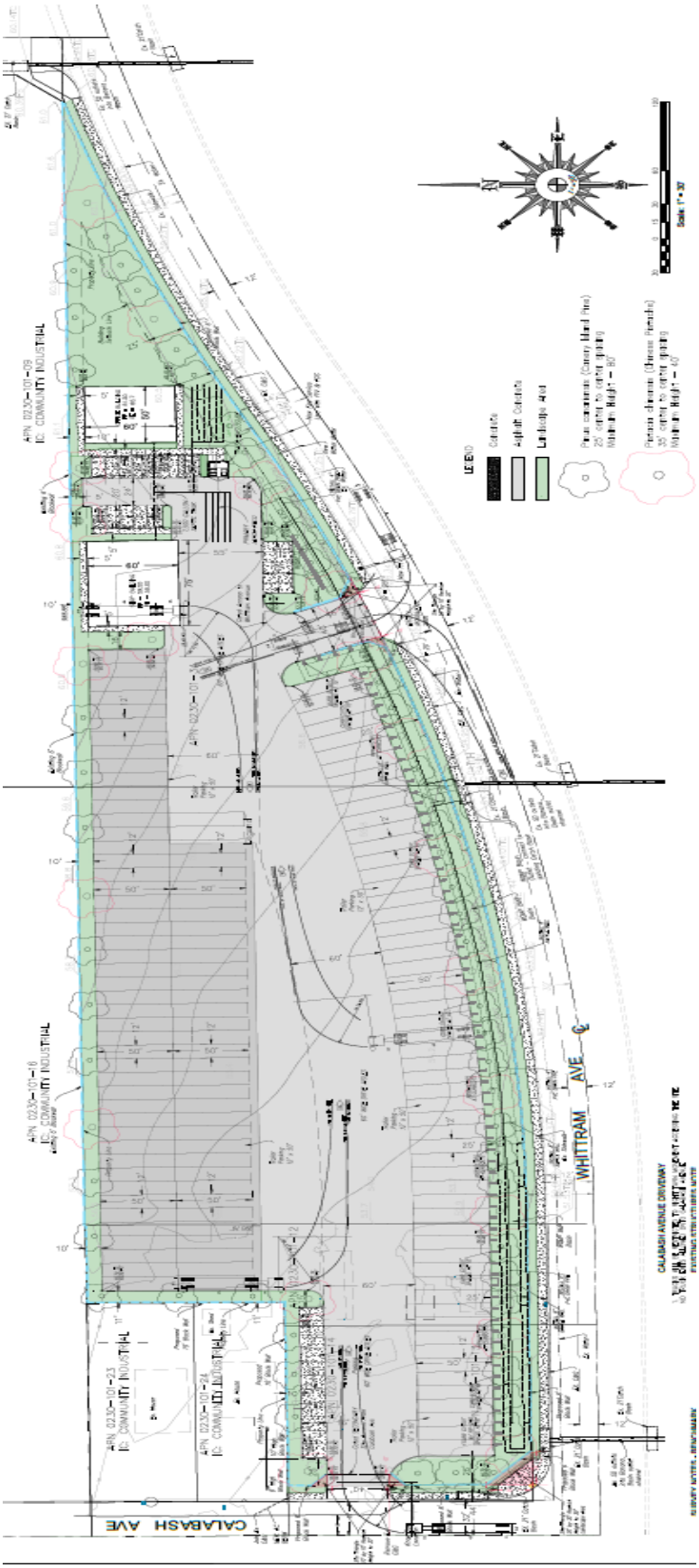



Figure 1
Project Location


Figure 2
Existing Project Site


LEGEND
Concrete
Asphalt Concrete
Landscape Area
APN: 0230-101-09
ID: COMMUNITY INDUSTRIAL
APN: 0230-101-16
ID: COMMUNITY INDUSTRIAL
APN: 0230-101-23
ID: COMMUNITY INDUSTRIAL
APN: 0230-101-24
ID: COMMUNITY INDUSTRIAL
WHITTRAM AVE
CALABASH AVE

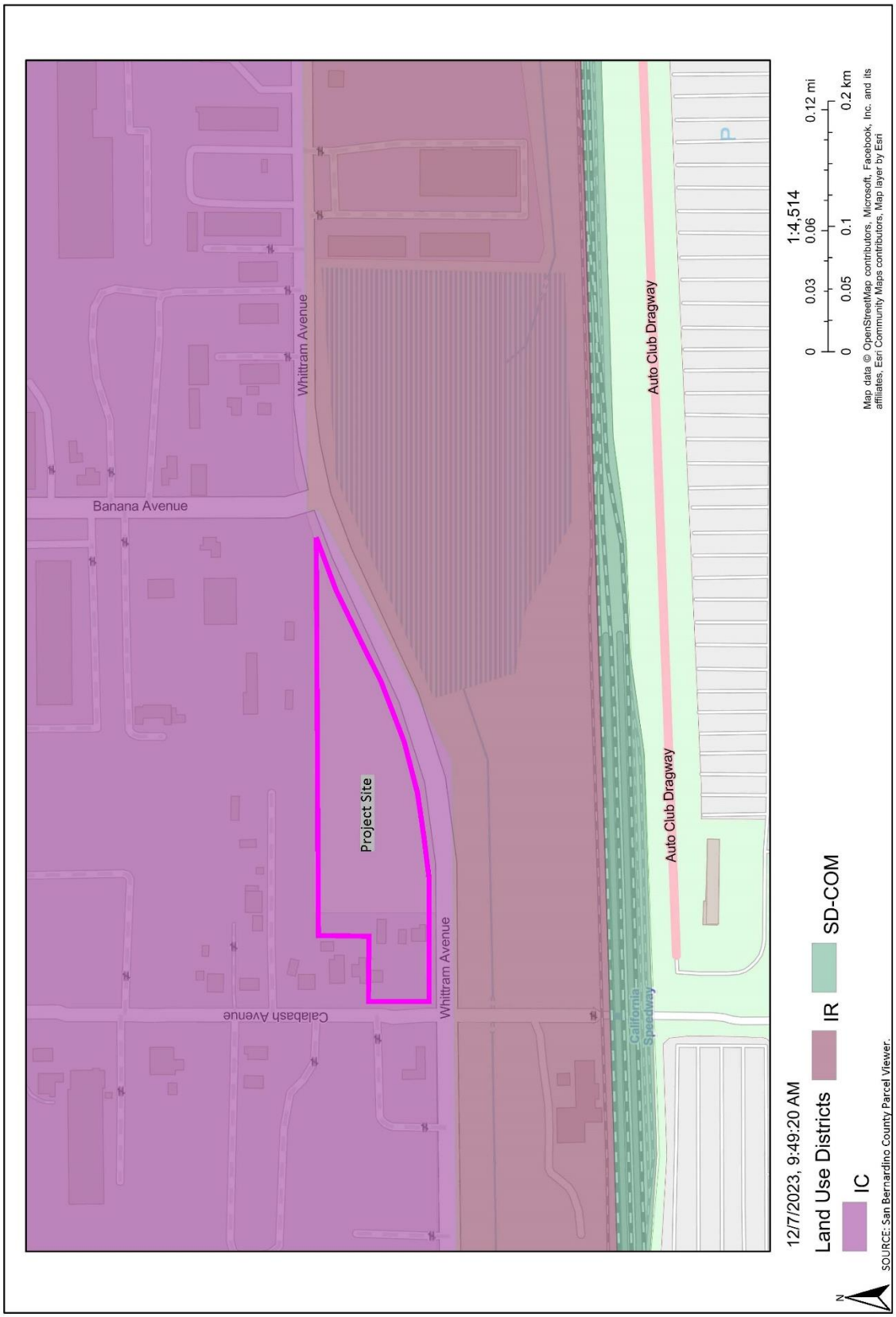



Figure 4
Land Use

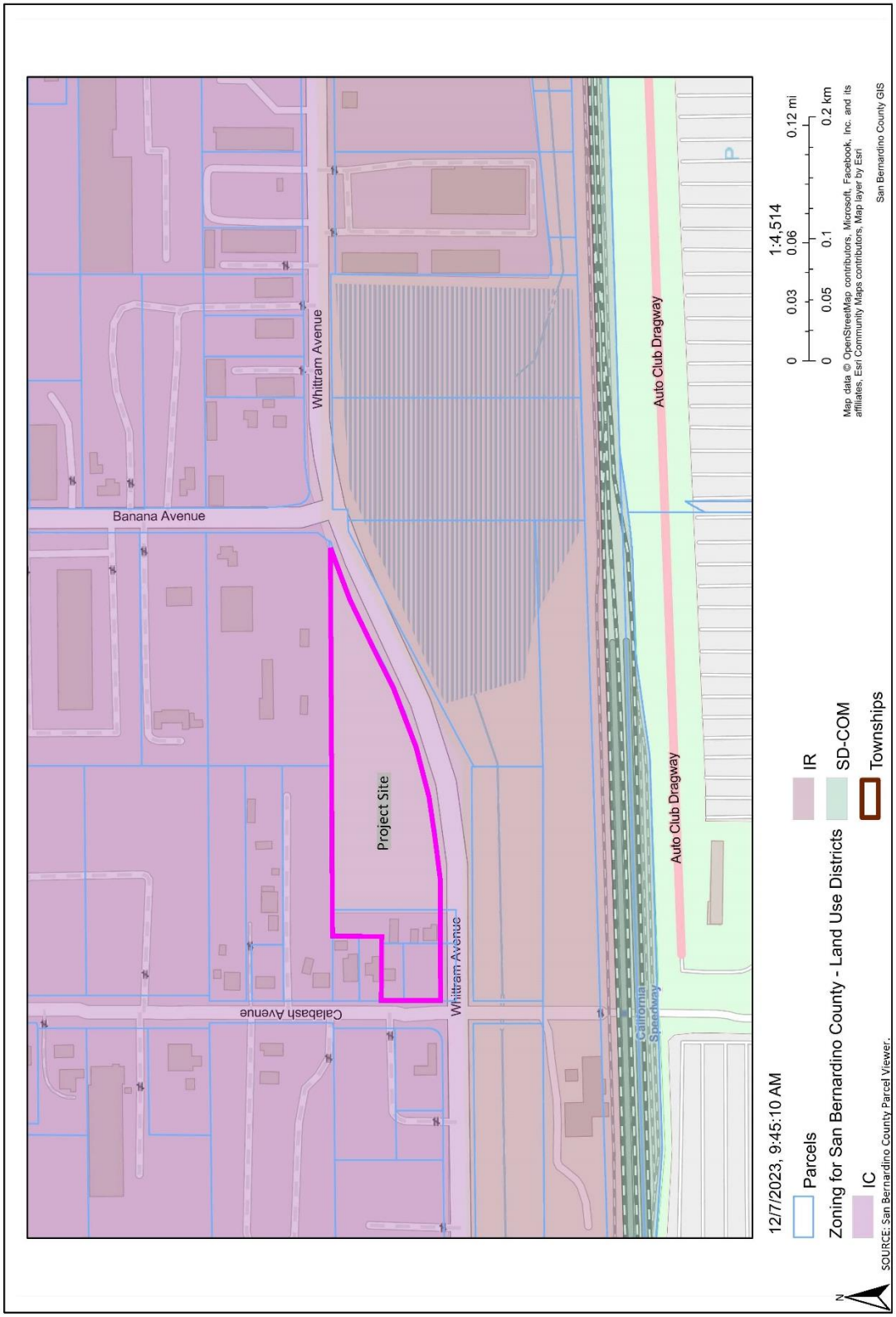



Figure 5
Zoning Districts

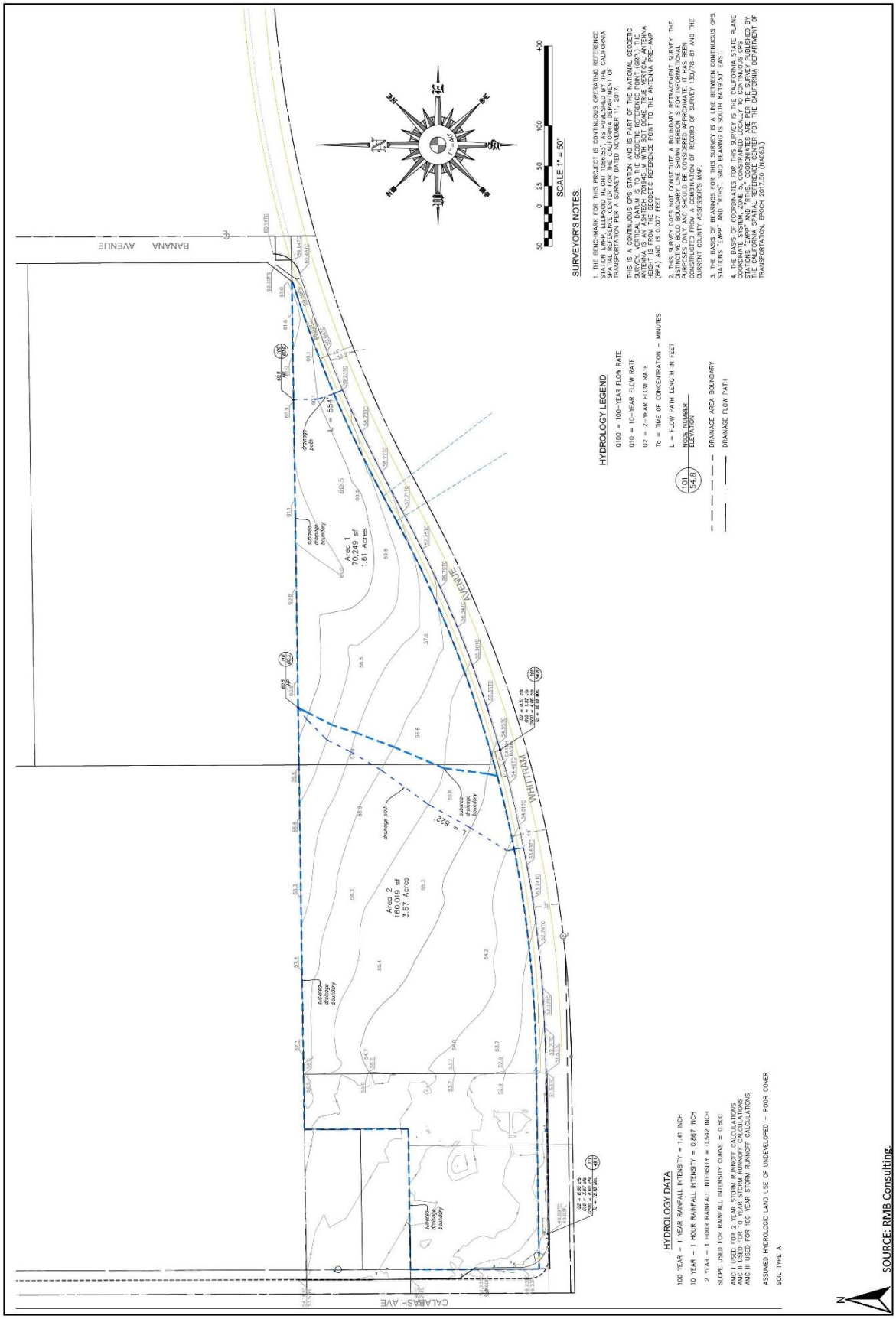



Figure 6
Drainage

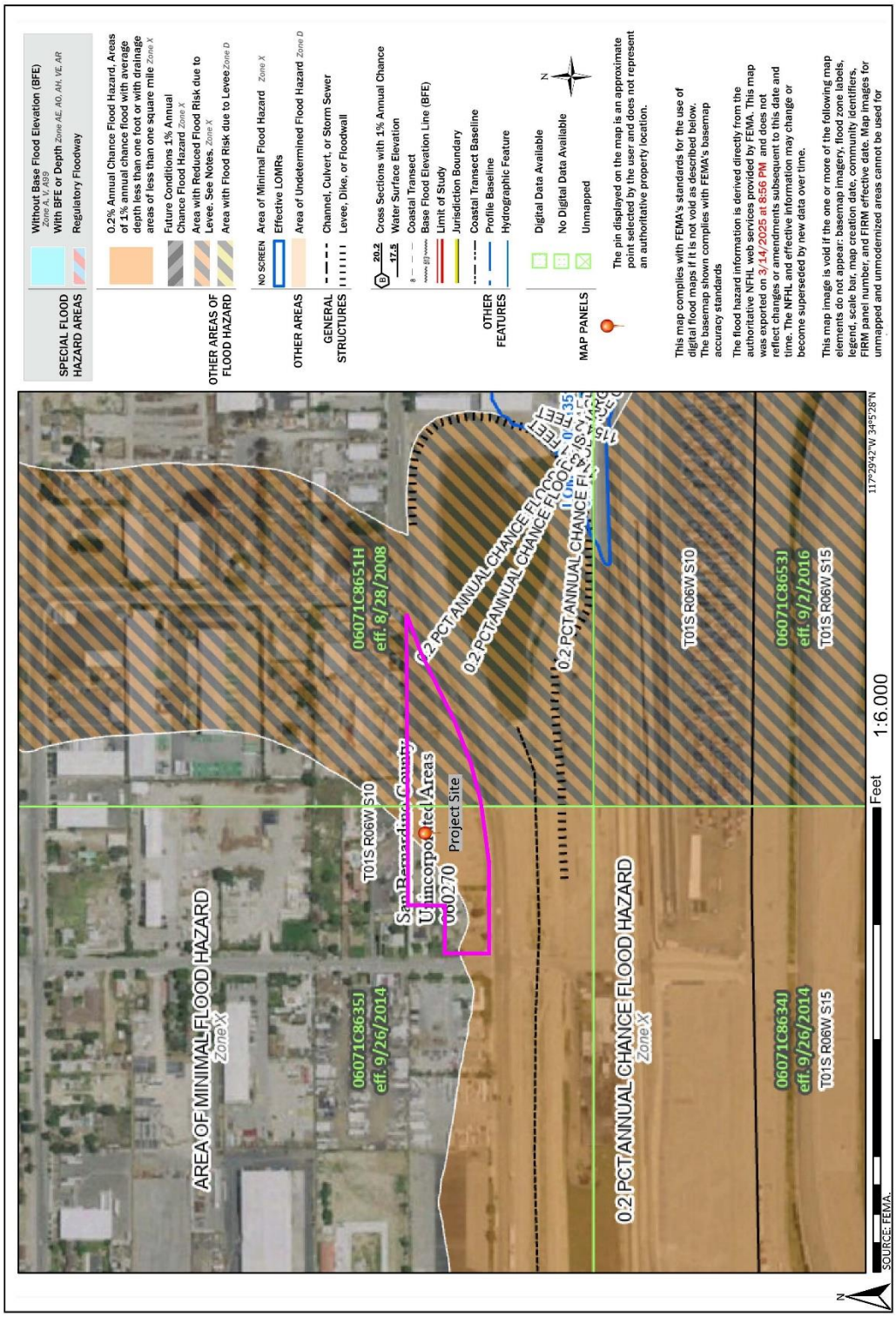



Figure 7
Flood Hazard

**CONSULTATION WITH CALIFORNIA NATIVE AMERICAN TRIBES**

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

Yes, please refer to Section XVIII, Tribal Cultural Resources.

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

**EVALUATION FORMAT**

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

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

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

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

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

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

| | | | | | |
|---|---|---|---|---|---|
| ☐ | 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. |

Alexander Lee — 05/20/2026

Signature: (Alexander Lee, Planner) — Date

Salvador Quintanilla — 05/20/2026

Signature:(Salvador Quintanilla, Planning Manager) — Date

| | *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):*

***Countywide Policy Plan, Adopted November 27, 2020;*** **San Bernardino County Countywide Plan Final Program EIR, Prepared August 2020;** ***Submitted Project Materials***

a) **Less than Significant Impact.** The Countywide Final Program Environmental Impact Report prepared for the San Bernardino Countywide Policy Plan (Policy Plan) identifies both the San Gabriel, San Bernardino, and the Jurupa Mountains and foothills as visually prominent topographic features that provide a scenic vista from mobile and stationary viewing locations within the Valley Region of the County. The project site is located approximately 6 miles south, 14 miles west, and approximately 5 miles north, respectively, from these scenic resources. Views of the San Gabriel Mountains and Jurupa Hills are mostly obstructed from public viewing areas abutting the project site (i.e., Whittram Avenue) by a combination of existing off-site development and atmospheric haze and smog that is common in the region throughout the year. The project site is located north of San Bernardino Avenue. As such the vertical structure development on Whittram Avenue would block some views of the San Gabriel Mountains if looking from Whittram Avenue. However, the current viewshed within the project area consists of existing industrial and commercial development. The proposed project would be consistent with the existing development in this area of the viewshed. Proposed development on the project site would likely block views of the Jurupa Hills from Whittram Avenue; however, this effect is not considered substantial because views of the hills are almost entirely obstructed by the existing structures on the project site and other nearby development. Therefore, because the project site is not within a designated scenic vista and because the project would not affect prominent, unobstructed views of scenic resources, implementation of the project

would result in a less than significant impact to scenic vistas and no mitigation measures are required.

b) **No Impact.** According to the California Department of Transportation (Caltrans) California Scenic Highway Mapping System, the only officially designated state scenic highway in San Bernardino County is a 16-mile portion of State Route 38 from South Fork Campground to State Lane. This roadway segment is located approximately 35 miles east of the project site in the San Bernardino Mountains. Based on this distance and intervening natural topography and constructed structures, the project site is not located within the viewshed of this officially designated state scenic highway. Additionally, the Policy Plan does not identify officially designated or eligible scenic highways within or adjacent to the Valley Region of the County. Therefore, no impacts associated with both state scenic highways and local scenic corridors would occur and no mitigation measures are required.

c) **Less than Significant Impact.** According to the United States Census Bureau, the project site is located within an urban area. The project would involve the development of trailer parking which is conditionally permitted within the site's LI land use designation and IC zoning classification. All properties adjacent to the project site have Policy Plan land use designations and zoning districts for industrial and commercial uses. The project site is currently heavily disturbed and surrounded by urbanized development. Implementation of the project would inevitably alter the existing visual character of the project site by improvements associated with development of the project site. These improvements are consistent with surrounding land uses in the project area. Thus, implementation of the project represents a logical continuation of community industrial development in this part of the County.

Additionally, to ensure that both current and future development within the County is designed and constructed to conform to existing visual character and quality of the surrounding built environment, the County's Development Code includes design standards pertaining to building size, height, and setback, as well as landscaping, signage, and other visual considerations. These design standards help ensure that adjacent land uses are visually consistent with one another and their surroundings, while reducing the potential for aesthetic conflict. Therefore, long-term impacts associated with the existing visual character and quality would be less than significant and no mitigation measures are required.

d) **Less than Significant Impact.** Consistent with Chapter 83.07 (Glare and Outdoor Lighting) of the County's Development Code, proposed outdoor lighting of commercial or industrial land uses shall be fully shielded to preclude light pollution or light trespass on any of the following: an abutting residential land use zoning district, a residential parcel, or public right-of-way. All exterior lighting would be shielded/hooded to prevent light trespass onto nearby public right-of-way. Additionally, all exterior lighting would be shielded/hooded to prevent light trespass onto nearby public right-of-way. Additionally, the project would use a variety of non-reflective building materials, and although some new reflective improvements (i.e., windows and building front treatments) would be introduced onto the project site, the project as a whole would not be considered a source of glare in the project area, which is consistent with Policy LU 4.7 of the Countywide Plan. Therefore, following compliance with the County's Development Code, impacts associated with light and glare would be less than significant and no mitigation measures are required.

**Therefore, less than 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* |
|---|---|---|---|---|---|
| **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):*

***Countywide Policy Plan, Adopted November 27, 2020; California Department of Conservation Farmland Mapping and Monitoring Program; Submitted Project Materials***

a) **No Impact**. The project site consists of disturbed property that includes only urbanized land uses with no agricultural uses. No prime farmland, unique farmland, or farmland of statewide importance occurs at the project site or within the immediate vicinity. The proposed project would not convert farmland to a non-agricultural use. Therefore, no impacts associated with farmland would occur and no mitigation measures are required.

b) **No Impact**. The site has an LI land use designation and IC zoning classification and is not designated for agricultural use. Therefore, no impacts associated with Williamson Act contract would occur and no mitigation measures are required.

c) **No Impact**. The project site is currently LI land use designation and IC zoning classification. The proposed project includes a MUP to allow for trailer parking. Implementation of the proposed project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned for Timberland Production. Therefore, no impacts associated with zoning of forest land or timberland would occur and no mitigation measures are required.

d) **No Impact**. Forest land is defined as land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. The project site is currently mostly vacant and includes single-family residences, and does not support forest land. Implementation of the proposed project would not result in loss of forest land or conversion of forest land to non-forest use. Therefore, no impacts associated with loss of forest land would occur and no mitigation measures are required.

e) **No Impact.** Implementation of the proposed project would not result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. Therefore, no impacts associated with conversion of farmland would occur 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* |
|---|---|---|---|---|---|
| **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):*

***2022 California Air Resources Board Air Quality Management Plan; Southern California Association of Governments Connect SoCal, 2020; Countywide Policy Plan, Adopted November 27, 2020; Submitted Project Materials; Air Quality, Energy, Greenhouse Gas Emissions and Health Risk Assessment Report (Appendix A)***

a) **Less than Significant Impact.** The CEQA Guidelines require a discussion of any inconsistencies between a proposed project and applicable General Plans and regional plans (CEQA Guidelines Section 15125). The regional plan that applies to the proposed project includes the South Coast Air Quality Management District 2022 Air Quality Management Plan (SCAQMD AQMP). Therefore, this section discusses any potential inconsistencies of the proposed project with the AQMP.

The purpose of this discussion is to set forth the issues regarding consistency with the assumptions and objectives of the AQMP and discuss whether the proposed project would interfere with the South Coast Air Basin's (Air Basin), within which the project resides, ability to comply with Federal and State air quality standards. If the decision-makers determine that the proposed project is inconsistent, the lead agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency.

The SCAQMD CEQA Handbook states that "New or amended GP Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

(1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

(2) Whether the project will exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

Both of these criteria are evaluated in the following sections.

**Criterion 1 - Increase in the Frequency or Severity of Violations?**

Based on the air quality modeling analysis contained Appendix A, short-term regional construction air emissions would not result in significant impacts based on the SCAQMD regional thresholds of significance. The ongoing operation of the proposed project would generate air pollutant emissions that are inconsequential on a regional basis and would not result in significant impacts based on SCAQMD thresholds of significance. The analysis for long-term local air quality impacts showed that local pollutant concentrations would not exceed the air quality standards. Therefore, long-term impacts would be less than significant and no mitigation are required.

**Criterion 2 - Exceed Assumptions in the AQMP?**

Consistency with the AQMP assumptions is determined by performing an analysis of the proposed project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the proposed project are based on the same forecasts as the AQMP. The AQMP is developed through use of the planning forecasts provided in the Southern California Association of Governments (SCAG) *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (Connect SoCal), adopted September 3, 2020, which was based on the growth assumptions provided in the 2016 Federal Transportation Improvement Program (2016 FTIP). Connect SoCal is a major planning document for the regional transportation and land use network within Southern California. The Connect SoCal is a long-range plan that is required by federal and state requirements placed on SCAG and is updated every four years. The 2019 FTIP provides long-range planning for future transportation improvement projects that are constructed with state and/or federal funds within Southern California. Local governments are required to use these plans as the basis of their plans for the purpose of consistency with applicable regional plans under CEQA. For this project, Connect SoCal, which utilized the 2016 FTIP growth projections that included projections from the San Bernardino Countywide Plan, was used to develop the assumptions that are represented in AQMP.

The project site currently has a land use designation of LI. The proposed truck terminal is an allowed use under the LI land use designation. Since the proposed project would not require a General Plan Amendment, implementation of the proposed project would not result in an inconsistency with the current land use designations with respect to the regional forecasts utilized by the AQMPs. As such, the proposed project is not anticipated to exceed the AQMP assumptions for the project site and is found to be consistent with the AQMP for the second criterion.

Based on the above, the proposed project will not result in an inconsistency with the SCAQMD AQMP. Therefore, a less than significant impact will occur in relation to implementation of the AQMP and no mitigation measures are required.

b) **Less than Significant Impact.** The construction activities for the proposed project are anticipated to include demolition of the existing structures on the project site, site preparation and grading of the 5.22-acre project site, building construction of the maintenance shop and office building, paving of the truck terminal and auto parking area, and application of architectural coatings. The CalEEMod model has been utilized to calculate the construction-related emissions

from the proposed project and the input parameters utilized in this analysis. The maximum daily construction-related criteria pollutant emissions from the proposed project are shown below in Table A. Table A shows that none of the analyzed criteria pollutants would exceed either the regional or local emissions thresholds during construction of the proposed project. Therefore, a less than significant regional or local air quality impact would occur from construction of the proposed project and no mitigation measures are required.

The ongoing operation of the proposed project would result in a long-term increase in air quality emissions. This increase would be due to emissions from the project-generated vehicle trips, emissions from energy usage, and onsite area source emissions created from the on-going use of the proposed project. The operations-related criteria air quality impacts created by the proposed project have been analyzed through use of the CalEEMod model and the input parameters utilized in this analysis. The worst-case summer or winter Volatile Organic Compounds (VOC), Nitrogen Oxides (Nox), Carbon Monoxide (CO), Sulfur Dioxide ($SO_2$), Particle Matter 10 (PM10), and Particulate Matter 2.5 (PM2.5 daily emissions created from the proposed project's long-term operations have been calculated and are summarized below in Table B. The data provided in Table B shows that none of the analyzed criteria pollutants would exceed either the regional or local emissions thresholds during operation of the proposed project. Therefore, less than significant regional and local air quality impacts would occur from operation of the proposed project and no mitigation measures are required.

**Table A – Construction-Related Criteria Pollutant Emissions**

| | Maximum Daily Pollutant Emissions (pounds/day) | | | | | |
|---|---|---|---|---|---|---|
| **Season and Year of Construction** | **VOC** | **NOx** | **CO** | **$SO_2$** | **PM10** | **PM2.5** |
| Summer 2024 | 3.74 | 36.1 | 34.4 | 0.05 | 8.04 | 4.26 |
| Winter 2024 | 1.22 | 11.3 | 13.3 | 0.02 | 0.55 | 0.47 |
| Summer 2025 | 6.23 | 10.5 | 13.3 | 0.02 | 0.54 | 0.41 |
| Winter 2025 | 1.14 | 10.5 | 13.2 | 0.02 | 0.48 | 0.41 |
| **Maximum Daily Construction Emissions** | **6.23** | **36.1** | **34.4** | **0.05** | **8.04** | **4.26** |
| **SCQAMD Regional Thresholds** | **75** | **100** | **550** | **150** | **150** | **55** |
| **SCAQMD Local Thresholds[1]** | **--** | **270** | **1,746** | **--** | **14** | **8** |
| Exceeds Thresholds? | No | No | No | No | No | No |

Notes:
[1] The nearest sensitive receptors to the project site are single-family homes that are located as near as 7 feet (2.1 meters) northwest of the project site. According to SCAQMD methodology, all receptors closer than 25 meters are based on the 25 meter threshold. Calculated from SCAQMD's Mass Rate Look-up Tables for five acres in Air Monitoring Area 34, Central San Bernardino Valley.
Source: Appendix A, Air, Energy, Greenhouse Gas Emissions, and Health Risk Report

**Table B – Operational Criteria Pollutant Emissions**

| | Pollutant Emissions (pounds/day) | | | | | |
|---|---|---|---|---|---|---|
| **Emissions Source** | **VOC** | **NOx** | **CO** | **$SO_2$** | **PM10** | **PM2.5** |
| Mobile Sources[1] | 0.1 | 4.56 | 2.44 | 0.03 | 1.12 | 0.33 |
| Area Sources[2] | 0.26 | <0.01 | 0.33 | <0.01 | <0.01 | <0.01 |
| Energy Usage[3] | <0.01 | 0.06 | 0.05 | <0.01 | <0.01 | <0.01 |
| **Total Emissions** | **0.36** | **4.62** | **2.82** | **0.03** | **1.12** | **0.33** |
| **SCQAMD Regional Thresholds** | **55** | **55** | **550** | **150** | **150** | **55** |
| **SCAQMD Local Thresholds[4]** | **--** | **270** | **1,746** | **--** | **4** | **2** |
| Exceeds Thresholds? | No | No | No | No | No | No |

Notes:
[1] Mobile sources consist of emissions from vehicles and road dust.
[2] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[3] Energy usage consist of emissions from natural gas usage.
[4] The nearest sensitive receptors to the project site are single-family homes that are located as near as 7 feet (2.1 meters) northwest of the project site. According to SCAQMD methodology, all receptors closer than 25 meters are based on the 25 meter threshold. Calculated from SCAQMD's Mass Rate Look-up Tables for five acres in Air Monitoring Area 34, Central San Bernardino Valley.
Source: Appendix A, Air, Energy, Greenhouse Gas Emissions, and Health Risk Report

c) **Less than Significant Impact**. The proposed project would not expose sensitive receptors to substantial pollutant concentrations. The local concentrations of criteria pollutant emissions produced in the nearby vicinity of the proposed project, which may expose sensitive receptors to substantial concentrations have been calculated for both construction and operations, which are discussed separately below. The discussion below also includes an analysis of the potential impacts from local criteria pollutant and toxic air contaminant emissions. The nearest sensitive receptors to the project site are residents at the single-family homes located as near as seven feet north and west of the project site. There are also additional homes interspersed with industrial uses along Calabash Avenue, north of the project site.

**Local Criteria Pollutant Impacts from Construction**

Project-related construction air emissions may have the potential to exceed the State and federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. In order to assess local air quality impacts the SCAQMD has developed Localized Significant Thresholds (LSTs) to assess the project-related air emissions in the project vicinity. The SCAQMD has also provided *Final Localized Significance Threshold Methodology* (LST Methodology), July 2008, which details the methodology to analyze local air emission impacts. The LST Methodology found that the primary emissions of concern are $NO_2$, CO, PM10, and PM2.5.

The local air quality impacts from construction of the proposed project have been analyzed and found that the construction of the proposed project would not exceed the local $NO_X$, CO, PM10 and PM2.5 thresholds of significance. Therefore, construction of the proposed project would create a less than significant construction-related impact to local air quality and no mitigation are required.

**Diesel Particulate Matter Emissions**

The greatest potential for toxic air contaminant emissions would be related to diesel particulate matter (DPM) emissions associated with heavy equipment operations during construction of the proposed project. According to SCAQMD methodology, health effects from carcinogenic air toxics

are usually described in terms of "individual cancer risk". "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. It should be noted that the most current cancer risk assessment methodology recommends analyzing a 30-year exposure period for the nearby sensitive receptors (OEHHA, 2015).

The proposed project consists of development of primarily truck terminal with a repair/office building on a flat lot , that will utilize very limited number of heavy-duty construction equipment to construct the parking lot portion of the project. The nearest sensitive receptors consist of two single-family homes that are located upwind (northwest side) of the project site. Although the homes are as near as 7 feet from the proposed parking lot area, where the use of heavy-duty construction equipment would be limited to a few days of grading and paving activities, the homes are over 700 feet away from the area where the more intensive construction activities will occur for the construction of the two proposed structures. For these reasons, construction of the proposed project would not result in a long-term (i.e., 30 or 70 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk at the nearby sensitive receptors.

In addition, California Code of Regulations (CCR) Title 13, Article 4.8, Chapter 9, Section 2449 regulates emissions from off-road diesel equipment in California. This regulation limits idling of equipment to no more than five minutes, requires equipment operators to label each piece of equipment and provide annual reports to CARB of their fleet's usage and emissions. This regulation also requires systematic upgrading of the emission Tier level of each fleet, and currently no commercial operator is allowed to purchase Tier 0, Tier 1 or Tier 2 equipment. In addition to the purchase restrictions, equipment operators need to meet fleet average emissions targets that become more stringent each year between years 2014 and 2023. Therefore, due to the limitations in off-road construction equipment DPM emissions from implementation of CCR Section 2448, a less than significant short-term TAC impacts would occur during construction of the proposed project from DPM emissions.

**Asbestos Emissions**

It is possible that the existing onsite structures to be demolished contains asbestos. According to SCAQMD Rule 1403 requirements, prior to the start of demolition activities, the existing structures located onsite shall be thoroughly surveyed for the presence of asbestos by a person that is certified by Cal/OSHA for asbestos surveys. Rule 1403 requires that the SCAQMD be notified a minimum of 10 days before any demolition activities begin with specific details of all asbestos to be removed, start and completion dates of demolition, work practices and engineering controls to be used to contain the asbestos emissions, estimates on the amount of asbestos to be removed, the name of the waste disposal site where the asbestos will be taken, and names and addresses of all contractors and transporters that will be involved in the asbestos removal process. Therefore, through adherence to the asbestos removal requirements, detailed in SCAQMD Rule 1403, a less than significant asbestos impact would occur during construction of the proposed project.

Therefore, construction of the proposed project would result in a less than significant exposure of sensitive receptors to substantial pollutant concentrations and no mitigation measures are required.

**Operations-Related Sensitive Receptor Impacts**

The ongoing operations of the proposed project may expose sensitive receptors to substantial pollutant concentrations of local CO emission impacts from the project-generated vehicular trips

and from the potential local air quality impacts from onsite operations. The following analyzes the vehicular CO emissions. Local criteria pollutant impacts from onsite operations, and toxic air contaminant impacts.

**Local Criteria Pollutant Impacts from Onsite Operations**

The local air quality impacts from the operation of the proposed project would occur from onsite sources such as architectural coatings, landscaping equipment, and onsite usage of natural gas appliances. The analysis provided found that the operation of the proposed project would not exceed the local $NO_X$, CO, PM10 and PM2.5 thresholds of significance. Therefore, the on-going operations of the proposed project would create a less than significant operations-related impact to local air quality due to on-site emissions and no mitigation would be required.

**Operations-Related Toxic Air Contaminant Impacts**

The proposed project consists of development of truck terminal that would generate DPM emissions from diesel truck operations, which are known sources of TACs. The TAC impacts to the nearby sensitive receptors have been analyzed through use of the AERMOD model. Health risks from TACs are twofold. First, TACs are carcinogens according to the State of California. Second, short-term acute and long-term chronic exposure to TACs can cause health effects to the respiratory system. Each of these health risks is discussed below.

*Cancer Risks*

The cancer risk parameters used in this evaluation for the nearby residential uses are shown in Table C. Table D provides a summary of the calculated diesel emission concentrations at the nearest sensitive receptors. Table D provides a summary of the calculated diesel emission concentrations at the nearest sensitive receptors. Table D shows that the cancer risk from the proposed project's DPM emissions would be as high as 1.1 per million persons at the nearest home, located north of the project site. The TAC concentrations at the nearby sensitive receptors would be within the SCAQMD's threshold of 10 per million persons. Therefore, operation of the proposed project would result in a less than significant impact due to the cancer risk from TAC emissions and no mitigation measures would be required.

**Table C – Cancer Risk Calculation Parameters**

| Parameter | Operations | | |
|---|---|---|---|
| | 2025 – 2027 (3rd Trimester to 2 years) | 2028 – 2042 (2 to 16 years) | 2043 – 2054 (16 to 30 years) |
| Cancer Potency Factor (mg/kg-day) for DPM | 1.1 | 1.1 | 1.1 |
| Daily Breathing Rate (L/kg body weight-day) | 1,009(1) | 572 | 261 |
| Inhalation Absorption Factor | 1 | 1 | 1 |
| Exposure Frequency (days/year) | 350 | 350 | 350 |
| Exposure Duration (years) | 2.25 | 14 | 13.75 |
| Age Sensitivity Factor | 10 | 3 | 1 |
| Fraction of Time at Home | 1.0 | 1.0 | 1.0 |
| Averaging Time[2] (days) | 25,550 | 25,550 | 25,550 |
| **Potential Cancer Risk =** | $C_{air}$ * 342 | $C_{air}$ * 362 | $C_{air}$ * 39.5 |

Notes:
[1] Based on 95th percentile breathing rate of 361 for 3rd trimester for 3 months and 1,090 for 0 to 2 years for 24 months (OEHHA, 2015; SCAQMD, 2017).

[2] Based on a 70-year average lifetime (OEHHA, 2015; SCAQMD, 2017)

**Table D– Project Operational DPM Emissions Cancer Risks at Nearby Sensitive Receptors**

| Sensitive Receptor[1] | Receptor Location | | Annual PM10 Concentration (µg/m$^3$) | | | Cancer Risk Per Million People[2] |
|---|---|---|---|---|---|---|
| | X | Y | 2025-2027 | 2028-2042 | 2043-2054 | |
| 1 | 453,686 | 3,773,179 | 0.0002 | 0.0002 | 0.0001 | 0.1 |
| 2 | 453,688 | 3,773,152 | 0.0003 | 0.0002 | 0.0002 | 0.2 |
| 3 | 453,686 | 3,773,120 | 0.0003 | 0.0002 | 0.0002 | 0.2 |
| 4 | 453,679 | 3,773,083 | 0.0002 | 0.0002 | 0.0001 | 0.1 |
| 5 | 453,679 | 3,772,996 | 0.0003 | 0.0002 | 0.0002 | 0.2 |
| 6 | 453,680 | 3,772,917 | 0.0003 | 0.0002 | 0.0002 | 0.2 |
| 7 | 453,719 | 3,772,952 | 0.0005 | 0.0003 | 0.0003 | 0.3 |
| 8 | 453,724 | 3,772,915 | 0.0004 | 0.0003 | 0.0003 | 0.3 |
| 9 | 453,723 | 3,772,873 | 0.0005 | 0.0004 | 0.0003 | 0.3 |
| 10 | 453,751 | 3,772,848 | 0.0007 | 0.0005 | 0.0004 | 0.4 |
| 11 | 453,750 | 3,772,828 | 0.0018 | 0.0012 | 0.0010 | 1.1 |
| 12 | 453,820 | 3,772,909 | 0.0003 | 0.0002 | 0.0002 | 0.2 |
| 13 | 454,356 | 3,772,894 | 0.0004 | 0.0003 | 0.0003 | 0.3 |
| | | | **SCAQMD Threshold of Significance** | | | **10** |
| | | | | | **Exceed Threshold?** | **No** |

Notes:
[1] The locations of each Sensitive Receptor are shown above in Figure 4.
[2] The residential cancer risk based on: $C_{air}$ (2025-2027) * 342 + $C_{air}$ (2028-2042) * 362 + $C_{air}$ (2043-2054) * 39.5.
Source: Calculated from ISC-AERMOD View Version 12.0.0.

**Non-Cancer Risks**

In addition to the cancer risk from exposure to TAC emissions there is also the potential TAC exposure may result in adverse health impacts from chronic illnesses, which is detailed below. According to the OEHHA, no acute risk had been found to be created from DPM, so there is no acute AREL assigned to DPM, and no further analysis is provided as no acute impact would be created from the DPM emissions created by the proposed project.

**Chronic Health Impacts**

Chronic health effects are characterized by prolonged or repeated exposure to a TAC over many days, months, or years. Symptoms from chronic health impacts may not be immediately apparent and are often irreversible. The Chronic Hazard Index is based on the most impacted sensitive receptor from the proposed project and is calculated from the annual average concentrations of PM10. The criterion for significance is a Chronic Hazard Index increase of 1.0 or greater. Therefore, construction and operation of the proposed project would result in a less than significant impact due to the non-cancer chronic health risk from TAC emissions created by the proposed project. Therefore, operation of the proposed project would result in a less than significant exposure of sensitive receptors to substantial pollutant concentrations and no mitigation measures are required.

**Local CO Hotspot Impacts from Project-Generated Vehicular Trips**

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with project CO levels to the State and federal CO standards of 20 parts per million (ppm) over one hour or 9 ppm over eight hours.

At the time of the 1993 Handbook, the Air Basin was designated nonattainment under the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS) for CO. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the Air Basin and in the state have steadily declined. In 2007, the Air Basin was designated in attainment for CO under both the CAAQS and NAAQS. SCAQMD conducted a CO hotspot analysis for attainment at the busiest intersections in Los Angeles during the peak morning and afternoon periods that had daily traffic volumes of approximately 100,000 vehicles per day and did not predict a violation of CO standards. Since the nearby intersections to the proposed project are much smaller with less traffic than what was analyzed by the SCAQMD and since the *Whittram Avenue Truck Terminal Project Trip Generation and VMT Screening Analysis, County of San Bernardino* (Traffic Analysis), prepared by RK Engineering Group, Inc., August 29, 2023, found the project would generate 363 daily trips, no local CO hotspots are anticipated to be created from the proposed project and no CO hotspot modeling was performed. Therefore, a less than significant long-term air quality impact is anticipated to local air quality with the on-going use of the proposed project and no mitigation measures are required.

d) **Less than Significant Impact.** The proposed project would not result in other emissions, such as those leading to odors that would adversely affect a substantial number of people. The local concentrations of criteria pollutant emissions, TAC emissions, and CO concentrations that may adversely impact a substantial number of people have been analyzed, which found that these types of emissions would create less than significant impacts. As such, the following analysis is limited to odors that would have the potential to adversely affect a substantial number of people.

Individual responses to odors are highly variable and can result in a variety of effects. Generally, the impact of an odor results from a variety of factors such as frequency, duration, offensiveness, location, and sensory perception. The frequency is a measure of how often an individual is exposed to an odor in the ambient environment. The intensity refers to an individual's or group's perception of the odor strength or concentration. The duration of an odor refers to the elapsed time over which an odor is experienced. The offensiveness of the odor is the subjective rating of the pleasantness or unpleasantness of an odor. The location accounts for the type of area in which a potentially affected person lives, works, or visits; the type of activity in which he or she is engaged; and the sensitivity of the impacted receptor.

Sensory perception has four major components: detectability, intensity, character, and hedonic tone. The detection (or threshold) of an odor is based on a panel of responses to the odor. There are two types of thresholds: the odor detection threshold and the recognition threshold. The detection threshold is the lowest concentration of an odor that will elicit a response in a percentage of the people that live and work in the immediate vicinity of the project site and is typically presented as the mean (or 50 percent of the population). The recognition threshold is the minimum concentration that is recognized as having a characteristic odor quality, this is typically represented by recognition by 50 percent of the population. The intensity refers to the

perceived strength of the odor. The odor character is what the substance smells like. The hedonic tone is a judgment of the pleasantness or unpleasantness of the odor. The hedonic tone varies in subjective experience, frequency, odor character, odor intensity, and duration. Potential odor impacts have been analyzed separately for construction and operations below.

**Construction-Related Odor Impacts**

Potential sources that may emit odors during construction activities include the application of coatings such as asphalt pavement, paints and solvents and from emissions from diesel equipment. Standard construction requirements that limit the time of day when construction may occur as well as SCAQMD Rule 1108 that limits Volatile Organic Compounds (VOC) content in asphalt and Rule 1113 that limits the VOC content in paints and solvents would minimize odor impacts from construction. As such, the objectionable odors that may be produced during the construction process would be temporary and would not likely be noticeable for extended periods of time beyond the project site's boundaries. Through compliance with the applicable regulations that reduce odors and due to the transitory nature of construction odors, a less than significant odor impact would occur, and no mitigation is required.

**Operations-Related Odor Impacts**

The proposed project would consist of the development of a truck terminal facility. Operation of the proposed project may create odors from diesel-powered trucks and from trash storage bins. Pursuant to County regulations, permanent trash enclosures that protect trash bins from rain as well as limit air circulation would be required for the trash storage areas. Diesel truck emissions odors would be generated intermittently from truck trailer pickup and drop-off activities at the project site and would not likely be noticeable for extended periods of time beyond the project site boundaries. Due to the distance of the nearest receptors from the proposed trash enclosure on the eastern portion of the project site and through compliance with SCAQMD's Rule 402 and County trash storage regulations, no significant impact related to odors would occur during the on-going operations of the proposed project. Therefore, a less than significant odor impact would occur, and no mitigation measures are required.

**Therefore, less than 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* |
|---|---|---|---|---|---|
| **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 ☒ ):*

***Countywide Policy Plan, Adopted November 27, 2020*; *Submitted Project Materials; Biological Resources Report(s) (Appendix B)***

a) **Less than Significant Impact with Mitigation**. The project site consists of mostly vacant land. There are existing residential properties located on the west, north and northwest corner of the

site. In addition, there is an industrial property northeast of the project site. The site is bordered along the south side by Whittram Avenue. The site is relatively flat with onsite elevations ranging from 1,171 feet above mean sea-level (AMSL) to 1,148 feet AMSL.

**Developed**

The project site contains approximately 1.23 acres of developed areas. This habitat includes multiple residential existing homes with associated storage structures, landscaping, and graded areas. The vegetation present within this habitat consists of ornamental species such as Peruvian pepper tree (*Schinus mole*), citrus trees (*Citrus sp*.), tree of heaven (*Ailanthus altissima*), coast prickly pear (*Opuntia littoralis*), glossy privet (*Ligustrum lucidum*), chinaberry tree (Melia azedarach), and blue gum (*Eucalyptus globulus*).

**Ruderal**

The project site contains approximately 4 acres of ruderal habitat. Ruderal habitat is found in heavily disturbed areas. This habitat type is dominated by non-native plant species with very few native species. The ruderal habitat on site is dominated by Canadian horseweed (Erigeron canadensis) and russian thistle (*Salsola tragus*). Other plant species observed within this habitat type include golden crownbeard (*Verbesina terrestris*), red brome (*Bromus madritensis*), telegraph weed (*Heterotheca grandiflora),* prickly lettuce (*Lactuca serriola*), and puncture vine (*Tribulus terrestris*).

The scatted trees and shrubs on the project site could potentially be used by migratory birds for breeding during the nesting season (i.e., February 1 through August 31). To ensure potential impacts to nesting birds are reduced to a less than significant level, the following mitigation measure shall be implemented:

> **BIO-1: It is recommended that vegetation removal be conducted outside of the nesting season for migratory birds to avoid direct impacts. If vegetation removal occurs during the migratory bird nesting season, between February 1 and September 15, pre-construction nesting bird surveys shall be performed by a qualified Biologist within three days prior to vegetation removal. If active nests are found during nesting bird surveys, they shall be flagged. A 250-foot buffer shall be fenced around songbird nests and a 500-foot buffer shall be fenced around raptor nests.**

**Sensitive Biological Resources**

According to the California Natural Diversity Database (CNDDB), a total of 55 sensitive species of plants, 9 sensitive habitats, and 60 sensitive species of animals have the potential to occur on or within the vicinity of the project area. These include those species listed or candidates for listing by the U. S. Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW) and California Native Plant Society (CNPS). All habitats with the potential to be used by sensitive species were evaluated during the site visit and a determination has been made for the presence or probability of presence within this report. No sensitive habitats were found on site. Therefore, based on information detailed below, less than significant impacts occur to sensitive biological resources and no mitigation measures are required.

***Sensitive Plant Resources***

A total of 16 plant species are listed as state and/or federal Threatened, Endangered, or Candidate species; are 1B.1 listed plants on the CNPS Rare Plan Inventory. No sensitive plant species have been found to have potential to exist on the project site. Below are descriptions of these species:

**Marsh sandwort**

Marsh sandwort (Arenaria paludicola) is a federally and state listed Endangered Species and is ranked 1B.1 in the CNPS Rare Plant Inventory. It is found in freshwater marsh, wetland, and marsh and swamp habitats. No habitat for this species is present on the project site. This species is not present on the project site.

**Chaparral sand-verbena**

Chaparral sand-verbena (Abronia villosa var. aurita) is ranked 1B.1 in the CNPS Rare Plant Inventory. It is normally found in sandy areas. Its habitats include chaparral, coastal scrub, and desert dunes. No habitat for this species is present on the project site. This species is not present on the project site.

**San Diego ambrosia**

San Diego ambrosia (Ambrosia pumila) is federally listed as an Endangered species and is also ranked 1B.1 in the CNPS Rare Plant Inventory. This species can be found in an environment with sandy loam, clay soil, or sometimes near vernal pools. The habitats of this species include chaparral, coastal scrub, valley, and foothill grassland. There is no suitable habitat on site for this species. This species is not present on the project site.

**Horn's milk-vetch**

Horn's milk-vetch (Astragalus hornii var. hornii) is ranked 1B.1 in the CNPS Rare Plant Inventory. This species is typically found in lake margins and alkaline sites. The habitat for this species includes alkali playa, meadow/seep, and wetland. There is no suitable habitat on site for this species. This species is not present on the project site.

**Coulter's goldfields**

Coulter's goldfields (Lasthenia glabrata ssp. coulteri) are ranked 1B.1 in the CNPS Rare Plant Inventory. This species can be found in coastal salt marshes, playas, and vernal pools. The habitats for this species include alkali playa, marsh/swamp, salt marsh, vernal pool, and wetland. There is no suitable habitat for this species on site. This species is not present on the project site.

**Nevin's barberry**

Nevin's barberry (Berberis nevinii) is a federally and state Endangered Species and is ranked 1B.1 in the CNPS Rare Plant Inventory. It is typically found on steep, north facing slopes or in low grade sandy washes. Its habitat includes chaparral, cismontane woodland, coastal scrub, and riparian scrub. No habitat for this species is present on the project site. This species is not present on the project site.

**Thread-leaved brodiaea**

The thread-leaved brodiaea (Brodiaea filifolia) is a federally Threatened, state Endangered and is ranked 1B.1 in the CNPS Rare Plant Inventory. It is found in chaparral, cismontane woodlands, coastal sage scrub, valley and foothill grasslands, vernal pools, and wetland. No habitat for this species is present on the project site. This species is not present on the project site.

**Smooth tarplant**

Smooth tarplant (Centromadia pungens ssp. laevis) is ranked 1B.1 in the CNPS Rare Plant Inventory. The species occurs in habitats that include alkali playa, chenopod scrub, meadows

and seeps, riparian woodlands, wetlands, and valley and foothill grasslands. No habitat for this species is present on the project site. This species is not present on the project site.

**Salt marsh bird's-beak**

Salt marsh bird's beak (Chloropyron maritimum ssp. maritimum) is a federally and state listed Endangered Species and is ranked 1B.2 in the CNPS Rare Plant Inventory. This species is limited to the higher zones of salt marsh habitat at elevations of less than ten meters. Its habitat includes coastal dunes, marsh and swamp, salt marsh, and wetland. No habitat for this species is present on the project site. This species is not present on the project site.

**Parry's spineflower**

Parry's spineflower (Chorizanthe parryi var. parryi) is ranked 1B.1 in the CNPS Rare Plant Inventory. The species occurs in dry, sandy soils on dry slopes and flats, sometimes at the interface of two vegetations types, such as chaparral and oak woodland. Its habitat includes coastal scrub, chaparral, cismontane woodland, and valley and foothill grassland. No habitat for this species is present on the project site. This species is not present on the project site.

**Slender-horned spineflower**

Slender - horned spineflower (Dodecahema leptoceras) is a federally and state listed Endangered Species and is ranked 1B.1 in the CNPS Rare Plant Inventory. Its habitat includes chaparral, cismontane woodland, and coastal scrub (alluvial fan sage scrub). No habitat for this species exists on the project site. his species is not present on the project site.

**Santa Ana River woollystar**

Santa Ana River woollystar (Eriastrum densifolium ssp. sanctorum) is a federally and state listed Endangered Species and is ranked 1B.1 in the CNPS Rare Plant Inventory. It is typically found in sandy soils on river floodplains or terraced fluvial deposits. Its habitat includes chaparral and coastal scrub. No habitat for this species is present on the project site. his species is not present on the project site.

**Mesa horkelia**

Mesa horkelia (Horkelia cuneata var. puberula) is ranked 1B.1 in the CNPS Rare Plant Inventory. It is typically found in sandy or gravelly sites. Its habitat includes chaparral, cismontane woodland, and coastal scrub. No habitat for this species is present on the project site. his species is not present on the project site.

**Jokerst's monardella**

Jokerst's monardella (Monardella australis ssp. Jokerstii) is ranked 1B.1 in the CNPS Rare Plant Inventory. It is typically found on steep scree and talus slopes between breccia. As well as, secondary alluvial along drainages and washes. Its habitat includes chaparral and lower montane coniferous forest. No habitat for this species is present on the project site. his species is not present on the project site.

**Gambel's water cress**

Gambel's water cress (Nasturtium gambelii) is federally listed Endangered Species, a state listed Threatened Species, and is ranked 1B.1 in the CNPS Rare Plant Inventory. It is found in freshwater and brackish marshes at the margins of lakes and along streams, in or just above the water level. Its habitat includes brackish marsh, freshwater marsh, marsh and swamp, and

wetland. No habitat for this species is present on the project site his species is not present on the project site.

**Brand's star phacelia**

Brand's star phacelia (Phacelia stellaris) is ranked 1B.1 in the CNPS Rare Plant Inventory. This species is commonly located in open areas. Its habitat includes coastal scrub and coastal dunes. No habitat for this species is present on the project site. His species is not present on the project site.

***Sensitive Animal Resources***

A total of 16 animal species that are listed as State and/or federal Threatened, Endangered, or Candidate will be reviewed in this section. Sensitive species which have a potential to occur will also be discussed in this section. No sensitive animal species have been found to be present on the project site. Below are descriptions of these species:

**Tricolored blackbird**

Tricolored blackbird (Agelaius tricolor) is state listed as Candidate Endangered and listed by the CDFW as a Species of Special Concern. The species occupies freshwater marshes with canopies of willows and other riparian trees. This species requires open accessible water and suitable foraging space. There is no habitat for this species on the project site. Therefore, the species is not present on the project site.

**Santa Ana sucker**

Santa Ana sucker (Catostomus santaanae) is federally listed as an Endangered species. This species can be found in sand-rubble-boulder bottoms, and cool, clear water with algae. Its habitats include aquatic and south coast flowing waters. There is no suitable habitat for this species on site. The species is not present on the project site.

**Riverside fairy shrimp**

Riverside fairy shrimp (Streptocephalus wootoni) is federally listed as an Endangered species. This species inhabits seasonally astatic pools filled by winter/spring rains. The habitats for this species include coastal scrub, valley/foothill grassland, vernal pool, and wetland. There is no suitable habitat for this species on site. The species is not present on the project site.

**Crotch bumble bee**

Crotch bumble bee (Bombus crotchii) is federally stated as a Candidate Endangered and listed by the state as Endangered. This species is typically found in a hot and dry environment along food plant genera such as: Antirrhinum, Phacelia, Clarkia, Dendromecon, Eschscholzia, and Erigonum. Its habits include grasslands and shrublands. The food plant genera for this species are not present on site. The species is not present on the project site.

**Southern rubber boa**

Southern-rubber boa (Charina umbratica) is a state listed Threatened Species. Its habitat includes meadow/seep, riparian forest, riparian woodland, upper montane coniferous forest, and wetland. This species is typically found near streams or wet meadows, and requires loose, moist soil for burrowing. It seeks cover in rotting logs, rock outcrops, and under surface litter. The project site does not contain suitable habitat for this species. The species is not present on the project site.

**Western yellow-billed cuckoo**

Western yellow-billed cuckoo (Coccyzus americanus occidentalis) is federally listed as a Threatened and state listed Endangered Species. This species typically nests in riparian jungles of willows, often mixed with cottonwoods, with lower story of blackberry, nettles, or wild grape. It is found in riparian forest habitat. The project site does not contain suitable habitat for this species. The species is not present on the project site.

**San Bernardino kangaroo rat**

San Bernardino kangaroo rat (Dipodomys merriami parvus) is a federally listed Endangered species and a CDFW Species of Special Concern. It is found in coastal scrub habitat. This species is found in alluvial scrub vegetation on sandy loam substrates, characteristic of alluvial fans and flood plains. It needs early to intermediate seral stages. The project site does not contain suitable habitat for this species. This species is not present on the project site.

**Stephen's kangaroo rat**

Stephens' kangaroo rat (Dipodomys stephensi) is a federal and state listed Threatened species. This species is found in coastal sage scrub with sparse vegetation cover, and in valley and foothill grasslands. This species prefers buckwheat, chamise, brome grass, and filaree and will burrow into firm soil. The project site does not contain suitable habitat for this species. This species is not present on the project site.

**Southwestern willow flycatcher**

Southwestern willow flycatcher (Empidonax traillii extimus) is on both the federal and state Endangered Species list. It is commonly found in riparian woodland habitats in southern California. The project site does not contain suitable habitat for this species. This species is not present on the project site.

**Quino checkerspot butterfly**

Quino checkerspot butterfly (Euphydryas editha quino) is a federally listed Endangered Species. It is found in chaparral and coastal sage scrub. This species requires high densities of food plants, including Plantago erecta, P. insularis, and Orthocarpus purpurescens. The project site does not contain suitable habitat for this species. This species is not present on the project site.

**California black rail**

California black rail (Laterallus jamaicensis coturniculus) is a state listed Threatened Species and a CDFW Fully Protected Species. It inhabits freshwater marshes, wet meadows, and shallow margins of saltwater marshes bordering larger bays. This species needs water depths of about one inch that do not fluctuate throughout the year and dense vegetation for nesting habitat. Its habitat includes brackish marsh, freshwater marsh, marsh and swamp, salt marsh, and wetland. The project site does not have suitable habitat for this species. This species is not present on the project site.

**Steelhead-southern California DPS**

Steelhead-southern California DPS (Oncorhynchus mykiss irideus pop. 10) is a federally listed Endangered Species and listed as a Candidate Endangered in the state. This species is likely to have greater physiological tolerances to warmer water and more variable conditions. Its habitats include aquatic and south coast flowing waters. The project site does not have suitable habitat for this species. This species is not present on the project site.

**Coastal California gnatcatcher**

Coastal California gnatcatcher (Polioptila californica californica) is a federally listed Threatened Species and CDFW Species of Special Concern. This species is found in coastal bluff scrub and coastal scrub habitat. This species is typically found in low, coastal sage scrub in arid washes, on mesas and slopes. The project site does not contain suitable habitat for this species. This species is not present on the project site.

**Southern mountain yellow-legged frog**

Southern mountain yellow-legged frog (Rana muscosa) is a federal and state listed Endangered Species. It is found in aquatic habitat. This species is always encountered within a few feet of water. Tadpoles may require two to four years to complete their aquatic development. The project site does not contain suitable habitat for this species. This species is not present on the project site.

**Delhi Sands flower-loving fly**

Delhi Sands flower-loving fly (Rhaphiomidas terminates abdominalis) is a federally listed Endangered Species. It requires fine, sandy soils, often with wholly or partly consolidated dunes and sparse vegetation. It is found only in areas of the Delhi Sands formation in southwestern San Bernardino and northwestern Riverside Counties. This species is found in interior dune habitat. The project site does not have suitable habitat for this species. This species is not present on the project site.

**Least Bell's vireo**

Least Bell's vireo (Vireo bellii pusillus) is a federal and state listed Endangered Species. This species is found in riparian forest, riparian scrub, and riparian woodland. The nesting habitat of this species is restricted to willow and/or mule fat dominated riparian scrub along permanent or nearly permanent streams. No suitable habitat for this species is present on the project site. This species is not present on the project site.

b) **No Impact.** The project site is located entirely on disturbed/developed land. No riparian habitat or natural vegetation communities are present within the impact footprint. Therefore, there would be no impact to riparian or sensitive vegetation communities and no mitigation measure are required.

c) **No Impact.** The project site does not contain any drainage, riparian, or riverine features. San Bernardino County Flood Control District (SBCFCD) has a series of water infiltration basins along the south side of Whittram Avenue across the street from the project site that is not a federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.). There are no CDFW, United States Army Corps of Engineers (USACE), or Regional Water Quality Control Board (RWQCB) jurisdictional waters within the project site boundaries. Therefore, no impact to jurisdictional waters or wetlands and no mitigation measures are required.

d) **No Impact.** Wildlife movement corridors can be local or regional in scale; their functions may vary temporally and spatially based on conditions and species present. Wildlife corridors represent areas where wildlife movement is concentrated due to natural or anthropogenic constraints. Local corridors provide access to resources such as food, water, and shelter. Animals use these corridors, which are often hillsides or riparian areas, to move between different habitats. Regional corridors provide these functions and link two or more large habitat areas. They provide avenues for wildlife dispersal, migration, and contact between otherwise distinct populations.

The project site is not located within a designated wildlife corridor or linkage. The project site does not contain the topography or habitats typically used as wildlife corridors. The site is bordered by residential and industrial areas. The project site does not serve a function in local wildlife movement. Therefore, no impact to wildlife corridors would occur and no mitigation measures are required.

e) **Less than Significant Impact with Mitigation.** The project site includes shrubs and trees. The vegetation present within this habitat consists of ornamental species such as Peruvian pepper tree (*Schinus mole*), citrus trees (*Citrus sp*.), tree of heaven (*Ailanthus altissima*), coast prickly pear (*Opuntia littoralis),* glossy privet (*Ligustrum lucidum*), chinaberry tree (*Melia azedarach*), and blue gum (*Eucalyptus globulus*). Should the proposed project result in the removal of trees, it will be required to comply with the County's Plant Protection and Management Ordinances. The project site is located within the County's Burrowing Owl Overlay Zone (BUOW). Per the biological survey, no habitat or presence was found. Nevertheless, because the site is in a BUOW overlay zone, this mitigation measure is provided to ensure that potential impacts are mitigated to less than significant.

> **BIO-2: Due to the project site being located within the County of San Bernardino Burrowing Owl Overlay Zone, a preconstruction burrowing owl survey shall be performed within 30 days prior to the start of any ground disturbing activities to avoid potential impacts to Burrowing Owls (BUOW). Pre-construction surveys for burrowing owls under the Migratory Bird Treaty Act and Section 3503 of the California Fish and Wildlife Code shall be conducted prior to the commencement of Project related ground disturbance.**

Migratory non-game native bird species are protected under the federal Migratory Bird Treaty Act. Additionally, Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit the taking of all birds and their active nests. The project site contains shrubs and trees that can be utilized by nesting birds and raptors during the nesting bird season of February 1 through September 15. Therefore, the following mitigation measures is provided to ensure potential impacts are mitigated to less than significant levels.

> **BIO-3: Nesting Bird Survey: Nesting bird nesting season generally extends from February 1 through September 15 in southern California and specifically, March 15 through August 31 for migratory passerine birds. To avoid impacts to nesting birds (common and special status) during the nesting season, a qualified Avian Biologist shall conduct pre-construction Nesting Bird Surveys (NBS) prior to Project-related disturbance to nestable vegetation to identify any active nests. If no active nests are found, no further action shall be required. If an active nest is found, the biologist shall set appropriate no work buffers around the nest which will be based upon the nesting species, its sensitivity to disturbance, nesting stage, and expected types, intensity, and duration of the disturbance. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved no-work buffer zone shall be clearly marked in the field, within which no disturbance activity shall commence until the qualified biologist has determined the young birds have successfully fledged and the nest is inactive.**

f) **No Impact**. The project is not within any habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan.

Therefore, no impacts associated with an adopted conservation plan would occur and no mitigation measures are required.

**Possible significant adverse impacts have been identified and may occur therefore compliance with Mitigation Measure BIO-1 to BIO-3 would reduce possible impacts to a less than significant level.**

| | *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):

***Countywide Policy Plan, Adopted November 27, 2020; Cultural Historical Resources Information System (CHRIS), South Central Coast Information Center, California State University, Fullerton; Submitted Project Materials; Cultural Resources Report (Appendix C)***

a-b) **Less than Significant with Mitigation**. Cultural resource work has been conducted in accordance with CEQA as amended (Public Resources Code Section 21000 et seq.) and pursuant to the Guidelines for Implementation of CEQA (CCR Title 14 Section 15000 et seq.). The results of this cultural resources inventory will be used to assess potential impacts to sensitive resources. For the purposes of this documentation, the CEQA Lead Agency for the project is the San Bernardino County.

During the field survey and additional research, BCR Consulting personnel identified four historic-age buildings within the project site boundaries at 8721 Calabash Avenue (one building) and 13932 Whittram Avenue (three buildings). The buildings fail to satisfy any of the criteria necessary for listing on the California Register of Historical Resources (California Register). California Register criteria are based on National Register criteria. For a property to be eligible for inclusion on the California Register, one or more of the following criteria must be met:

1. It is associated with the events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the U.S.;
2. It is associated with the lives of persons important to local, California, or U.S. history;
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, represents the work of a master, possesses high artistic values; and/or
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

**8721 Calabash Avenue:** This resource consists of an historic-period single family residence. It is not associated with important events or individuals (California Register Criteria 1 and 2). It does not exhibit distinctive characteristics of a type, period, region, or method of construction,

and does not represent the work of a master, possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction (California Register Criterion 3). The resource does not exhibit any further data potential, and it is not likely to yield information important to the history of the region (California Register Criterion 4). Because of the resource's failure to meet California Register criteria, it is not recommended a potential historical resource under CEQA. Furthermore, this site does not appear to be a unique archaeological resource. Specifically, it does not:

- appear to have potential to answer important scientific research questions,
- exhibit potential for a special and particular quality such as being the oldest of its type or the best available example of its type,
- indicate potential association with a scientifically recognized important prehistoric or historic event or person.

**13932 Whittram Avenue.** This resource comprises three historic-period residential buildings. The property and its constituent buildings are not associated with important events or individuals (California Register Criteria 1 and 2). None of the three buildings exhibit distinctive characteristics of a type, period, region, or method of construction, and do not represent the work of a master, possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction (California Register Criterion 3). The resources do not exhibit any further data potential, and it is not likely to yield information important to the history of the region (California Register Criterion 4). Because the property and its constituent buildings fail to meet California Register criteria, it is not recommended a potential historical resource under CEQA. Furthermore, this site does not appear to be a unique archaeological resource. Specifically, it does not:

- appear to have potential to answer important scientific research questions,
- exhibit potential for a special and particular quality such as being the oldest of its type or the best available example of its type,
- indicate potential association with a scientifically recognized important prehistoric or historic event or person.

Therefore, the project site and its constituent historic-age buildings are not recommended eligible for the California Register. As such they are not recommended "historical resources" under CEQA. They do not warrant further consideration. No other cultural resources (including other architectural historical resources, prehistoric archaeological resources, or historic archaeological resources) were identified. Furthermore, excavations for various buildings and other uses have disturbed soils throughout the property beyond depths at which buried resources are likely.

Careful review of available archival information and the preliminary assessments and vicinity suggests that intact buried cultural resources or historic properties would be very unlikely, and due to the disturbances observed, any resources would lack integrity to be considered significant. Due to the absence of intact cultural resources, and the anticipation that potential subsurface components would not hold sufficient integrity, an archaeological monitor is not recommended for the project as described. However, if during the course of the project, there are any changes that would result in a deviation from the proposed disturbance footprint then an archaeological monitor or formal evaluation may be required to avoid potential inadvertent impacts to cultural resources. However, if there are any changes to the project that would result in a deviation, then an archaeological monitor or formal evaluation may be required to

avoid potential inadvertent impacts to cultural resources. To ensure potential impacts to historic and archeological resources are reduced to a less than significant level, the following mitigation measure shall be implemented:

**CR-1: If 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 (the Qualified Archaeologist) 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 Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN), the Gabrieleño Band of Mission Indians – Kizh Nation (Kizh), and the Morongo Band of Mission Indians (MBMI) shall be contacted, as detailed within TCR-1, regarding any pre-contact 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. Clearly non-significant finds (such as isolated artifacts and non-diagnostic historic-period materials) shall be recorded and collected with minimal work stoppage. Should the Qualified Archaeologist, in consultation with participating Native American entities, recommend that a find is potentially significant, recommendation for the testing, treatment, and disposition of the resource shall be drafted by the Qualified Archaeologist. After review of this draft recommendation by participating Native American entities and the applicant, the treatment plan shall be submitted to the County for review and approval. Should the treatment plan result in a finding of significance, the following treatments and dispositions of significant cultural resources in order of CEQA preference shall be necessary:**

**a. Full avoidance**

**b. If avoidance is not feasible, preservation in place.**

**c. If preservation in place is not feasible, data recovery through excavation shall be necessary.**

**d. All recovered cultural items shall be reburied in an area away from any future impacts and reside in a permanent conservation easement or Deed Restriction within the project site, if feasible. If participating entities cannot agree on a feasible reburial location, one of the participating Native American entities shall take possession to curate in its own facility or to rebury in a location to be agreed to by all participating Native American entities.**

**e. If all other options are proven to be infeasible, artifacts shall be curated in a Curation Facility that meets the Federal Curation Standards (CFR 79.1).**

c) **Less than Significant with Mitigation.** Careful review of available archival information and the preliminary assessments and vicinity suggests that intact buried cultural resources or historic properties would be very unlikely, and due to the disturbances observed, any resources would lack integrity to be considered significant. However, significant adverse impacts may be identified during ground disturbances and the following mitigation measure shall be required to ensure potential impacts are reduced to less than significant.

**CR-2: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects. The Tribe(s) requests the following specific conditions to be imposed in order to protect Native American human remains and/or cremations. No photographs shall be taken except by the coroner, with written approval by the consulting Tribe[s].**

a. **Native American human remains are defined in PRC Section 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC Section 5097.98, shall also be treated according to this statute.**

b. **If Native American human remains and/or grave goods are discovered or recognized on the project site, then PRC Section 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.**

c. **Human remains and grave/burial goods shall be treated alike per PRC Section 5097.98(d)(1) and (2).**

d. **Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.**

e. **Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.**

f. **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 Section 7050.5 and that code enforced for the duration of the project. If the County Coroner determines that the find is Native American, the Native American Heritage Commission shall be notified immediately.**

g. **The Native American Heritage Commission shall immediately notify the person or persons it believes to be the Most Likely Descendant (MLD). The MLD has 48 hours, upon being granted access to the project site, to inspect the site of discovery and make his/her recommendation for final treatment and disposition, with appropriate dignity, of the remains and all associated grave goods pursuant to PRC Section 5097.98.**

**Possible significant adverse impacts have been identified and may occur, therefore compliance with Mitigation Measures CR-1 and CR-2 would reduce possible impacts to a less than significant level.**

| | *Issues* | *Potentially Significant Impact* | *Less than Significant with Mitigation Incorporated* | *Less than Significant* | *No Impact* |
|---|---|---|---|---|---|
| **VI.** | **ENERGY** – Would the project: | | | | |
| a) | Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | ☐ | ☐ | ☒ | ☐ |
| b) | Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | ☐ | ☐ | ☒ | ☐ |

***SUBSTANTIATION:***

***Countywide Policy Plan, Adopted November 27, 2020; Submitted Materials, Air Quality, Energy, Greenhouse Gas Emissions and Health Risk Assessment Report (Appendix A)***

a) **Less than Significant Impact**. The proposed project would require energy resources during construction and operation. Energy resources that would be utilized include electricity, natural gas, and petroleum-based fuel supplies and distribution systems. This analysis includes a discussion of the potential energy impacts of the proposed project, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. A general definition of each of these energy resources is provided below.

Electricity, a consumptive utility, is a man-made resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves a number of system components, including substations and transformers that lower transmission line power (voltage) to a level appropriate for on-site distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands. In 2022, San Bernardino County consumed 16,630 Gigawatt-hours per year of electricity[1].

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas consumed in California is obtained from naturally occurring reservoirs, mainly located outside the State, and delivered through high-pressure transmission pipelines. The natural gas transportation system is a nationwide network and, therefore, resource availability is typically not an issue. Natural gas satisfies almost one-third of the State's total energy requirements and is used in electricity generation, space heating, cooking, water heating, industrial processes, and as a transportation fuel. Natural gas is measured in terms of cubic feet. In 2022, San Bernardino County consumed 562.1 Million Therms of natural gas[2].

Petroleum-based fuels currently account for a majority of California's transportation energy sources and primarily consist of diesel and gasoline types of fuels. However, the state has been

[1] Obtained from: http://www.ecdms.energy.ca.gov/elecbycounty.aspx
[2] Obtained from: http://www.ecdms.energy.ca.gov/gasbycounty.aspx

working on developing strategies to reduce petroleum use. Over the last decade California has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHG emissions from the transportation sector, and reduce vehicle miles traveled (VMT). Accordingly, petroleum-based fuel consumption in California has declined Accordingly, petroleum-based fuel consumption in California has declined. In 2023, 897 million gallons of gasoline and 267 million gallons of diesel was sold in San Bernardino County[3].

The following section calculates the potential energy consumption associated with the construction and operations of the proposed project and provides a determination if any energy utilized by the proposed project is wasteful, inefficient, or unnecessary consumption of energy resources.

**Construction Energy**

The construction activities for the proposed project are anticipated to include demolition of the existing structures on the project site, site preparation and grading of the 5.22-acre project site, building construction of the maintenance shop and office building, paving of the truck terminal and auto parking area, and application of architectural coatings. The proposed project would consume energy resources during construction in three (3) general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, as well as delivery and haul truck trips (e.g., hauling of material to disposal facilities);
2. Electricity associated with the conveyance of water that would be used during project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power; and,
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

**Construction-Related Electricity**

During construction the proposed project would consume electricity to construct the proposed truck terminaland infrastructure. Electricity would be supplied to the project site by Southern California Edison and would be obtained from the existing electrical lines in the vicinity of the project site. The use of electricity from existing power lines rather than temporary diesel or gasoline powered generators would minimize impacts on fuel consumption. Electricity consumed during project construction would vary throughout the construction period based on the construction activities being performed. Various construction activities include electricity associated with the conveyance of water that would be used during project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power. Such electricity demand would be temporary, nominal, and would cease upon the completion of construction. Overall, construction activities associated with the proposed project would require limited electricity consumption that would not be expected to have an adverse impact on available electricity supplies and infrastructure.

[3] Obtained from: https://www.energy.ca.gov/media/3874

Therefore, the use of electricity during project construction would not be wasteful, inefficient, or unnecessary.

Since there are currently power lines that serve the project site, it is anticipated that only necessary improvements would be required to Southern California Edison distribution lines and equipment with development of the proposed project. Compliance with County's guidelines and requirements would ensure that the proposed project fulfills its responsibilities relative to infrastructure installation, coordinates any electrical infrastructure removals or relocations, and limits any impacts associated with construction of the project. Construction of the project's electrical infrastructure is not anticipated to adversely affect the electrical infrastructure serving the surrounding uses or utility system capacity.

**Construction-Related Natural Gas**

Construction of the proposed project typically would not involve the consumption of natural gas. Natural gas would not be supplied to support construction activities, thus there would be no demand generated by construction. Since the project site currently has natural gas service to the project site, construction of the proposed project would be limited to installation of new natural gas connections within the project site. Development of the proposed project would likely not require extensive infrastructure improvements to serve the project site. Construction-related energy usage impacts associated with the installation of natural gas connections are expected to be confined to trenching in order to place the lines below surface. In addition, prior to ground disturbance, the proposed project would notify and coordinate with SoCal Gas to identify the locations and depth of all existing gas lines and avoid disruption of gas service. Therefore, construction-related impacts to natural gas supply and infrastructure would be less than significant and no mitigation measures are required.

**Construction-Related Petroleum Fuel Use**

Petroleum-based fuel usage represents the highest amount of transportation energy potentially consumed during construction, which would be utilized by both off-road equipment operating on the project site and on-road automobiles transporting workers to and from the project site and on-road trucks transporting equipment and supplies to the project site.

The off-road construction equipment fuel usage was calculated in the Air Quality Analysis (Vista Environmental, 2023), which found that construction of the proposed project would consume approximately 1,220 gallons of gasoline and 36,058 gallons of diesel fuel. This equates to 0.0001 percent of the gasoline and 0.014 percent of the diesel used annually in San Bernardino County. As such, the construction-related petroleum use would be nominal, when compared to current County-wide petroleum usage rates.

Construction activities associated with the proposed project would be required to adhere to all State and SCAQMD regulations for off-road equipment and on-road trucks, which provide minimum fuel efficiency standards. As such, construction activities for the proposed project would not result in the wasteful, inefficient, and unnecessary consumption of energy resources. Impacts regarding transportation energy would be less than significant. Development of the project would not result in the need to manufacture construction materials or create new building material facilities specifically to supply the proposed project. It is difficult to measure the energy used in the production of construction materials such as asphalt, steel, and concrete, it is reasonable to assume that the production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest of minimizing the cost of doing business.

***Operational Energy***

The on-going operation of the proposed project would require the use of energy resources for multiple purposes including, but not limited to, heating/ventilating/air conditioning (HVAC), refrigeration, lighting, appliances, and electronics. Energy would also be consumed during operations related to water usage, solid waste disposal, landscape equipment, and vehicle trips.

**Operations-Related Electricity**

Operation of the proposed project would result in consumption of electricity at the project site that would be provided by Southern California Edison (SCE). The *Edison International 2023 Sustainability Report*, details that in 2023, SCE delivered 52 percent of its power from carbon free sources and SCE is committed to and on track to delivering 100 percent carbon free power by 2045.

The proposed project's consumption of electricity was calculated in the Air Quality Analysis (Vista Environmental, 2023) that found operation of the project would consume approximately 296,116 kilowatt-hours per year of electricity. This equates to 0.0018 percent of the electricity consumed annually in San Bernardino County. As such, the operations-related electricity use would be nominal, when compared to current electricity usage rates in the County.

It should be noted that, the proposed project would comply with all Federal, State, and County requirements related to the consumption of electricity, that includes CCR Title 24, Part 6 *Building Energy Efficiency Standards* and CCR Title 24, Part 11: *California Green Building Standards.* The CCR Title 24, Part 6 and Part 11 standards require numerous energy efficiency measures to be incorporated into the proposed structures, including enhanced insulation, use of energy efficient lighting and appliances as well as designing the structures to be capable of handling future solar photovoltaic (PV) systems and battery storage systems and requiring a variety of other energy-efficiency measures to be incorporated into the proposed structures. Therefore, it is anticipated the proposed project will be designed and built to minimize electricity use through use of enhanced insulation and use of energy efficient lighting and appliances and that existing and planned electricity capacity and electricity supplies would be sufficient to support the proposed project's electricity demand. Thus, the project would not result in the wasteful or inefficient use of electricity and no mitigation measures are required.

**Operations-Related Natural Gas**

Operation of the proposed project would result in increased consumption of natural gas at the project site. The proposed project's consumption of natural gas was calculated in the Air Quality Analysis (Vista Environmental, 2023) that found operation of the project would consume approximately 206 MBTU per year of natural gas. This equates to 0.00037 percent of the natural gas consumed annually in San Bernardino County. As such, the operations-related natural gas use would be nominal, when compared to current natural gas usage rates in the County.

It should be noted that, the proposed project would comply with all Federal, State, and County requirements related to the consumption of natural gas, that includes CCR Title 24, Part 6 *Building Energy Efficiency Standards* and CCR Title 24, Part 11: *California Green Building Standards.* The CCR Title 24, Part 6 and Part 11 standards require numerous energy efficiency measures to be incorporated into the proposed structures, including enhanced insulation as well as use of efficient natural gas appliances and HVAC units. Therefore, it is anticipated the proposed project will be designed and built to minimize natural gas use and that existing and

planned natural gas capacity and natural gas supplies would be sufficient to support the proposed project's natural gas demand. Thus, impacts with regard to natural gas supply and infrastructure capacity would be less than significant and no mitigation measures are required.

**Operations-Related Vehicular Petroleum Fuel Usage**

Operation of the proposed project would result in increased consumption of petroleum-based fuels related to vehicular travel to and from the project site. The proposed project would consume approximately 6,091 gallons of gasoline per year from automobile vehicle travel and 51,285 gallons of diesel per year from truck travel. This equates to 0.0006 percent of the gasoline and 0.019 percent of the diesel consumed annually in San Bernardino County. As such, the operations-related petroleum use would be nominal, when compared to current petroleum usage rates.

It should be noted that the proposed project will be designed and built to minimize transportation energy by locating a truck terminal in close proximity to existing rail yards and logistics warehouses, which would reduce truck travel times to existing truck terminal areas at the outer edges of the Air Basin and it is anticipated that existing and planned capacity and supplies of transportation fuels would be sufficient to support the proposed project's demand. Thus, impacts with regard transportation energy supply and infrastructure capacity would be less than significant and no mitigation measures would be required.

In conclusion, the proposed project would comply with regulatory compliance measures outlined by the State and County related to Air Quality, GHG Emissions, Transportation/Circulation, and Water Supply. Additionally, the proposed project would be constructed in accordance with all applicable County Building and Fire Codes. Therefore, the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. Therefore, less than significant would occur and no mitigation measures are required.

b) **Less than Significant Impact.** The proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The applicable energy plan for the proposed project is the *County of San Bernardino General Plan Renewable Energy and Conservation Element*, Amended February 2019. The proposed project's consistency with the applicable energy-related policies in the General Plan are shown in Table E. As shown in Table E, the proposed project would be consistent with all applicable energy-related policies from the General Plan. Therefore, the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, impacts would be less than significant and no mitigation measures are required.

**Table E – Proposed Project Compliance with Applicable General Plan Energy Policies**

| Policy No. | General Plan Policy | Proposed Project Implementation Actions |
|---|---|---|
| 1.4 | Encourage residents and businesses to conserve energy. | **Consistent.** The proposed structures will be designed to meet the most current Title 24 Part 6 building standards that require enhanced insulation in order to reduce energy usage that will conserve energy. |
| 2.1 | Support solar energy generation, solar water heating, wind energy and bioenergy systems that are consistent with the orientation, siting and environmental | **Consistent.** The proposed structures will be designed to meet the most current Title 24 Part 6 building standards that require all new non-residential structures to be designed to be solar ready. |

| | | |
|---|---|---|
| | compatibility policies of the General Plan. | |
| 2.2 | Promote use of energy storage technologies that are appropriate for the character of the proposed location. | **Consistent.** The proposed structures will be designed to meet the most current Title 24 Part 6 building standards that require the electrical system in non-residential buildings to be designed to handle future solar PV systems and battery storage systems. |
| 2.3 | Encourage the use of feasible emerging and experimental renewable energy technologies that are compatible with County regulatory standards. | **Consistent.** The proposed structures will be designed to meet the most current Title 24 Part 6 building standards that require the electrical system in non-residential buildings to be designed to handle future renewable energy technologies. |
| 2.6 | Encourage energy efficiency through appropriate renewable energy systems. | **Consistent.** The proposed structures will be designed to meet the most current Title 24 Part 6 building standards that require the electrical system in non-residential buildings to be designed to handle future solar PV systems and battery storage systems. |
| 3.1 | Prioritize, facilitate, and encourage onsite accessory RE generation to serve the unincorporated county, with a primary focus on rooftop and parking lot solar energy generation. | **Consistent.** The proposed structures will be designed to meet the most current Title 24 Part 6 building standards that require the electrical system in non-residential buildings to be designed to handle future solar PV systems and battery storage systems. |

Source: San Bernardino County, 2019.

**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* |
|---|---|---|---|---|---|
| **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)*

***Countywide Policy Plan, Adopted November 27, 2020; Submitted Project Materials; Geotechnical Report (Appendix D)***

a) i) **No Impact.** The Alquist-Priolo Zones Special Studies Act defines active faults as those that have experienced surface displacement or movement during the last 11,000 years. As shown in Policy Map HZ-1, Earthquake Fault Zones, in the Policy Plan, the project site would not be located within an Alquist-Priolo Zone or a County designated fault hazard zone. The nearest Alquist-Priolo Zone is located approximately five (5) miles from the project site and the nearest County fault hazard zone is located approximately 12 miles north of the project site. Additionally, based on a review of the California Department of Conservation regulatory maps, the project site is not located in a designated earthquake fault zone. Therefore, no impacts associated with fault rupture would occur and no mitigation measures are required.

ii) **No Impact.** Similar to other areas located in the seismically active Southern California region, the County is susceptible to strong ground shaking during an earthquake. However, as previously addressed in Section VII, Geology and Soils, Response A - i, the project site is not located within an active fault zone, and the site would not be affected by ground shaking more than any other area in this seismic region. Further, in accordance with the Geotechnical Report (Appendix D) prepared for the project, the project would incorporate seismic design parameters to ensure structural integrity during a seismic event. The seismic design parameters would be in accordance with the 2022 California Building Code, which sets forth specific engineering requirements (CBC 2022). Compliance with these requirements would reduce the potential risk to both people and structures based on the Geotechnical Report with respect to strong seismic ground shaking. Therefore, no impacts associated with strong seismic ground shaking would occur and no mitigation measures are required.

iii) **Less than Significant Impact.** Liquefaction occurs when partially saturated soil loses its effective stress and enters a liquid state, which can result in the soil's inability to support structures above. Liquefaction can be induced by ground-shaking events and is dependent on soil saturation conditions. As shown in Policy Map HZ-2, Liquefaction and Landslide Hazards, in the Policy Plan, the project site would not be located in area with susceptibility to liquefaction. Additionally, based on current mapping, relatively dense character of the subsurface soils and absence of shallow groundwater across the site" the liquefaction potential at the site is very low, per Appendix D, Geotechnical Report. Therefore, impacts associated with liquefaction would be less than significant and no mitigation measures are required.

iv) **No Impact.** The project site consists of flat parcel within a developed industrial area and is not located adjacent to any potentially unstable topographical feature such as a hillside or riverbank. As shown in Policy Map HZ-2, Liquefaction and Landslide Hazards, in the Policy Plan, the project site would not be located in an area susceptible to landslides. Therefore, no impacts associated with landslides would occur and no mitigation measures are required.

b) **Less than Significant Impact.** Development of the project site would result in project-related dust due to the operation of machinery on-site or due to high winds. Additionally, erosion of soils could occur due to a storm event. Development of the proposed project would disturb more than one acre of soil; therefore, the proposed project is subject to the requirements of the State Water Resources Control Board (SWRCB) General Permit for Discharges of Storm Water Associated with Construction Activity. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation. The Construction General Permit requires the development and implementation of a Storm

Water Pollution and Prevention Plan (SWPPP). The proposed project contractor will be required to prepare a SWPPP that includes Best Management Practices (BMPs) to avoid and minimize soil erosion. Adherence to BMPs is anticipated to ensure that the proposed project does not result in substantial soil erosion or the loss of topsoil. Therefore, less than significant impacts associated with soil erosion would occur and no mitigation measures are required.

c) **Less than Significant Impact.** Landslides and slope failure can result from ground motion generated by earthquakes. As shown on the Countywide Plan Policy Map HZ-2, the project site and surrounding area is not located within an area susceptible to landslides. The project site is flat and is not located adjacent to any potentially unstable topographical feature, such as a hillside or riverbank. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Based on the conclusions of Appendix D, Geotechnical Report, the site is not 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 an on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Implementation of design recommendations presented in the Appendix D, Geotechnical Report shall be a condition of project approval. Therefore, impacts associated with unstable soil would be less than significant and no mitigation measures are required.

d) **Less than Significant Impact.** As concluded in Appendix D, Geotechnical Report, on-site soils are classified as having a "very low" expansion potential. Implementation of design recommendations as presented in the Appendix D shall be made a condition of approval including compliance with all appropriate and applicable standards of the 2022 CBC. Therefore, impacts associated with expansive soil would be less than significant and no mitigation measures are required.

e) **Less than Significant Impact.** The project would include an on-site septic tank to treat wastewater generated on-site. Septic tanks installed in the County are subject to Section 33.0890 et seq., Liquid Waste Disposal, of the San Bernardino County Development Code, which requires issuance of a permit by the San Bernardino County Department of Environmental Health Services for the construction of a private septic system and sets forth requirements for the siting and construction of private septic systems.

Prior to issuance of a permit, the San Bernardino County Department of Environmental Health Services will review the proposed septic system to ensure on-site soils would be capable of supporting such a system. As part of the project entitlement process, the project applicant will comply with the County's Sanitation Permit process and submit proposed plans, as well as a soil percolation report, to the County Department of Environmental Health Services for review and approval. Compliance with this process will ensure that adverse impacts associated with on-site soils and septic systems do not occur. Therefore, impacts associated with the underlying soils' ability to support septic systems would be less than significant and no mitigation measures are required.

f) **Less than Significant with Mitigation.** A significant impact may occur if grading or excavation activities would disturb paleontological resources within the project site. The project site has been subject to previous ground disturbing activities that have affected the entirety of the project site, and as such, it follows that any paleontological resources that may have once been located on the project site could have been previously disturbed. However, the possibility of a paleontological discovery cannot be discounted. Accordingly, destruction of paleontological resources or unique geologic features during site-disturbing activities associated with construction of the proposed project is considered a potential significant impact. Therefore,

GEO-1 is provided and would be implemented to ensure potential impacts during construction activities to paleontological resources or unique geologic features are reduced to a less than significant level.

> **GEO-1: In the event that paleontological resources (fossil remains) are exposed during construction activities for the proposed project, all construction work occurring within 50 feet of the find shall immediately stop until a qualified paleontologist, as defined by the Society of Vertebrate Paleontology's 2010 guidelines, can assess the nature and importance of the find. Depending on the significance of the find, the paleontologist shall record the find and allow work to continue or recommend salvage and recovery of the resource. All recommendations shall be made in accordance with the Society of Vertebrate Paleontology's 2010 guidelines and shall be subject to review and approval by the County. Work in the area of the find may only resume upon approval by the qualified paleontologist.**

**Possible significant adverse impacts have been identified and may occur, therefore compliance with Mitigation Measure GEO-1 would reduce possible impacts to a less than significant level.**

| | *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:***
***Countywide Policy Plan, Adopted November 27, 2020; Greenhouse Gas Emissions (GHG) Reduction Plan (September 2011, updated 2021); Submitted Project Materials; Air Quality, Energy, Greenhouse Gas Emissions and Health Risk Assessment Report (Appendix A)***

a) **Less than Significant Impact.** San Bernardino County adopted the Greenhouse Gas Emissions Reduction Plan (GHG Reduction Plan) in 2011 and the GHG Reduction Plan was updated June 2021 (GHGRP Update). The GHG Reduction Plan requires the reduction of 159,423 metric tons of $CO_2$ equivalent emissions ($MTCO_2e$) per year from new development by 2020 as compared to the unmitigated conditions. As part of the GHG Reduction Plan, San Bernardino County also adopted the Greenhouse Gas Emissions Development Review Processes that determined that projects that do not exceed 3,000 $MTCO_2e$ per year will be consistent with the GHG Plan and determined to have a less than significant individual and cumulative impact for GHG emissions. The project's GHG emissions have been calculated with the CalEEMod model. A summary of the results is shown below in Table .

**Table F – Project Related Greenhouse Gas Annual Emissions**

| | Greenhouse Gas Emissions (Metric Tons per Year) | | | |
|---|---|---|---|---|
| **Category** | **$CO_2$** | **$CH_4$** | **$N_2O$** | **$CO_2e$** |
| Mobile Sources[1] | 631 | 0.05 | 0.10 | 662 |
| Area Sources[2] | 0.15 | <0.01 | <0.01 | 0.15 |
| Energy Usage[3] | 57.7 | 0.01 | <0.01 | 58.0 |
| Water and Wastewater[4] | 2.95 | 0.06 | <0.01 | 4.8 |
| Solid Waste[5] | 0.83 | 0.08 | 0.00 | 2.9 |
| Refrigeration[6] | -- | -- | -- | 0.32 |
| Construction[7] | 12.1 | <0.01 | <0.01 | 12.2 |
| **Proposed Project Total Emissions** | 705 | 0.2 | 0.1 | **740** |
| **County GHG Emissions Reduction Plan Screening Threshold** | | | | **3,000** |
| **Exceed Threshold?** | | | | **No** |

Notes:
[1] Mobile sources consist of GHG emissions from vehicles.
[2] Area sources consist of GHG emissions from consumer products, architectural coatings, and landscaping equipment.
[3] Energy usage consists of GHG emissions from electricity and natural gas usage.
[4] Water includes GHG emissions from electricity used for transport of water and processing of wastewater.

[5] Waste includes the $CO_2$ and $CH_4$ emissions created from the solid waste placed in landfills.
[6] Refrigeration includes GHG emissions from refrigerants (unrefrigerated warehouse space not refrigerated).
[7] Construction emissions amortized over 30 years as recommended in the SCAQMD GHG Working Group on November 19, 2009.
Source: CalEEMod Version 2022.1 (see Appendix A: Air, Energy, Greenhouse Gas Emissions, and Health Risk Report).

The data provided in Table shows that the proposed project would create 740 $MTCO_2e$ per year. The County's GHG Plan, small projects that do not exceed 3,000 $MTCO_2e$ per year will considered to be consistent with the Plan and determined to have a less than significant individual and cumulative impact for GHG emissions. Since the proposed project's GHG emissions are below the County's screening threshold, the proposed project would not create a significant cumulative impact from GHG emissions. Therefore, impacts related to greenhouse gas emissions would be less than significant and no mitigation measures are required.

b) **Less than Significant Impact.** The proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions. The applicable plan for the proposed project is the GHGRP Update and the associated GHG Review Processes, provide direction for conformity of new development projects to the GHG Plan. The GHGRP Update and the GHG Review Processes determined that projects that do not exceed 3,000 $MTCO_2e$ per year will be consistent with the GHG Plan and determined to have a less than significant individual and cumulative impact for GHG emissions.

As shown above in Table F, the proposed project would create 740 $MTCO_2e$ per year, which is well below the 3,000 $MTCO_2e$ per year threshold provided in the GHG Review Processes. Therefore, the proposed project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. Impacts would be less than significant and no mitigation measures are required.

**Therefore, less than 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:***

***Countywide Policy Plan, Adopted November 27, 2020; CAL FIRE; Submitted Project Materials, Phase I Report (Appendix E)***

a) **Less than Significant Impact.** Hazardous or toxic materials transported in association with construction of the proposed project may include items such as oils, paints, and fuels. All

materials required during construction would be kept in compliance with State and local regulations. Transport of such materials would be in accordance with State and federal regulations. Operation activities would continue to include standard maintenance (i.e., landscape upkeep, exterior painting and similar activities) involving the use of commercially available products (e.g., pesticides, herbicides, gas, oil, paint, etc.) the use of which would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accidental release of hazardous materials into the environment. With implementation of BMPs and compliance with all applicable regulations, potential impacts from the use of hazardous materials would be less than significant. As detailed in the County of San Berardino Multi-Jurisdictional Hazard Mitigation Plan, the transport, use, and storage of hazardous materials during site preparation and project operation would be conducted pursuant to all applicable local, State, and federal laws, and in cooperation with the County Departments.

The proposed project is of a truck tractor maintenance facility that includes office space, a maintenance shop, landscaping, and parking for automobiles and tractors. Hazardous or toxic materials transported in association with construction of the proposed project may include items such as oils, paints, and fuels. All materials required during construction would be kept in compliance with State and local regulations. With implementation of BMPs, such as monthly sweeping and vacuuming of parking lots and annual inspection and repair of storm drain systems, and compliance with all applicable regulations, potential impacts from the use of hazardous materials during construction is considered to be less than significant.

Potential hazardous materials that are expected by the future use of the project site would include chemical reagents, solvents, fuels, paints, and cleansers. Potential on-site uses could also generate hazardous byproducts that eventually must be handled and disposed of as hazardous materials. If businesses that use or store hazardous materials occupy the project site, the operator would be required to comply with all applicable federal, state, and local regulations including cooperation with the Certified Unified Program Agency (CUPA) with Hazardous Materials Division of the San Bernardino County Fire Department. Therefore, less than significant impacts associated with transport of hazardous materials would occur and no mitigation measures are required.

b) **Less than Significant Impact.** Hazardous or toxic materials transported in association with construction of the proposed project may include items such as oils, paints, and fuels. All materials required during construction would be handled in compliance with State and local regulations. Transport of such materials would be in accordance with State and federal regulations. Operation activities would continue to include standard maintenance (i.e., landscape upkeep, exterior painting and similar activities) involving the use of commercially available products (e.g., pesticides, herbicides, gas, oil, paint, etc.) the use of which would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accidental release of hazardous materials into the environment. With implementation of BMPs and compliance with all applicable regulations, potential impacts from the use of hazardous materials would be less than significant. Therefore, less than significant impacts associated with hazardous materials would occur and no mitigation measures are required.

c) **No Impact.** The nearest school to the project site is Redwood Elementary School (8570 Redwood Avenue), which is located 0.9 miles east of the project site. Further, the project would neither create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, nor would it create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials. Therefore, no impacts associated with emitting or handling

hazardous materials within 0.25 miles of a school would occur and no migration measures are required.

d) **No Impact.** As discussed in the Phase I Environmental Site Assessment (Appendix E), the project site is not on the list of hazardous materials sites complied pursuant to Government Code Section 65962.5 by the California Department of Toxic Substances Control's EnviroStor data management system. EnviroStor tracks cleanup, permitting, enforcement and investigation efforts at hazardous waste facilities and sites with known or suspected contamination issues. No hazardous materials sites are located within or in the vicinity of the project site. Additionally, no sites were identified in the Environmental Data Resources, Inc. (EDR) Radius Map Report and historical research within the "Area of Concern" that were considered to pose a potential vapor encroachment condition (VEC) at the subject property. Therefore, no impacts associated with being located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962 would occur and no mitigation measures are required.

e) **No Impact.** No private airstrips are located in the project area. The nearest operational public-use airport to the project site is Ontario International Airport, which is located approximately 5 miles west of the project site. Therefore, no impacts associated with airport hazards would occur and no mitigation measures are required.

f) **No Impact.** In the event of an emergency, the following roads and highways would serve as evacuation routes in the Valley Region of the County: Interstates 10, 15, 210, 215; State Highways 30, 60, 66, and 83; and numerous major and second highways. Additionally, Caltrans has identified a number of potential evacuation routes in the Valley Region. The closest potential evacuation route to the project site would be San Bernardino Avenue approximately 1 mile south of the project site. During construction, the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the County. Maps provided by the California Department of Forestry and Fire Protection (CAL FIRE) show the project site would be located in a Local Responsibility Area; however, the project site would not be located within or near State Responsibility Areas or lands classified as very high fire hazard severity zones, and the nearest natural open space area is more than 1 mile south of the site. Adequate on-site access for emergency vehicles would be verified during the County's plan review process. Furthermore, the project site does not contain any emergency facilities. Project operations at the site would not interfere with an adopted emergency response or evacuation plan. Therefore, no impacts associated with adopted emergency response plan would occur and no mitigation measures are required.

g) **No Impact.** The project site is located in a highly developed part of the County outside of an urban-wildland interface. Maps provided by CAL FIRE show the project site would be located in a Local Responsibility Area; however, the project site would not be located within or near State Responsibility Areas or lands classified as very high fire hazard severity zones, and the nearest natural open space area is more than 1 mile south of the site. Given the considerable distance between the project site and the nearest wildland-urban interface, the project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. Therefore, no impacts associated with wildland fire would occur and no mitigation measures are required.

**Therefore, less than 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? | ☐ | ☐ | ☒ | ☐ |
| ***SUBSTANTIATION:*** | | | | | |

***Countywide Policy Plan, Adopted November 27, 2020; Submitted Project Materials; State Water Resources Control Board; Hydrology and Infiltration Report (Appendix F); PWQMP Report (Appendix G)***

a) **Less than Significant Impact.** Construction of the project would include earthwork activities that could potentially result in erosion and sedimentation, which could subsequently degrade downstream receiving waters and violate water quality standards. Stormwater runoff during the construction phase may contain silt and debris, resulting in a short-term increase in the sediment load of the municipal storm drain system. Substances such as oils, fuels, paints, and solvents may be inadvertently spilled on the project site and subsequently conveyed via stormwater to nearby drainages, watersheds, and groundwater.

For stormwater discharges associated with construction activity in the State of California, the SWRCB has adopted the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit) to avoid and minimize water quality impacts attributable to such activities SWRCB which is mandated by the National Pollutant Discharge Elimination System (NPDES). The Construction General Permit applies to all projects in which construction activity disturbs one acre or more of soil. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground, such as stockpiling and excavation. The Construction General Permit requires the development and implementation of a SWPPP, which would include and specify water quality BMPs designed to prevent pollutants from contacting stormwater and keep all products of erosion from moving off site into receiving waters. Routine inspection of all BMPs is required under the provisions of the Construction General Permit, and the SWPPP must be prepared and implemented by qualified individuals as defined by the SWRCB.

Because land disturbance for project construction activities would exceed one acre, the project applicant would be required to obtain coverage under the Construction General Permit issued by the SWRCB prior to the start of construction within the project site. Specifically, the Construction General Permit requires that the following be kept on-site at all times: (i) a copy of the Notice of Intent to Comply with Terms of the General Permit to Discharge Water Associated with Construction Activity; (ii) a waste discharge identification number issued by the SWRCB; (iii) a SWPPP and Monitoring Program Plan for the construction activity requiring the construction permit; and (iv) records of all inspections, compliance and non-compliance reports, evidence of self-inspection, and good housekeeping practices.

The SWPPP requires the construction contractor to implement water quality BMPs to ensure that water quality standards are met, and that stormwater runoff from the construction work areas do not cause degradation of water quality in receiving water bodies. The SWPPP must describe the type, location, and function of stormwater BMPs to be implemented, and must demonstrate that the combination of BMPs selected are adequate to meet the discharge prohibitions, effluent standards, and receiving water limitations contained in Construction General Permit.

As such, through compliance with the Construction General Permit, the project would not adversely affect water quality. Therefore, short-term construction impacts associated with water quality would be less than significant.

With respect to project operation, future uses on-site that could contribute pollutants to stormwater runoff in the long term include uncovered parking areas (through small fuel and/or fluid leaks), uncovered refuse storage/management areas, landscape/open space areas (if pesticides/herbicides and fertilizers are improperly applied), and general litter/debris (e.g.,

generated during facility loading/unloading activities). During storm events, the first few hours of moderate to heavy rainfall could wash a majority of pollutants from the paved areas where, without proper stormwater controls and BMPs, those pollutants could enter the municipal storm drain system before eventually being discharged to adjacent waterways. The majority of pollutants entering the storm drain system in this manner would be dust, litter, and possibly residual petroleum products (e.g., motor oil, gasoline, diesel fuel). Certain metals, along with nutrients and pesticides from landscape areas, can also be present in stormwater runoff. Between periods of rainfall, surface pollutants tend to accumulate, and runoff from the first significant storm of the year ("first flush") would likely have the largest concentration of pollutants.

Stormwater quality within the Santa Ana Region (of which the project site is a part) is managed by the SWRCB, which administers the National Pollutant Discharge Elimination System Permit and Waste Discharge Requirements for the SBCFCD, the County, and the incorporated cities in San Bernardino County within the Santa Ana Region (MS4 Permit). The MS4 Permit covers 17 cities and most of the unincorporated areas of San Bernardino County (including the project site) within the jurisdiction of the Santa Ana RWQCB. Under the MS4 Permit, the SBCFCD is designated as the Principal Permittee. The Co-Permittees are the 17 San Bernardino County cities and San Bernardino County. The MS4 Permit requires Permittees and Co-Permittees, to implement a development planning program to address stormwater pollution. These programs require project applicants for certain types of projects to implement a Water Quality Management Plan (WQMP) throughout the operational life of each project. The purpose of a WQMP is to reduce the discharge of pollutants in stormwater and to eliminate increases in pre-existing runoff rates and volumes by outlining BMPs, which must be incorporated into the design plans of new development and redevelopment. As identified in the project-specific PWQMP, the project will incorporate structural BMPs including infiltration trench systems and landscaped treatment areas designed to capture, treat, and infiltrate stormwater runoff from developed portions of the site. The Project Water Quality Management Plan (PWQMP) has received preliminary approval from the County of San Bernardino and will be finalized prior to construction following resolution of all outstanding comments and requirements.

Per the MS4 Permit, and as described in the WQMP for the Santa Ana Region of San Bernardino County, a project-specific WQMP is required to manage the discharge of stormwater pollutants from development projects to the "maximum extent practicable" (County of San Bernardino Technical Guidance Document for Water Quality Managements Plans 2013). The maximum extent practicable is the standard for control of stormwater pollutants, as set forth by Section 402(p)(3)(iii) of the Clean Water Act. However, the Clean Water Act does not quantitatively define the term maximum extent practicable. As implemented, maximum extent practicable varies with conditions. In general, to achieve the maximum extent practicable standard, permittees and co-permittees must require deployment of whatever BMPs are technically feasible (that is, are likely to be effective) and are not cost prohibitive. To achieve fair and effective implementation, criteria and guidance for those controls must be detailed and specific, while also offering the right amount of flexibility or exceptions for special cases. A project-specific WQMP's compliance with the requirement to achieve the maximum extent practicable standard is documented within the project-specific WQMP through the completion of worksheets that document the feasibility or infeasibility of the deployment of BMPs.

As a Co-Permittee subject to the MS4 permit, the County is responsible for ensuring that all new development and redevelopment projects comply with the MS4. Industrial facilities such as manufacturers, landfills, mining, steam generating electricity, hazardous waste facilities,

transportation with vehicle maintenance, larger sewage and wastewater plants, recycling facilities, and oil and gas facilities are required to obtain coverage under the Statewide General Permit for Storm Water Discharges Associated with Industrial Activities, Order 2014-0057-DWQ (Industrial General Permit), which implements the federally required stormwater regulations in the state for stormwater associated with industrial activities. If the future end users of the project site propose to operate a building as an industrial facility that would be required to obtain coverage under the Industrial General Permit, the end user would be required to seek coverage under the Industrial General Permit, which involves preparing a SWPPP for operational activities and the implementation of a long-term water quality sampling and monitoring program unless an exemption is granted. Mandatory compliance with the Industrial General Permit would further reduce water quality impacts during long-term operation of the project to below a level of significance.

With respect to groundwater quality, the project would be required (via compliance with the MS4 Permit) to include BMPs that would allow for stormwater to be collected and treated. Depending on the subgrade layers that underlie a project site, these BMPs may be designed to allow for stormwater flows to infiltrate soils and recharge groundwater. During the final engineering phase, the proposed locations for the structural BMPs will be thoroughly tested for potential infiltration opportunities and will be implemented if possible. If determined to be feasible, the structural BMPs would treat stormwater flows prior to infiltration, ensuring that flows infiltrating groundwater aquifers do not result in adverse effects to groundwater quality. Moreover, flows entering these structural BMPs, if implemented as infiltration locations, would be typical of runoff collected from a commercial development and would not contain substantial quantities of pollutants that could not be appropriately treated by the proposed BMPs.

In summary, project grading and construction would be completed in accordance with a NPDES-mandated SWPPP, which would include standard BMPs to reduce potential off-site water quality impacts related to erosion and incidental spills of petroleum products and hazardous substances from equipment. Surface water runoff during project operations would be managed through a mixture of strategies that would be designed to remove pollutants from on-site runoff prior to discharge into the storm drain system to the maximum extent practicable, as required by MS4 and as will be demonstrated in the project-specific WQMP and the operational SWPPP under the industrial general permit. The PWQMP provides detailed design and sizing of BMPs that confirm the project's ability to meet these requirements. Therefore, the project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality and water quality impacts would be less than significant and no mitigation measures are required.

b) **Less than Significant Impact**. The proposed project would be served with potable water from the Fontana Water Company, and the project applicant does not propose the use of any wells or other groundwater extraction activities. Therefore, the proposed project would not directly draw water from the groundwater table. Accordingly, implementation of the proposed project would not directly deplete or decrease groundwater supplies and the proposed project's impact to groundwater supplies would be less than significant.

Rational method hydrology calculations have been prepared for 2, 10 & 100-year existing and proposed condition for the project site. In the existing condition, site drainage sheet flows across the property from the northeast out to Whittram Avenue where it is collected by a series of catch basins along the north side of Whittram Avenue, with those flows going to the SBCFCD water infiltration basins located south of Whittram Avenue. Area 1 is tributary to a catch basin

located nominally in the center of the property, with Area 2 tributary to a catch basin located westerly of the property at Calabash Avenue. Please see Figure 6 (see above in Project Description).

In the proposed condition the site will be divided into two sub-areas where storm flows will sheet flow across the site towards Whittram Avenue where they will be directed into an infiltration trench system. The infiltration trenches will be located in the proposed landscape area onsite adjacent to the street right-of-way. Areas A1 and A2 will be connected via the infiltration trenches and comprise 2.97 acres in total. The PWQMP further identifies a total project site area of approximately 5.23 acres, consisting of a mix of impervious surfaces (asphalt/concrete and roof areas) and pervious landscaped and infiltration areas designed to promote on-site retention and treatment of stormwater flows. The flow from these two areas will be conveyed to the existing catch basin on Whittram Avenue. As demonstrated in the Hydrology and Infiltration Report, the proposed system is designed to maintain post-development runoff characteristics consistent with existing conditions and to ensure that downstream drainage facilities are not adversely impacted. The project's WQMP will be required to demonstrate the future stormwater system can adequately treat and manage stormwater flows such that they would not exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, impacts associated with the implementation of the proposed project related to groundwater would be less than significant and no mitigation measures are required.

c) **Less than Significant Impact.** Based on the Project Specific Water Quality Management Plan (PWQMP), and Hydrology Report implementation of the proposed drainage improvements for the site would not result in substantial erosion or siltation on- or off-site.

i. The project would include a new engineered stormwater drainage system that would feature structural BMPs such as retention facilities to treat and manage storm water flows before conveying them into the public storm drain system. An infiltration system will be located in the proposed landscape area onsite adjacent to the street right-of-way. While the project's future drainage conditions would be designed to mimic the existing on-site drainage conditions to the maximum extent practicable, construction activities would inevitably result in changes to the internal drainage patterns of the site. However, the project's future storm drain system will be designed to conform with applicable federal, state, and local requirements related to drainage, hydrology, and water quality, including the current MS4 Permit adopted by the Santa Ana RWQCB. Per the requirements of the MS4 Permit, the project's WQMP would be required to demonstrate that the project's stormwater system can attenuate 2-year storm runoff flows (see discussion below for a discussion of the capacity of the stormwater system), thereby reducing the potential for the project to result in stormwater flows off-site that could result in erosion on or off site. Additionally, the project's structural BMPs would be designed such that any potential sediments collected on-site are captured in retention facilities so that they would not be conveyed to downstream waters and result in siltation. The PWQMP demonstrates that these BMPs are appropriately sized and distributed across multiple drainage management areas to ensure effective treatment and infiltration of stormwater runoff. Appendix F further confirms that the proposed drainage design, including infiltration features, would reduce runoff velocities and volumes, thereby minimizing the potential for erosion both on- and off-site. As such, altering the on-site drainage pattern would be conducted in a manner consistent with all applicable standards related to the collection and treatment of stormwater,

such that they would not result in substantial erosion or siltation on or off site. Therefore, impacts associated with altering the existing drainage pattern of the project site would be less than significant and no mitigation measures are required.

ii. The project would include a new engineered stormwater drainage system that would feature structural BMPs such as retention facilities to treat and manage storm water flows before conveying them into the public storm drain system. While the project's future drainage conditions would be designed to mimic the existing on-site drainage conditions to the maximum extent practicable, demolition and construction activities would inevitably result in changes to the internal drainage patterns of the site. However, the project's future storm drain system will be designed to conform with applicable federal, State, and local requirements related to drainage, hydrology, and water quality, including the current MS4 Permit adopted by the Santa Ana RWQCB. The MS4 Permit requires that projects be designed to attenuate a 2-year, 24-hour storm event. A project's WQMP would be required to demonstrate this capability using the methodology outlined in the Technical Guidance Document for Water Quality Management Plans. Per Section 83.04.030 of the County Development Code, a quality control engineer will review the project's WQMP during the plan check process to ensure the project's future stormwater system is capable of stormwater flows such that flooding on or off site would not occur. As such, altering the on-site drainage pattern would be conducted in a manner consistent with all applicable standards related to the collection and treatment of stormwater. Therefore, impacts associated with altering the existing drainage pattern of the project site would be less than significant and no mitigation measures are required.

iii. The project would inevitably alter the drainage patterns of the project site; however, the project would include a new engineered stormwater drainage system that would be designed to conform with applicable federal, State, and local requirements related to drainage, hydrology, and water quality, including the current MS4 Permit adopted by the Santa Ana RWQCB. Per the requirements of the MS4 Permit, the project's WQMP will be required to demonstrate the future stormwater system can adequately treat and manage stormwater flows such that they would not exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. The project-specific hydrology analysis supports that adequate capacity exists within the proposed and downstream systems. Further, per Section 83.04.030 of the County Development Code, a quality control engineer will review the project's WQMP during the plan check process to ensure the project complies with all requirements.

As such, altering the on-site drainage pattern would be conducted in a manner consistent with all applicable standards related to the collection and treatment of stormwater. Therefore, impacts associated with altering the existing drainage pattern of the project site would be less than significant and no mitigation measures are required.

iv. According to the Flood Insurance Rate Map No. 06071C8651H (FEMA 2020) for the project area, a portion of the project site is located within Zone X, which is defined by the Federal Emergency Management Agency as an area determined to be outside of the 0.2% annual chance floodplain. Please refer to Figure 7 (see above Project Description). The project would adhere to applicable development standards relating to construction materials and methods, grading, and other design requirements set forth in Section 82.14.040, Floodplain Safety Review Areas in the County Development

Code (County of San Bernardino 2007a) and would adhere to specific standards set by the County Public Works Department and SBCFCD to reduce impacts that could result from implementation of the project in the event of a flood. Therefore, impacts associated with flooding would be less than significant and not mitigation measures are required.

d) **No Impact.** The Pacific Ocean is located more than 45 miles southwest of the Project site; consequently, there is no potential for the project site to be impacted by a tsunami because tsunamis typically can only reach up to a few miles inland. The site also is not subject to a flood hazard or seiche zone because the nearest large bodies of surface water are approximately 16 miles south of the project site (Lake Mathews) and approximately 23 miles southeast of the project site (Lake Perris), respectively, which are both too far away from the project site to be impacted by a flood hazard, tsunami, or seiche (Google Earth, 2019). Accordingly, the project would not risk release of pollutants due to inundation. No impact would occur and no mitigation measures are required.

e) **Less than Significant Impact.** See response to X(a) and (b).

**Therefore, less than 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:***

***Countywide Policy Plan, Adopted November 27, 2020; Submitted Project Materials***

a) **No Impact.** The project site is located within an industrial area of the County. There are numerous existing industrial operations in areas to the north, east, and west; residential uses further to the north and northwest; and existing commercial operations to the south. The physical division of an established community is typically associated with the construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access, such as a local road or bridge, which would impair mobility within an existing community or between a community and an outlying area. Currently, the project site is located within a largely industrial area of the County, and thus, is not used as a connection between two established communities. Instead, connectivity in the surrounding project area is facilitated via local roadways and pedestrian facilities. The project would not impede use of these facilities and would in fact include improvements such as new sidewalks that would improve pedestrian connectivity and safety along the project frontage. Therefore, no impacts associated with division of an existing community would occur and no mitigation measures are required.

b) **No Impact**. On October 27, 2020, the Countywide Plan was adopted as a traditional general plan for the County's unincorporated communities. The Countywide Policy Plan is a component of the Countywide Plan that addresses the County's municipal services and community planning for the unincorporated areas. The project site is located in unincorporated San Bernardino County; and thus, shall refer to the Countywide Plan for land use designation and applicable land use goals and policies. According to the Countywide Policy Plan Land Use Map the land use designation for the project site is Limited Industrial (LI). Additionally, according to the Land Use Categories Map in the Countywide Policy Plan, the project site is presently zoned Community Industrial (IC). With approval of a minor use permit, the project would be a permitted use within the IC zone. Moreover, the project represents a logical continuation of industrial development in this part of the County. As such, the project would be consistent with both the Countywide Policy Plan land use designation and General Plan zoning district.

The Countywide Policy Plan Land Use Element contains several goals and policies that address land use and planning and are applicable to the project. An analysis of the project's consistency with these goals and policies is provided in Table G: General Plan Consistency.

**Table G - General Plan Consistency**

| Goal or Policy | Consistency Analysis |
|---|---|
| **Goal LU 1.** Fiscally Sustainable Growth. Growth and development that builds thriving communities, contributes to our Complete County, and is fiscally sustainable. | **Consistent.** The project would be located in the Valley region of the County and would involve the development of an industrial use that is compatible with the existing zoning (IC) and designated land use (LI) with the approval of the MUP. During operation, the project would establish a jobs-producing and tax-generating industrial land use that would meet contemporary industry standards, can accommodate a wide variety of users, and is economically competitive with similar industrial buildings in the local area and region. |
| **Policy LU 1.1.** Growth. We support growth and development that is fiscally sustainable for the County. We accommodate growth in the unincorporated county when it benefits existing communities, provides a regional housing option for rural lifestyles, or supports the regional economy. | **Consistent**. The project would involve the development of trailer parking facility. The project would be located in an established industrial area within the Valley region of the County and would be compatible with the existing zoning (IC) and designated land use (LI). |
| **Policy LU 1.2.** Infill Development. We prefer new development to take place on existing vacant and underutilized lots where public services and infrastructure are available. | **Consistent**. Under existing conditions, the project site contains undeveloped land and residential uses. The project site also includes several storage buildings and sheds. Upon completion of construction, the project would utilize the entirety of the project site and introduce a new industrial development to the area. As discussed in Section XV, Public Services and Section XIX, Utilities and Service Systems, the project site is already served by existing public services and infrastructure. |
| **Policy LU 1.5.** Development impact fees. We require payment of development impact fees to ensure that all new development pays its fair share of public infrastructure. | **Consistent**. Similar to other development projects in the County, the project would be subject to Senate Bill 50, which requires the payment of mandatory impact fees to offset any impact to school services or facilities (County of San Bernardino 2020). These impact fees are required of most residential, commercial, and industrial development projects in the County. |
| **Goal LU 2.** Land Use Mix and Compatibility. An arrangement of land uses that balances the lifestyle of existing residents, the needs of future generations, opportunities for commercial and industrial development, and the value of the natural environment. | **Consistent**. The project would involve the development of trailer parking facility within an established industrial area. During operation, the project would be a jobs-producing and tax-generating land use that would support economic growth within the County, benefitting future generations. |
| **Policy LU 2.1.** Compatibility with existing uses. We require that new development is located, scaled, buffered, and designed to minimize negative impacts on existing | **Consistent**. The project would be located within an established industrial area of the County and is consistent with the existing zoning (IC) and land use designation (LI). The project would be designed |

| | |
|---|---|
| conforming uses and adjacent neighborhoods. We also require that new residential developments are located, scaled, buffered, and designed so as to not hinder the viability and continuity of existing conforming nonresidential development. | to be aesthetically consistent with existing development in both the immediate and broader project areas. The project would be consistent with all design standards described within the County's Development Code. Moreover, development of the project on the project site would help concentrate non-residential uses near existing roadways, highways, and freeways in an effort to isolate and reduce any potential environmental impacts related to truck traffic congestion, air emissions, and industrial noise to the greatest extent feasible. |
| **Policy LU 2.4.** Land Use Map consistency. We consider proposed development that is consistent with the Land Use Map (i.e., it does not require a change in Land Use Category), to be generally compatible and consistent with surrounding land uses and a community's identity. Additional site, building, and landscape design treatment, per other policies in the Policy Plan and development standards in the Development Code, may be required to maximize compatibility with surrounding land uses and community identity. | **Consistent**. The project site is located would be located within an established industrial area of the County and is consistent with the existing zoning (IC) and land use designation (LI). The project would be consistent with all design standards described within the County's Development Code. The project would be designed to be aesthetically consistent with existing development in both the immediate and broader project areas. |
| **Policy LU 2.12.** Office and industrial development in the Valley region. We encourage office and industrial uses in the unincorporated Valley region in order to promote a countywide jobs-housing balance. | **Consistent.** The project would involve the development of an industrial use within the Valley region of the County. Additionally, the project would include the development of an office building and maintenance shop for the proposed project. The project would bring jobs to the project site which mostly sits vacant in the vicinity of housing and residences, thereby helping promote jobs-housing balance. |
| **Policy LU 4.5.** Community identity. We require that new development be consistent with and reinforce the physical and historical character and identity of our unincorporated communities, as described in Table LU-3 and in the values section of Community Action Guides. In addition, we consider the aspirations section of Community Action Guides in our review of new development. | **Consistent**. The project site would be located within an established industrial area of the County and is consistent with the existing zoning (IC) and land use designation (LI). The project would be designed to be aesthetically consistent with existing development in both the immediate and broader project areas and would be consistent with all design standards described within the County's Development Code. The project would involve the development of trailer parking facility within an established industrial area. |
| **Policy LU 4.7.** Dark skies. We minimize light pollution and glare to preserve views of the night sky, particularly in the Mountain and Desert regions where dark skies are fundamentally connected to community identities and local economies. We also promote the preservation of dark skies to assist the military in testing, training, and operations. | **Consistent.** Consistent with Chapter 83.07 (Glare and Outdoor Lighting) of the County's Development Code (County of San Bernardino 2021), outdoor lighting of commercial or industrial land uses shall be fully shielded to preclude light pollution or light trespass on any of the following: an abutting residential land use zoning district, a residential parcel, or public right-of-way. All exterior lighting would be shielded/hooded to |

| | |
|---|---|
| | prevent light trespass onto nearby public right-of-way. Additionally, the project would use a variety of non-reflective building materials, and although some new reflective improvements (i.e., windows and building front treatments) would be introduced onto the project site, the project as a whole would not be considered a source of glare in the project area. |

***Development Code***

In compliance with County Development Code Section 82.06.060, Industrial and Special Purpose Land Use and Zoning District Site Planning and Building Standards, the project would adhere to applicable site layout and building standards such as density, setbacks, and height limit requirements defined for industrial uses in the Valley. Additionally, because the southern portion of the project site would be located within a Floodplain Overlay Zone, the project would adhere to applicable development standards relating to construction materials and methods, grading, and other design requirements set forth in Section 82.14.040 of the County Development Code, Floodplain Safety Review Areas. While an insignificant portion of the proposed truck terminal project would reside in the Floodplain Overlay Zone, the project would still adhere to the specific standards set by the County Public Works Department and SBCFCD to reduce impacts in the event of a flood. Therefore, because the project would be consistent with the goals and policies set forth in the Policy Plan Land Use Element and the project would adhere to applicable development standards set forth by the County Development Code, no impacts associated with the project conflicting with a land use plan, policy, or regulation would occur 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* |
|---|---|---|---|---|---|
| **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):*

***Countywide Policy Plan, Adopted November 27, 2020; Submitted Project Materials***

a-b) **No Impact.** According to the Countywide Policy Map NR-4 Mineral Resource Zones, the project site is located within an MRZ-3 area, which is an area containing mineral occurrences of mineral resource significance.[4] Per Policy NR-6.1 of the County Policy Plan, development of land that would substantially preclude the future development of mining facilities in areas classified as Mineral Resource Zone (MRZ) 2a, 2b, or 3a is discouraged or prohibited due to the high likelihood of significant aggregate resources present. The project site is located in an urbanized, industrial portion of the County and is bound by existing and future development in all directions. Mineral resource mining is not a compatible use with existing surrounding land uses. Therefore, no impact associated to minerals would occur and no mitigation measures are required.

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

[4] San Bernardino County. Countywide Policy Plan web map NR-4 “Mineral Resource Zones,” Accessed March 14, 2025.

| | *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 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 ☐):*

***Countywide Policy Plan, Adopted November 27, 2020; San Bernardino County Countywide Plan Final Program EIR, Prepared August 2020; Transit Noise and Vibration Impact Assessment* Manual (FTA Manual), prepared by Federal Transit Administration, September 2018; Submitted *Project Materials; Noise Report (Appendix H)***

a) **Less than Significant Impact**.

**Construction Noise Impacts**

The construction activities for the proposed project are anticipated to include demolition of the existing structures on the project site, site preparation and grading of the 5.22-acre project site, building construction of the maintenance shop and office building, paving of the truck terminal and auto parking area, and application of architectural coatings. The nearest sensitive receptors to the project site are residents at the single-family homes located as near as seven feet northwest of the project site. There are also additional homes interspersed with industrial uses along Calabash Avenue, north of the project site. In addition, there is a small mobile home park located as near as 900 feet east of the project site.

Section 83.01.080(g)(3) of the County's Development Code exempts temporary construction activities from the County noise standards provided that construction activities occur between 7:00 AM and 7:00 PM, except Sundays and Federal holidays. However, the County construction noise standards do not provide any limits to the noise levels that may be created from exempt construction activities and even with adherence to the County standards, the resultant

construction noise levels may result in a significant substantial temporary noise increase to the nearby residents.

In order to determine if the proposed construction activities would create a significant substantial temporary noise increase, the construction noise standards provided in the FTA Manual (FTA, 2018), has been utilized, since this is the only guidance document from a government agency that defines what constitutes a significant construction noise impact from implementing a project. The FTA Manual details that a significant construction noise impact would occur if construction noise exceeds 80 dBA $L_{eq}$ over an 8-hour workday at any of the nearby homes.

Construction noise impacts to the nearby sensitive receptors have been calculated through use of the Roadway Construction Noise Model (RCNM) and the results are shown below in Table H.

**Table H – Construction Noise Levels at the Nearby Sensitive Receptors**

| Construction Phase | Construction Noise Level (dBA $L_{eq}$) at: | |
|---|---|---|
| | Nearest Homes to Northwest[1] | Nearest Homes to North[2] |
| Demolition | 68 | 72 |
| Site Preparation | 68 | 71 |
| Grading | 68 | 71 |
| Building Construction | 69 | 72 |
| Paving | 64 | 67 |
| Painting | 56 | 59 |
| **FTA Construction Noise Threshold[3]** | **80** | **80** |
| **Exceed Threshold?** | **No** | **No** |

[1] The nearest homes to the northwest are located as near as 400 feet from the middle of the project site to the property line for the homes.
[2] The nearest homes to the north are located as near as 280 feet from the middle of project site to the property line for the homes.
[3] The FTA construction noise threshold for residential uses obtained from the FTA Manual (FTA, 2018).
Source: Appendix H: Noise Report

Table H shows that the greatest noise impacts would be as high as 72 dBA $L_{eq}$ during the demolition and building construction phases at the nearest homes to the north. All calculated construction noise levels shown in Table H are within the FTA daytime construction noise standard of 80 dBA averaged over eight hours. Therefore, through adherence to the limitation of allowable construction times provided in Section 83.01.080(g)(3) of the Development Code, construction-related noise levels would not exceed any standards established in the General Plan or Noise Ordinance nor would construction activities create a substantial temporary increase in ambient noise levels from construction of the proposed project. Therefore, impacts associated with construction noise would be less than significant and no mitigation measures are required.

**Roadway Vehicular Noise**

Vehicle noise is a combination of the noise produced by the engine, exhaust and tires. The level of traffic noise depends on three primary factors (1) the volume of traffic, (2) the speed of traffic, and (3) the number of trucks in the flow of traffic. The proposed project does not propose any uses that would require a substantial number of truck trips and the proposed project would not alter the speed limit on any existing roadway so the proposed project's potential offsite noise

impacts have been focused on the noise impacts associated with the change of volume of traffic that would occur with development of the proposed project.

Since, the Countywide Plan does not quantify what is a significant roadway noise increase, the roadway noise threshold utilized in the San Bernardino Countywide Plan Final Program Environmental Impact Report (Countywide Plan FPEIR), prepared by Placeworks, August 2020, has been utilized, which details that a significant noise increase would occur when the traffic noise increases by 3 dBA CNEL.

According to the Whittram Avenue Truck Terminal Project Trip Generation and VMT Screening Analysis, County of San Bernardino (Traffic Analysis), prepared by RK Engineering Group, Inc., August 29, 2023, the operation of the proposed project would generate 171 daily trips of which 125 would be from trucks. According to the City of Rancho Cucamonga General Plan Update & Climate Action Plan Draft Environmental Impact Report, September 2021, the average daily traffic volume on Arrow Route east of Etiwanda Avenue (nearest roadway with available ADT volumes) is 20,140 ADT. The proposed project would contribute up to 0.85 percent of the daily trips on Arrow Route. In order for project-generated vehicular traffic to increase the noise level on any of the nearby roadways by 3 dB, the ADT would have to double, or by 1.5 dB, the ADT would have to increase by 50 percent. Therefore, impacts associated with operational roadway noise impacts to the nearby sensitive receptors would be less than significant and no mitigation measures are required.

**Onsite Noise Impacts**

The operation of the proposed project may create an increase in onsite noise levels from truck operations, including truck loading/unloading activities, rooftop mechanical equipment, and automobile parking lot activities. Section 83.01.080(c) of the County's Development Code limits the noise created from stationary sources, such as rooftop mechanical equipment to 55 dBA between 7:00 AM and 10:00 PM and to 45 dBA between 10:00 PM and 7:00 AM. Section 83.01.080(d) of the County's Development Code limits the noise created from mobile noise sources, such as trucks and automobiles operating onsite to 60 dBA at the exterior of the nearest homes.

In order to determine the noise impacts from the operation of rooftop mechanical equipment, automobile parking lots, and truck loading/unloading activities, reference noise measurements were taken of each noise source. The noise levels at the nearby sensitive receptors were calculated based on standard geometric spreading of noise, which provides an attenuation rate of 6 dB per doubling the distance between source and receptor. In order to account for the noise reduction provided by the proposed building walls that will shield rooftop mechanical equipment and the existing and proposed property line walls that will shield the onsite truck activities and auto activities from the nearby homes, the wall attenuation equations from the Technical Noise Supplement to the Traffic Noise Analysis Protocol (TeNS), prepared by Caltrans, September 2013, was utilized and the noise calculation spreadsheet along with the reference noise measurements are located in Appendix H, Noise Report. It should be noted that the TNS details that when multiple noise sources are added to together, if one source is 10 dB or more higher than the other sources, the resultant combined noise will be the value of the highest source. The operational noise levels were calculated at representative sensitive receptors and the results are shown in Table I.

**Table I – Onsite Operational Noise Levels at the Nearby Sensitive Receptors**

| Noise Source | Operational Noise Levels[1] (dBA $_{Leq}$) at: Homes to Northwest | Homes to North | Mobile Homes to East | County Noise Standard[2] (Day/Night) | Exceed Standard? |
|---|---|---|---|---|---|
| Rooftop Equipment[3] | 19 | 29 | 15 | 55/45 | No/No |
| Auto Parking Lot[4] | 8 | 16 | 10 | 60/60 | No/No |
| Onsite Truck Operations[5] | 58 | 40 | 20 | 60/60 | No/No |

Notes:
[1] The noise levels were calculated through use of standard geometric spreading of noise from a point source with a drop-off rate of 6 dB for each doubling of the distance between the source and receiver and accounts for the noise reduction provided by the existing and proposed sound walls.
[2] From Section 83.01.080 of the County's Development Code
[3] Rooftop equipment is based on a reference noise measurement of 65.1 dBA at 6 feet.
[4] Parking lot is based on a reference noise measurement of 63.1 dBA at 5 feet.
[5] Onsite truck operations is based on a reference noise measurement of 63.3 dBA at 10 feet.
Source: *County of San Bernardino – Proposed Whittram Avenue Truck Trailer Parking Project Noise Technical Memorandum,* prepared by Vista Environmental, December 5, 2023.

Table I shows that the proposed project's onsite operational noise from the anticipated noise sources would not exceed the applicable noise standards for each stationary and mobile noise source. Therefore, impacts associated with operational onsite noise impacts would be less than significant and no mitigation measures are required.

b) **Less than Significant Impact.**
**Construction-Related Vibration Impacts**

The construction activities for the proposed project are anticipated to include demolition of the existing structures on the project site, site preparation and grading of the 5.22-acre project site, building construction of the maintenance shop and office building, paving of the truck terminla and auto parking area, and application of architectural coatings. Vibration impacts from construction activities associated with the proposed project would typically be created from the operation of heavy off-road equipment. The nearest sensitive receptors to the project site are residents at the single-family homes located as near as seven feet northwest of the project site.

Section 83.01.090 of the County's Development Code restricts the creation of vibration which produces a particle velocity greater than 0.2 inch-per-second PPV. The primary source of vibration during construction would be from the operation of a bulldozer. From the FTA Manual (FTA, 2018), a large bulldozer would create a vibration level of 0.089 inch per second PPV at 25 feet. Based on typical propagation rates, the vibration level at the nearest offsite structure (7 feet from property line or 13 feet from the center point of the 12 foot wide dozer) would be 0.17 inch per second PPV. The vibration level at the nearest home from operation of a dozer would be below the County's 0.2 inch per second PPV threshold.

In addition, a vibratory roller may be used during the laying of the asphalt pavement. From the FTA Manual (FTA, 2018), a vibratory roller would create a vibration level of 0.21 inch per second PPV at 25 feet. As shown on the Site Plan, there would be a 3 foot wide landscape strip and then 21 foot wide parking spaces poured in concrete, which results in 31 feet between the nearest home and asphalt pavement. Based on typical propagation rates, the vibration level at the nearest offsite structure would be 0.17 inch per second PPV. The vibration level at the nearest home from operation of a vibratory roller would be below the County's 0.2 inch per second PPV threshold. Therefore, impacts associated with construction vibration would be less than significant and no mitigation measures are required.

**Operations-Related Vibration Impacts**

The proposed project would consist of the development of a truck terminal facility. The proposed project would result in the operation of trucks on the project site, which are a known source of vibration. The nearest vibration sensitive receptors to the project site are residents at the single-family homes located as near as 7 feet northwest of the project site or as near as 38 feet from the nearest onsite travel lane.

Caltrans has done extensive research on vibration level created along freeways and State Routes and their vibration measurements of roads have never exceeded 0.08 inches per second PPV at 15 feet from the center of the nearest lane, with the worst combinations of heavy trucks. Truck travel activities would occur onsite as near as 38 feet from the nearest home. Based on typical propagation rates, the vibration level at the nearest home would be 0.029 inch per second PPV. Therefore, vibration created from operation of the proposed project would be well below the County's 0.2 inch per second PPV threshold. Therefore, impacts associated with operational vibration would be less than significant and no mitigation measures are required.

c) **No Impact**. The proposed project would not expose people residing or working in the project area to excessive noise levels from aircraft. The nearest airport is Ontario International Airport that is located as near as five miles southwest of the project site. The project site is located outside of the 60 dBA CNEL noise contours of Ontario International Airport. Therefore, no impacts associated from aircraft noise would occur and no mitigation measures are required.

**Therefore, less than 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* |
|---|---|---|---|---|---|
| **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:***

***Countywide Policy Plan, Adopted November 27, 2020; Submitted Project Materials.***

a) **Less than Significant Impact.** This project would not induce substantial unplanned population growth in an area, directly or indirectly. No residential use is proposed as part of the project and there would be no direct population growth. The proposed project is anticipated to require no more than an additional 6 employees upon buildout; employees would likely come from the local labor pool. Given the low number of employees, the project would not induce substantial indirect population growth. The amount of population growth in the area would be negligible and a less-than-significant impact is anticipated. Therefore, impacts associated with population growth would be less than significant and no mitigation measures are required.

b) **Less than Significant Impact.** The project site contains two existing residences on the project site. These buildings would be removed to facilitate construction of the project. Given that the surrounding area (i.e., the City of Fontana – where the majority of local housing opportunities are located) currently has an estimated vacancy rate of 2.6 percent for homeowner and 6.0 percent for renters, equating to approximately 2,741 vacant dwelling units (U.S. Census Bureau 2023), it is assumed that the resident living at the one occupied location on the project site would able to secure new housing in or around the project area. Therefore, impacts associated with displacement of housing and people would be less than significant and no mitigation measures are required.

**Therefore, less than 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:***

***Countywide Policy Plan, Adopted November 27, 2020; San Bernardino County Fire Protection District website; Submitted Project Materials***

a) **Fire Protection. Less than Significant Impact.** The SBCFD provides emergency mitigation and management for fire suppression. SBCFD services and programs include helicopter rescue, a dozer, fire abatement hand crews, an inmate hand crew specialized program, and an honor guard. As of 2023, SBCFD covers a territory of 20,105 square miles in county, 19,278 square miles in district, and operates over 50 fire stations that serve more than 60 unincorporated communities.[5] The closest fire station to the project site is Station #73 (8143 Banana Avenue) located approximately 0.7 mile to the northeast. The current 2019 response time is 8 minutes and 38 seconds on average; however, this information is skewed due to the extreme response distances in the outlying areas of the County. Although development of the site with trailer parking would increase the number of employees and visitors on the project site above existing levels, the incremental increase in demand for fire protection services is not anticipated to require or result in the construction of a new or physically altered fire facility. The project would provide adequate emergency access for firefighting vehicles. Based on this information, the construction of new fire facilities would not be required to provide adequate service to this project. Therefore, impacts associated with fire protection would be less than significant and no mitigation measures are required.

**Police Protection**. **Less than Significant Impact.** The San Bernardino County Sheriff's Department is the chief law enforcement agency for the County. The department's general law enforcement mission is carried out through the operation of 15 stations and a centralized

[5] San Bernardino County Fire Protection District: Accessed March 14, 2025 https://sbcfire.org/statistics/

headquarters, gangs, narcotics and homicide investigations, a crime laboratory and identification bureau, central records, specialized enforcement detail, technical services division, training division, employee resources division, two dispatch communication centers, and an aviation division for general patrol and search/rescue operations. The closest police station to the project site is the San Bernardino County Sheriff's Department Fontana Patrol Station (17780 Arrow Boulevard Fontana, CA 92335) located approximately 4.4-miles east of the project site. Although development of the site with trailer parking would increase the number of employees and visitors on the project site above existing levels, the incremental increase in demand for police protection services is not anticipated to require or result in the construction of a new or physically altered police facility. Existing County roads would provide adequate transportation routes to reach the project site in the event of an emergency. The construction of new sheriff facilities would not be required to provide adequate service to this project. Therefore, impacts associated with police protection would be less than significant and no mitigation measures are required.

**Schools. No Impact.** This project would not have a significant impact on schools because no new residences that would generate additional demand for school services are proposed with this project; therefore, there would not be any new students. Therefore, no impacts associated with schools would occur and no mitigation measures are required.

**Parks. No Impact.** This project would not have a significant impact upon parks because it would not generate a need for additional parkland or create an additional impact upon existing parks in the region. This project would not result in any new residences which require park services. Therefore, no impacts associated with parks would occur and no mitigation measures are required.

**Other Public Facilities. No Impact**. This project is not anticipated to impact other public facilities because the project would not result in the need for new or expanded public facilities. No new buildings or residences that would generate a demand for other public services are proposed by this project. Therefore, no impact associated with other public facilities would occur and no mitigation measures are required.

**Therefore, less than 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:***

***Countywide Policy Plan, Adopted November 27, 2020; Submitted Project Materials***

a, b) **No Impact.** This project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. The project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. This project would not result in residential development, which would generate demand for recreational facilities such that new or expanded facilities would be required. There are no existing neighborhood or regional parks in the project vicinity that would be potentially affected. Therefore, no impacts associated with recreation would occur and no mitigation measures would be 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:***

***Countywide Policy Plan, Adopted November 27, 2020; Submitted Project Materials, Traffic Report (Appendix I)***

a) **Less than Significant Impact.** As detailed below, the project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

**Trip Generation**

Trip generation represents the amount of traffic that is attracted and produced by a development. Trip generation is typically estimated based on the trip generation rates from the latest Institute of Transportation Engineers (ITE) Trip Generation Manual. However, the ITE trip generation manual does not provide trip rates for truck terminal facilities. Therefore, project trip rates were instead derived from previously obtained 24-hour driveway counts at a similar facility and applied to the project to determine the project's trip generation.

The aforementioned 24-hour driveway counts were collected on Thursday, January 12, 2023 at a driveway serving a Fleet Yards Operation Lot in the City of El Monte. The approximately 3.4-acre site consists of one parcel located at 4313 Rowland Avenue (APN: 8577-001-049), a portion of one parcel located at 4400 Temple City Boulevard (APN: 8577-001-043), and a portion of the 4350 Temple City Boulevard parcel (APN: 8577-001-028) in the City of El Monte. Similar to this project, which proposes to provide approximately 138 truck trailer parking spaces, the El Monte Fleet Yards Operation Lot is a truck storage facility that provides approximately 150 semi-truck, tractor, and trailer parking spaces. As such, the El Monte Fleet Yards Operation Lot is an appropriate site to derive trip generation due to its similar land use and size.

The existing El Monte Fleet Yards Operation Lot AM and PM peak hour traffic volumes were determined by counting the morning and evening three-hour peak period from 6:00 AM to 9:00 AM and from 4:00 PM to 7:00 PM, respectively, and using the highest hour within each three-hour peak period. Traffic counts were converted to Passenger Car Equivalents (PCE) based on vehicle classifications. The following PCE conversion factors were utilized:

- Passenger Vehicles - 1.0 PCE
- 2-Axle Trucks - 1.5 PCE
- 3-Axle Trucks - 2.0 PCE
- 4+ Axle Trucks - 3.0 PCE

The existing El Monte Fleet Yards Operation Lot currently generates approximately 171 non-PCE (actual vehicle) daily trips which include approximately 11 (8 inbound and 3 outbound) non-PCE (actual vehicle) AM peak hour trips and approximately 18 (7 inbound and 11 outbound) non-PCE (actual vehicle) PM peak hour trips. Additionally, the existing El Monte Fleet Yards Operation Lot currently generates approximately 363 PCE-adjusted daily trips which include approximately 21 (14 inbound and 7 outbound) PCE-adjusted AM peak hour trips and approximately 30 (11 inbound and 19 outbound) PCE-adjusted PM peak hour trips. Utilizing these trip generation numbers and the number of truck spaces, Table J shows the derived trip generation rates as well as the proposed trip generation forecast for the proposed project.

**Table J – Trip Generation Forecast**

| | | Am Peak Hour | | | PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|
| **Project** | **Quantity[2]** | **In** | **Out** | **Total** | **In** | **Out** | **Total** | **Daily** |
| Derived Trip Generation Rates[1] | 150 spaces | 0.09 | 0.05 | 0.14 | 0.07 | 0.13 | 0.20 | 2.42 |
| Project Trip Generation | 156 spaces | 14 | 8 | 22 | 11 | 20 | 31 | 378 |

Notes:
1. The trip generation rates have been calculated by dividing the existing trip generation for the El Monte Fleet Yards Operation Lot (see Table 1) by the existing number of spaces (i.e. 150 spaces).
Appendix I, Traffic Report

As shown at the bottom of Table J, the project is forecast to generate approximately 378 PCE-adjusted daily trips which include approximately 22 (14 inbound and 8 outbound) PCE-adjusted AM peak hour trips and approximately 31 (11 inbound and 20 outbound) PCE-adjusted PM peak hour trips.

According to the County of San Bernardino Transportation Impact Study Guidelines, dated July 9, 2019, if a project generates less than 100 peak hour trips, a traffic analysis shall not be required, and a trip generation memo will be considered sufficient unless the County has specific concerns related to the project access and interaction with adjacent intersections.

Based on the proposed project trip generation (i.e., 22 PCE AM peak hour trips and 31 PCE PM peak hour trips), the proposed project is not required to prepare a traffic impact analysis and is not expected to result in any significant adverse impacts on the operations of the roadway network and intersections. There is no bike lane proposed along Whittram Avenue. Prior to the issuance of building permit, the project applicant will be required to pay their fair share amount for the recommended improvements, if any. The project would therefore not disrupt or interfere with existing or planned bicycle facilities, nor would it result in unsafe conditions for bicyclists or pedestrians. The proposed project does not conflict with neither the Countywide Plan nor the transit plans provided by San Bernardino County Transportation

Authority (SBCTA) proposed future transit routes for the area. Therefore, impacts associated with circulation system would be less than significant and no mitigation measures are required.

b) **Less than Significant Impact.** The County of San Bernardino Transportation Impact Study Guidelines, dated July 9, 2019, provides recommendations in the form of thresholds of significance and methodology for identifying VMT-related impacts. The proposed project is subject to a VMT analysis and will adhere to the recommendations and practices described in the County's guidelines. In accordance with the County's guidelines, projects which serve the local community and have the potential to reduce VMT should not be required to complete a VMT assessment. These projects are as follows:

- K-12 schools
- Local-serving retail uses less than 50,000 square feet
- Local parks
- Day care centers
- Local-serving gas stations
- Local-serving banks
- Student housing projects
- Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS
- Projects generating less than 110 daily vehicle trips
- Projects located within a Transit Priority Area (TPA)
- Projects located within a low VMT generating area

To determine if the project is located within a Transit Priority Area (TPA) or a low VMT generating area, the San Bernardino County Transportation Authority (SBCTA)'s web-based VMT screening tool was utilized. The project is not located within a TPA, but is located within a low VMT generating area. Hence, the project meets the VMT screening criteria based on its location within a low VMT generating area. As such, the project may be presumed to have a less than significant impact on VMT and is exempt from a full project-level VMT assessment. Therefore, impacts associated with VMT would be less than significant and no mitigation measures are required.

c) **Less than Significant Impact.** The proposed project consists of constructing and operating a truck terminal with a 3,000 square foot office building, a 4,500 square foot maintenance shop, and approximately 138 truck trailer parking spaces and 11 tractor parking spaces. The total site area is approximately 5.22 acres and is currently vacant. Access to the project is proposed via one (1) full-access unsignalized driveway located along Whittram Avenue and via one (1) gated secondary Emergency Vehicle Access (EVA) unsignalized driveway located along Calabash Avenue. All improvements within the public right-of-way are required to comply with standards set forth by the County to ensure that the project does not introduce an incompatible design feature that would impede operations on adjacent local streets. Therefore, impacts associated with hazardous design features would be less than significant and no mitigation measures are required.

d) **Less than Significant Impact.** Site access to the project is proposed via one (1) full-access unsignalized driveway located along Whittram Avenue and one (1) gated secondary Emergency Vehicle Access (EVA) unsignalized driveway located along Calabash Avenue. The project site would be accessible to emergency responders during construction and operation of the

project. Therefore, impacts associated with an emergency response plan or emergency evacuation plan would be less than significant and no mitigation measures are required.

**Therefore, less than 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:***

***Countywide Policy Plan, Adopted November 27, 2020; Cultural Historical Resources Information System (CHRIS), South Central Coast Information Center, California State University, Fullerton; Submitted Project Materials***

a) **No Impact.** A pedestrian field survey of the project site was performed to determine if there were any features on the project site eligible for listing on a historic register. In addition, an archival records search was performed at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton in order to identify any previously recorded archaeological sites within the project site boundaries or in the immediate vicinity. Additionally, the SLF by the NAHC were reviewed, and findings were negative. No tribal cultural resources were observed on the project site, no tribal cultural resources were previously recorded on the project site or in the immediate area. Accordingly, implementation of the proposed project would not impact a tribal cultural resource eligible for listing on a historic register. Therefore, no impacts associated with historical resources would occur and no mitigation measures are required.

b) **Less than Significant Impacts with Mitigation.** Assembly Bill (AB) 52 took effect on July 1, 2015. AB 52 requires a lead agency to make best efforts to avoid, preserve, and protect tribal cultural resources. Prior to the release of the CEQA document for a project, AB 52 requires the lead agency to initiate consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project if: (1)

the California Native American tribe requested the lead agency, in writing, to be informed by the lead agency through formal notification of proposed projects located in the geographic area that is traditionally and culturally affiliated with the tribe, and (2) the California Native American tribe responds, in writing, within 30 days of receipt of the formal notification, and requests the consultation.

The project site is entirely disturbed and has been developed for several decades. The development and construction activities that have taken place over the years have heavily disturbed subsurface soils found on the project site. Additionally, much like most of the surrounding area, the project site supported agricultural activities prior to development, which disturbed underlying soils as well.

The County sent project notification letters to California Native American tribes, which had previously submitted general consultation request letters pursuant to 21080.3.1(d) of the Public Resources Code. Each recipient was provided a brief description of the proposed project and its location, the Lead Agency contact information, and a notification that the Tribe has 30 days to request consultation. At the time of this writing, three (3) comment letters have been received from the Gabrieleño Band of Mission Indians – Kizh Nation, Morongo Band of Mission Indians, and Yuhaaviatam of San Manuel Nation. The following mitigation measures have been provided as part of the proposed project to ensure that impacts to any unknown Tribal Cultural Resources would remain less than significant.

**TCR-1: 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 the below listed Tribe(s). The Lead Agency and/or applicant shall, in good faith, consult with the Tribe(s) throughout the life of the project.**

**TCR-2: Cultural Resources Monitoring and Treatment Plan:**

a. **Gabrieleño Band of Mission Indians – Kizh Nation: The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.**

b. **Morongo Band of Mission Indians: Prior to the issuance of grading permits, the applicant shall enter into a Tribal Monitoring Services Agreement with the Morongo Band of Mission Indians (MBMI) for the Project. The Tribal Monitor shall be on-site during all ground-disturbing activities (including, but not limited to, clearing, grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all utility and irrigation lines, and landscaping phases of any kind). The Tribal Monitor shall have the authority to temporarily divert, redirect, or halt the ground-disturbing activities to allow identification, evaluation, and potential recovery of cultural resources.**

**c. Yuhaaviatam of San Manuel Nation: The Yuhaaviatam of San Manuel Nation (YSMN) Cultural Resources Management Department shall be contacted, as detailed in CR-1, of any pre-contact 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 YSMN, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents YSMN for the remainder of the project, should YSMN elect to place a monitor on-site.**

**d. A monitoring agreement shall be drafted and submitted to the lead agency prior to commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.**

**e. Participating tribal monitors shall complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe(s). Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe(s).**

**f. On-site tribal monitoring shall conclude upon (1) written confirmation to the Tribe(s) from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Tribe(s) to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact TCRs.**

**Possible significant adverse impacts have been identified and may occur, therefore compliance with Mitigation Measures TCR-1 and TCR-2 would reduce possible impacts to a less than significant level.**

| | *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:***

***Countywide Policy Plan, Adopted November 27, 2020; Submitted Project Materials***

a, b) **Less than Significant Impact.**

**Water**

The Fontana Water Company (FWC) is responsible for supplying potable water to its service area, which includes the Project site. As discussed in the adopted 2020 FWC Urban Water Management Plan (UWMP), adequate water supplies are projected to be available to meet the FWC's estimated water demand through 2040 under normal, historic single-dry, and historic-multiple dry year conditions. The FWC's forecasts for projected water demand are based on growth projections prepared by the SCAG using the 2020 Connect SoCal, which rely on the

adopted land use plans that cover the FWC's geographic service area.[6] Because the project would be consistent with the County's General Plan land use designation for the site, the water demand associated with the project has been considered in the demand anticipated by the FWC's 2015 UWMP and analyzed therein. As stated above, the FWC anticipates to have adequate water supplies to meet all its demands until at least 2040; therefore, the FWC has sufficient water supplies available to serve the Project from existing entitlements/resources and no new or expanded entitlement are required. Therefore, impacts associated with water would be less than significant and no mitigation measures are required.

**Wastewater**

The proposed project would include an on-site septic tank to treat wastewater generated on-site. This septic tank would be subject to the permitting requirements of the San Bernardino County Department of Environmental Health Services, which sets forth requirements for the siting and construction of private septic systems. This project component is a part of the project analyzed herein (see above discussion in Hydrology and Water Quality Section XIX Threshold C related to wastewater); Given that the project would not require the construction of new or expansion of existing wastewater treatment facilities, the project would have less than significant on wastewater treatment facilities. Therefore, impacts associated with wastewater would be less than significant and no mitigation measures are required.

**Stormwater**

The proposed project would alter the drainage patterns of the project site (see above discussion in hydrology and water quality section related to stormwater); however, the proposed project would include a new engineered stormwater drainage system that would be designed to conform with applicable federal, state, and local requirements related to drainage, hydrology, and water quality, including the current MS4 Permit adopted by the Santa Ana RWQCB. Per the requirements of the MS4 Permit, the project's WQMP will be required to demonstrate the future stormwater system can adequately treat and manage stormwater flows such that they would not exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, impacts associated with stormwater drainage facilities would be less than significant and no mitigation measures are required.

**Electric Power, Natural Gas, and Telecommunications**

The project site is currently developed and served by existing utilities. As part of the project, lateral connections would be made to these existing utilities and no off-site utility upgrades would be necessary. Any improvements required to existing electrical, natural gas, or telecommunications utilities would happen within or immediately adjacent to the project site and will occur as part of the project analyzed herein. As such, any upgrades to existing electrical, natural gas, or telecommunications utilities are already evaluated as part of the overall project, and no additional environmental impacts not already assessed in this document would occur. Therefore, impacts associated with electric power, natural gas, and telecommunications facilities would be less than significant and not mitigation measures are required.

c) **No Impact.** Wastewater generated by the project would be treated by an on-site septic tank system. Septic tanks installed in the County are subject to Section 33.0890 et seq., Liquid Waste Disposal, of the San Bernardino County Development Code, which requires issuance of a permit

[6] San Bernardino County, 2020 Urban Water Management Plan. Prepared June 2021.

by the San Bernardino County Department of Environmental Health Services for the construction of a private septic system and sets forth requirements for the siting and construction of private septic systems. Prior to issuance of a Sanitation Permit, the San Bernardino County Department of Environmental Health Services will review the proposed septic system to ensure it is sufficiently sized and meets applicable development standards. As such, no determination of adequate capacity by a wastewater treatment provider is necessary to accommodate the project. Therefore, no impacts associated would wastewater treatment provide would occur and no mitigation measures are required.

d) **Less than Significant Impact.** Private trash hauling companies collect solid waste from unincorporated areas of the County under franchise agreements with the County. Once collected, solid waste is transported to sorting/disposal facilities permitted to accept residential and commercial solid waste, with each facility's operations routinely inspected by regional and state regulatory agencies for compliance with all applicable statutes and regulations. The proposed project would generate approximately 9.3 tons per year.[7]

The nearest permitted and active municipal waste landfill to the project site is the 498-acre (408-disposal-acre) Mid-Valley Landfill in the City of Rialto. The Mid-Valley Landfill has a permitted throughput of 7,500 tons per day, or more than 2.7 million tons per year. The amount of solid waste produced by the project would represent a nominal percentage of the land facility's permitted daily throughput and an equally small increase in the amount of solid waste processed at the facility per year. The proposed project would contribute less than 0.00034% of the remaining capacity of the landfill annually.

All collection, transportation, and disposal of any solid waste generated by the project would comply with all applicable federal, state, and local statutes and regulations. In particular, AB 939 requires that at least 50 percent of solid waste generated by a jurisdiction be diverted from landfill disposal through source reduction, recycling, or composting. Cities, counties, and regional agencies are required to develop a waste management plan that would achieve a 50 percent diversion from landfills. Additionally, the proposed project would meet 2019 CALGreen Code requirements of 65% of construction and demolition (C&D) materials to be diverted away from the landfill by either recycling or reusing materials per San Bernardino County Public Works requirements.

As required by existing regulations, any hazardous materials collected on the project site during demolition, construction, or operational activities would be transported and disposed of by a permitted and licensed hazardous materials service provider at a facility permitted to accept such hazardous materials. Therefore, impacts associated with permitted landfill capacity would be less than significant and no mitigation measures are required.

e) **Less than Significant Impact.** The California Integrated Waste Management Act (AB 939), signed into law in 1989, established an integrated waste management system that focused on source reduction, recycling, composting, and land disposal of waste. In addition, the bill established a 50 percent waste reduction requirement for cities and counties by the year 2000, along with a process to ensure environmentally safe disposal of waste that could not be diverted. Per the requirements of the Integrated Waste Management Act, the County adopted the 1995 Countywide Integrated Waste Management Plan (CIWMP) (Amended 2018). The CIWMP outlines the goals, policies, and programs the County implements to create an integrated and cost-effective waste management system that complies with the provisions of AB 939 and its diversion mandates. To assist the County in achieving the mandated goals of the Integrated

[7] Per Appendix A, Air, Energy, Greenhouse Gas Emissions and Health Risk Report, CalEEMod Output Page 123

Waste Management Act, the Project's building tenant(s) would be required to work with future refuse haulers to develop and implement feasible waste reduction programs, including source reduction, recycling, and composting. Additionally, in accordance with the California Solid Waste Reuse and Recycling Act of 1991, the project is required to provide adequate areas for collecting and loading recyclable materials where solid waste is collected. The collection areas are required to be shown on construction drawings and be in place before occupancy permits are issued. Additionally, in compliance with AB 341 (Mandatory Commercial Recycling Program), the future occupant(s) of the project would be required to arrange for recycling services, if the occupant generates four (4) or more cubic yards of solid waste per week. The implementation of these mandatory requirements would reduce the amount of solid waste generated by the project and diverted to landfills, which in turn will aid in the extension of the life of affected disposal sites. The proposed project would be required to comply with all applicable solid waste statutes and regulations. Implementation of the project would result in less than significant impacts and no mitigation measures are required.

**Therefore, less than 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:***

***Countywide Policy Plan, Adopted November 27, 2020; Maps provided by CAL FIRE; Submitted Project Materials***

a-d) **Less than Significant Impact.** The project site is located in a highly developed part of the County outside of an urban-wildland interface. Additionally, the project site and surrounding land is relatively flat. The proposed project would connect to existing infrastructure located within the immediate vicinity of the project site. Maps provided by CAL FIRE show the project site would be located in a Local Responsibility Area; however, the project site would not be located within or near State Responsibility Areas or lands classified as very high fire hazard severity zones, and the nearest natural open space area is more than 1 mile south of the site. Adequate on-site access for emergency vehicles would be verified during the County's plan review process. The project would require that the existing infrastructure be maintained throughout the life of the project. The subject property is not located in or near a State Responsibility Area or on lands classified as within a Very High fire hazard severity zone.

The project would result in grading to a level surface, thereby altering the existing drainage pattern of the site. However, the project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site. Please refer to Section X, Hydrology and Water Quality, that showed less than significant impacts related to flooding.

Therefore, it is unlikely that the project would expose people or structures to downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes.

As discussed in Section IX, Hazards and Hazardous Waste, Response F, the project would not impair or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, impacts associated with an adopted emergency response plan or emergency evacuation plan would be less than significant and no mitigation measures are required.

**Therefore, less than 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* |
|---|---|---|---|---|---|
| **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 with Mitigation.** As described in Section IV, Biological Resources; Section V, Cultural Resources; Section VII, Geology and Soils; and Section XVIII, Tribal Cultural Resources, with implementation of mitigation measures, the project would result in less than significant impacts to biological resources, archaeological resources, paleontological resources, and tribal cultural resources.

Therefore, with the incorporation of mitigation, the project would not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

b) **Less than Significant Impact with Mitigation.** As addressed herein, the project would potentially result in project-related biological resources, cultural resources, paleontological, and tribal cultural resources, that could be potentially significant without the incorporation of mitigation. Thus, when coupled with similar impacts related to the implementation of other cumulative projects located throughout the broader project area, the project would potentially result in cumulative-level impacts if these significant impacts are left unmitigated.

However, with the incorporation of mitigation identified above, the project's individual-level impacts would be reduced to less-than-significant levels and would not considerably contribute to cumulative impacts in the greater project region. Additionally, these other related projects would presumably be bound by their applicable lead agency to (1) comply with the all applicable federal, state, and local regulatory requirements; and (2) incorporate all feasible mitigation measures, consistent with CEQA, to further ensure that their potentially cumulative impacts would be reduced to less-than-significant levels.

Although cumulative impacts are always possible, the project, by incorporating all mitigation measures outlined herein, would reduce its contribution to any such cumulative impacts to less than cumulatively considerable. Therefore, the project would result in individually limited, but not cumulatively considerable, impacts. Thus, impacts would be less-than-significant with mitigation incorporated.

c) **Less than Significant Impact with Mitigation.** As evaluated throughout this document, the project would have no impact, less-than-significant impact, or less-than-significant impact with mitigation incorporated with respect to all environmental impact areas. Therefore, with incorporation of mitigation, the project would not directly or indirectly cause substantial adverse effects on human beings.

**Potential significant adverse impacts have been identified and may occur, therefore compliance with the Mitigation Measures referenced above in biological resources, cultural resources, geological, and tribal cultural resources would reduce possible impacts to a less than significant level.**

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