



# LAND USE SERVICES DEPARTMENT PLANNING COMMISSION STAFF REPORT

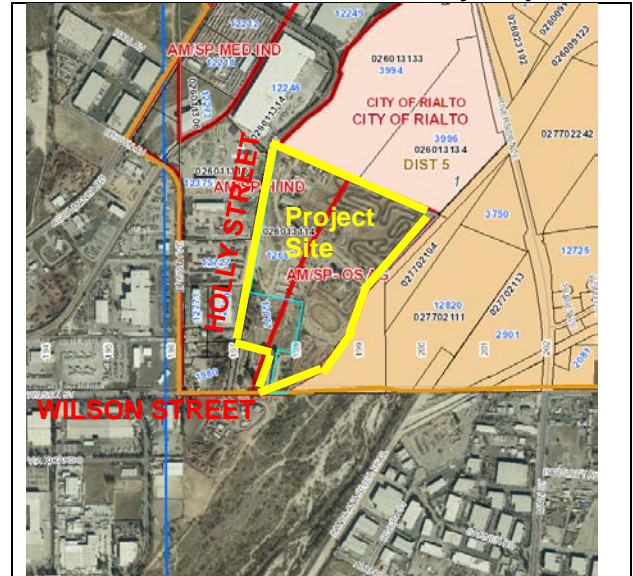
**HEARING DATE:** March 21, 2019

**AGENDA ITEM 2**

**Project Description**

**Vicinity Map -**

<b>APN:</b>	0260-131-14 and 15
<b>Applicant:</b>	Tim Howard / Howard Industrial Partners
<b>Community:</b>	Rialto / 5th Supervisorial District
<b>Location:</b>	12685 Holly Street
<b>Project No:</b>	P201700305/CUP
<b>Staff:</b>	Aron Liang
<b>Rep:</b>	Jeremy Krout
<b>Proposal:</b>	Conditional Use Permit for the construction of a parking lot to accommodate 1,561 parking spaces for automobiles, long haul tractors, and trailers storage, on approximately 64.8 acres.



23 Hearing Notices Sent on : March 8, 2019

Report Prepared By: Aron Liang, Senior Planner

**SITE INFORMATION:**

- Parcel Size: 64.8 acres
- Terrain: Relatively low and flat
- Vegetation: Non-native grasses

**TABLE 1 – SITE AND SURROUNDING LAND USES AND ZONING:**

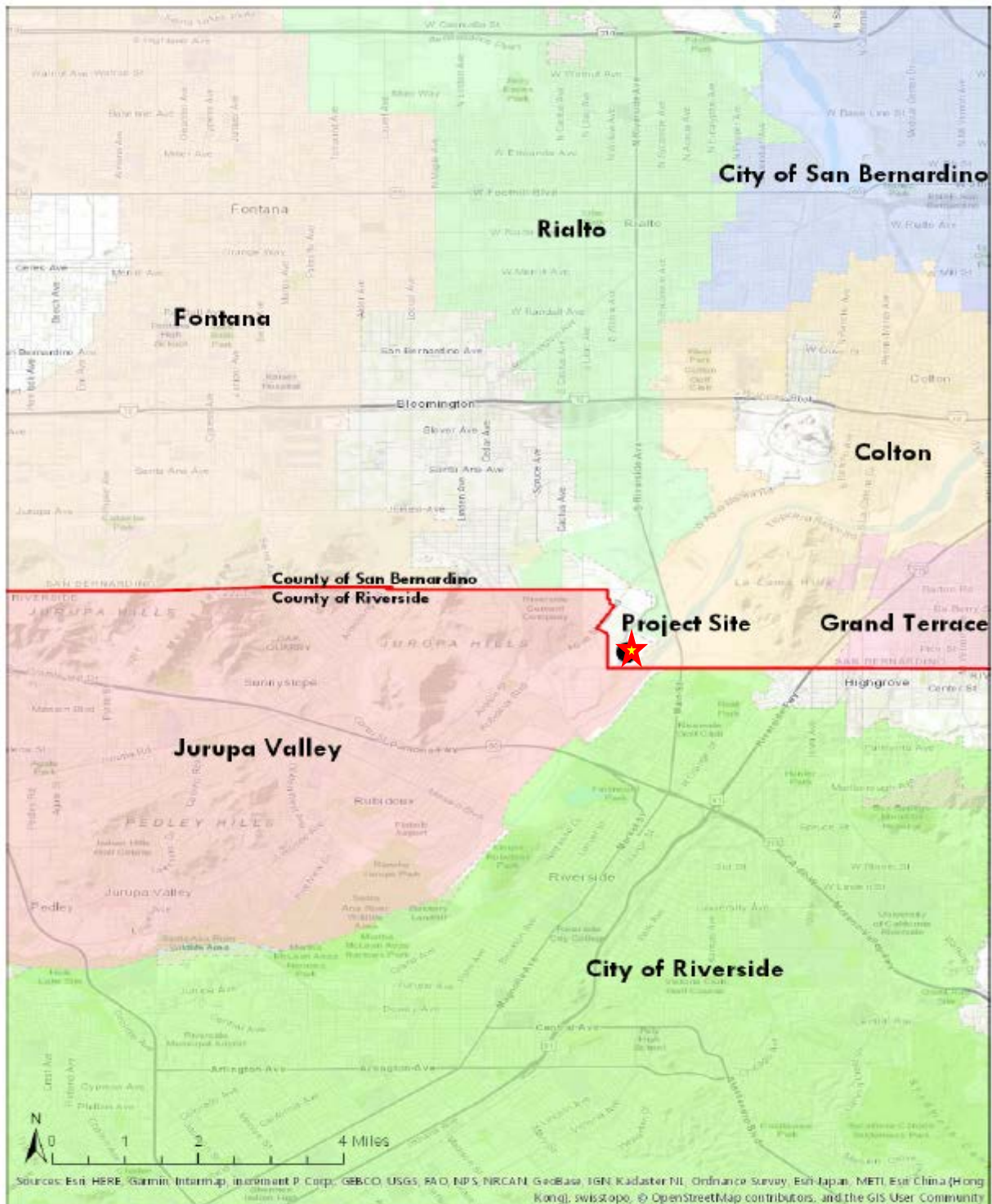
AREA	EXISTING LAND USE	LAND USE ZONING DISTRICT
SITE	Milestone MX Park	Heavy Industrial (AM/SP – H IND) and Open Space / Agriculture (AM/SP – OS AG) zoning districts
North	High Cube Warehouse Facilities	City of Rialto
South	Industrial Uses	City of Jurupa Valley
East	Santa Ana River and Industrial Uses	City of Colton
West	Industrial Uses	Heavy Industrial (AM/SP – H IND) zoning district

	<u>Agency</u>	<u>Comment</u>
City Sphere of Influence:	City of Rialto	None
Water Service:	City of Rialto	None
Sewer Service:	City of Rialto	None

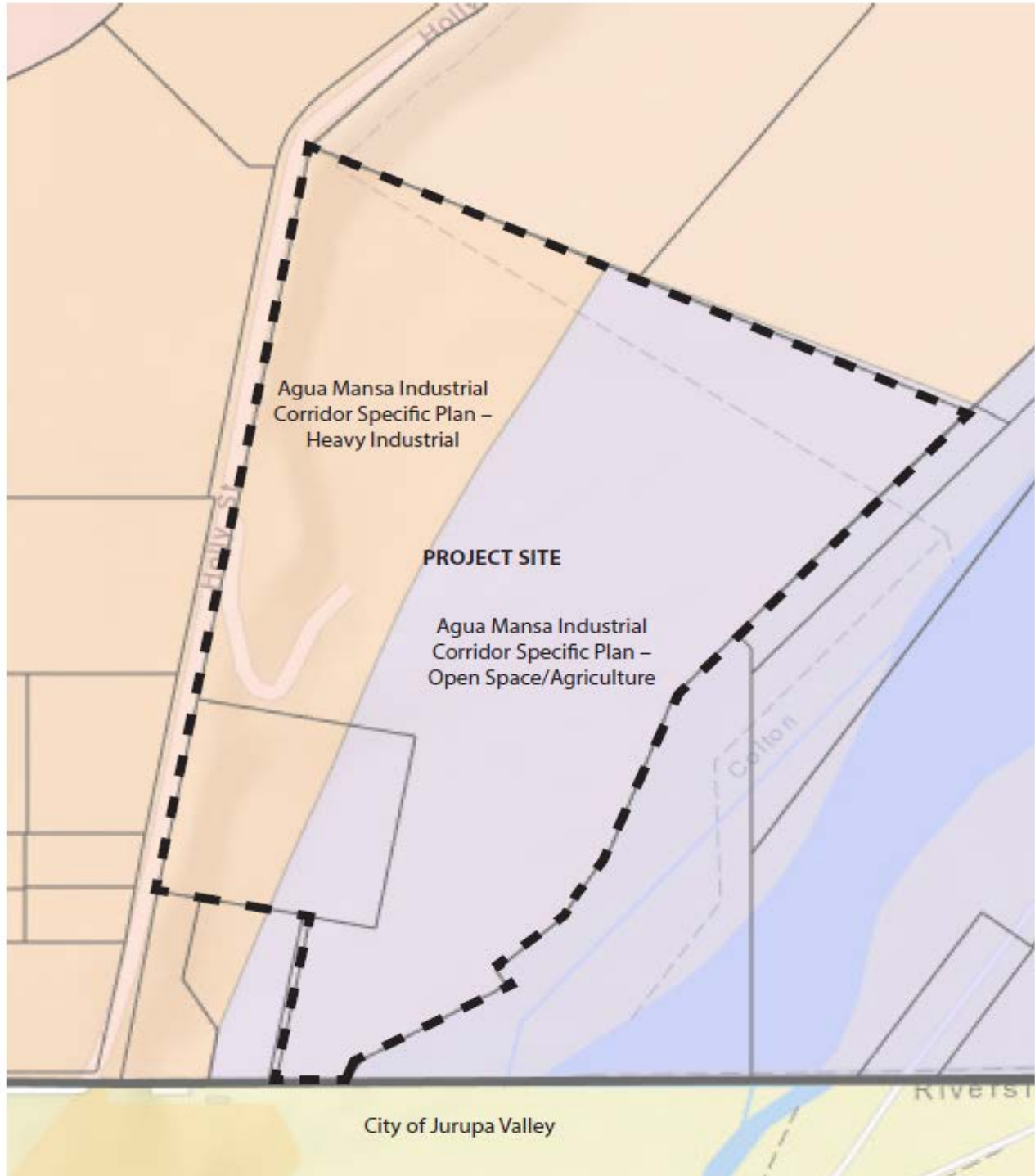
**STAFF RECOMMENDATION:** That the Planning Commission **ADOPT** the Mitigated Negative Declaration, **ADOPT** the recommended Findings, **APPROVE** the Conditional Use Permit based on the recommended Findings and subject to the Conditions of Approval, and **FILE** a Notice of Determination.

In accordance with Section 86.08.010 of the Development Code, the Planning Commission action may be appealed to the Board of Supervisors

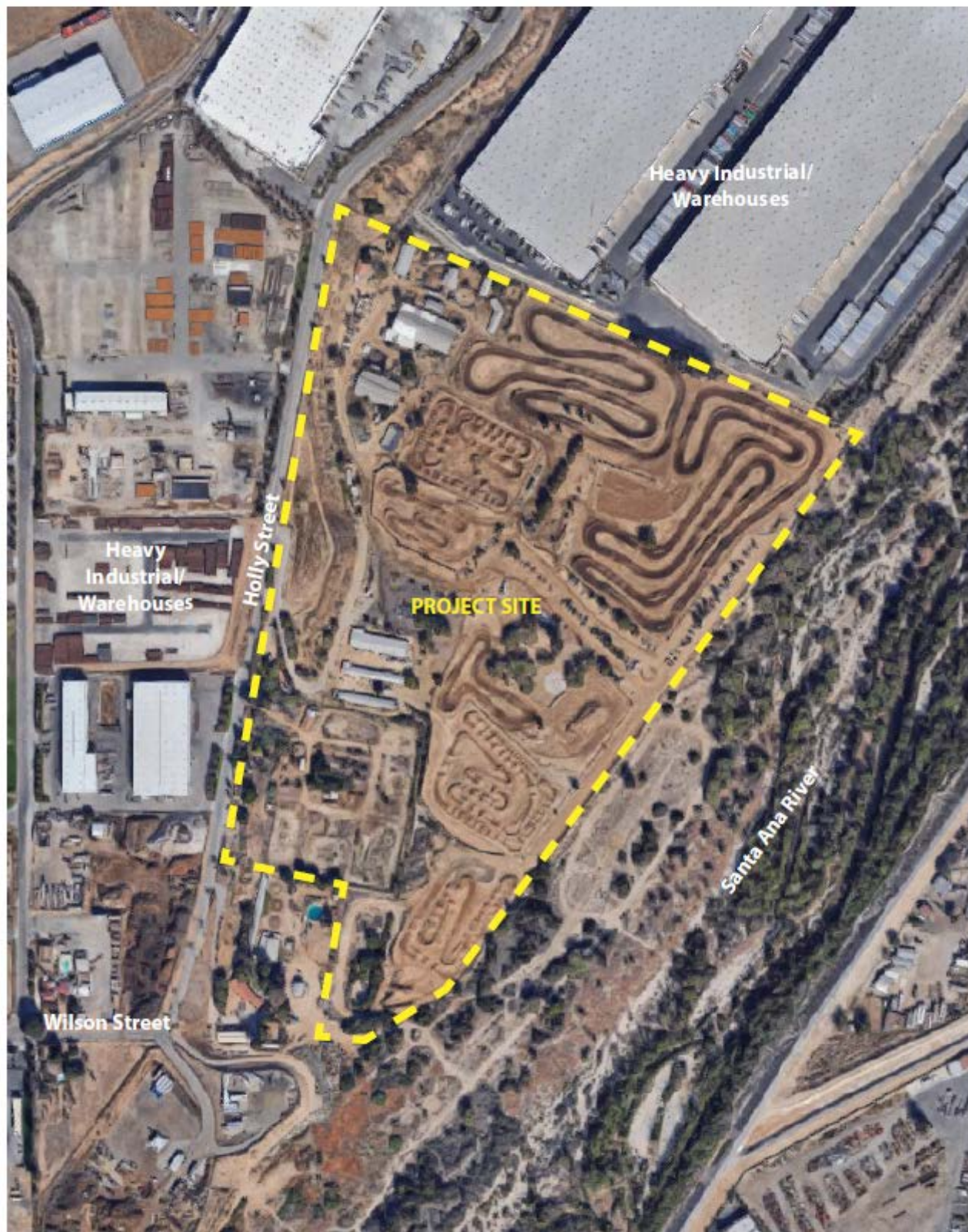
**VICINITY MAP:**  
Aerial view of the Project Site



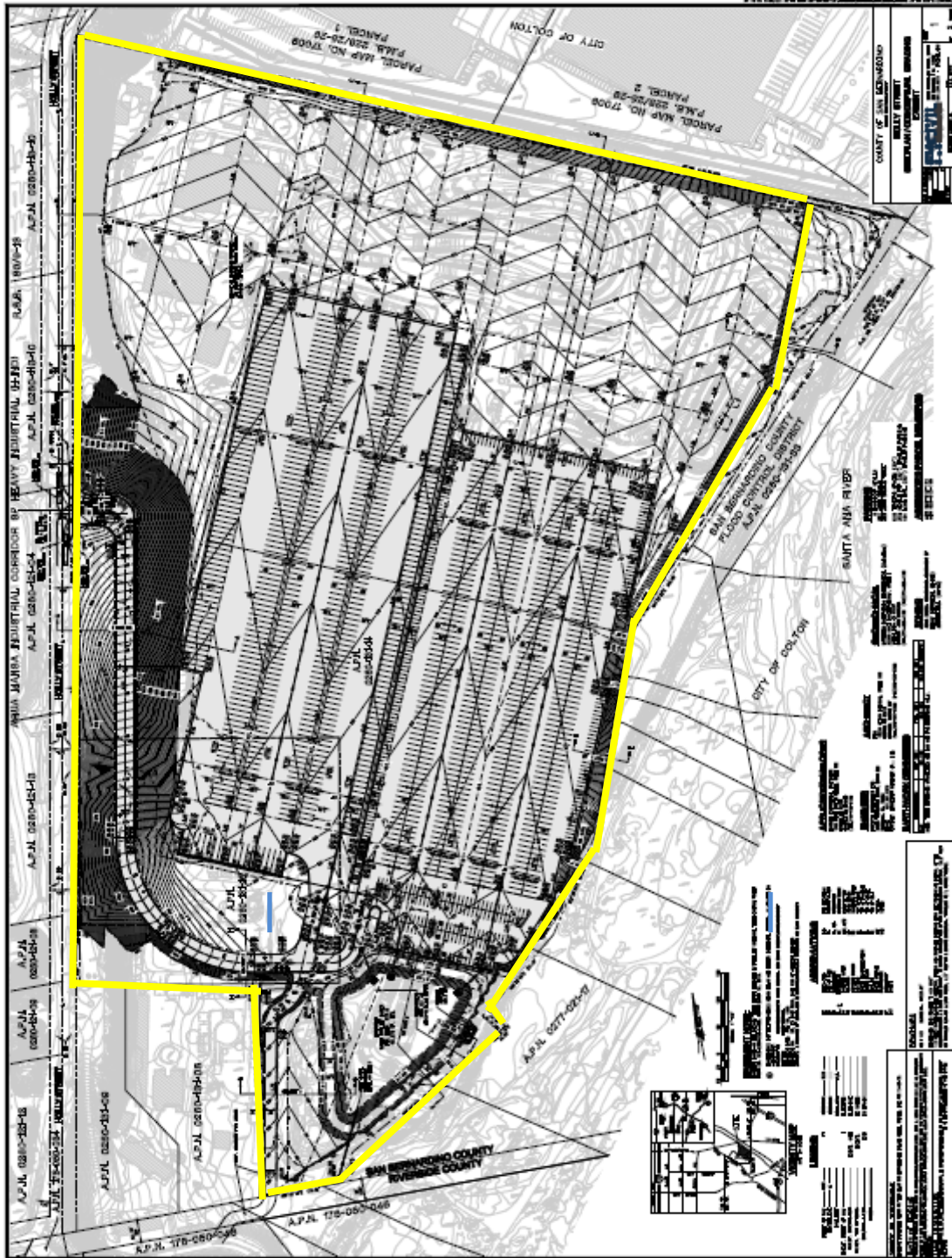
**LAND USE DISTRICT MAP:**



**AERIAL MAP:**



**SITE PLAN:**



**CONCEPTUAL LANDSCAPE PLAN:**



## SITE PHOTOS

South view on Holly Street



North view on Holly Street



**SITE PHOTOS (Cont.)**

Northeast view from the Project Site



Northwest view from the Project Site





**SITE PHOTOS (Cont.)**

Southwest view from the Project Site



South view from the Project Site



## **PROJECT DESCRIPTION:**

The applicant requests approval of a Conditional Use Permit (CUP) to construct a parking lot to accommodate 1,561 parking spaces for automobiles, long haul tractors, and trailers storage, on approximately 64.8 acres (Project). The Project site is located at 12685 Holly Street, within the Agua Mansa Industrial Corridor Specific Plan, in the Heavy Industrial (AM/SP – H IND) zoning district and Open Space / Agriculture (AM/SP – OS AG) zoning district. The applicant, Howard Industrial Partners, has presented a detailed Project description in a letter of intent (Exhibit A).

The Project site consists of two parcels: APN: 0260-0131-14 (approximately 7.4 acres) and APN: 0260-0131-15 (approximately 57.4 acres). The Project site is currently disturbed and actively utilized as a motocross track (Milestone MX Motorcycle Park), which consists of a series of off-road motorcycle race tracks for motorcycle and ATV racing, support structures for heavy equipment for off-road tracks maintenance, a retail store, a motorcycle repair shop, parking areas, and a detention basin in the southern area of the site. The Project perimeter will be landscaped. Access to the site for passenger cars, trucks, and other vehicles would be from a commercial driveway on Holly Street and a secondary emergency fire access driveway would be provided at the very southern end of the Project site, to an existing road, connecting back onto Holly Street. FedEx security personnel would patrol the site on a regular basis, approximately every 2 hours, 12 times per day.

The surrounding area is urbanized; developed with high cube industrial uses to the north, within the city limits of City of Rialto, to the west and south, within the H IND zoning district of the County. The scope of the proposed development will consist of site demolition of the existing structures, clearing and grubbing, grading, excavation and re-compaction of soils, paving, parking lot striping, water quality management improvements and landscape installation. Grading would involve 58,400 cubic yards of cut and 356,400 cubic yards of fill, thus, 298,000 cubic yards of soil import would be required. Soil import would occur during the 132 days of grading using 16 cubic yard heavy-heavy duty trucks. Presently, the source of the soil import has not yet been identified, however it will be from a site within three miles of the Project site within San Bernardino County boundaries. Import trips will comply with all routes and temporary traffic control prescribed in the construction traffic management plan to be prepared for the Project site and submitted to Public Works/Traffic Division for review and approval. Imported soil will be brought on-site as needed during the grading phase. On-site stock piling and soil storage is not anticipated during construction.

Pursuant to the the Agua Mansa Industrial Corridor Specific Plan (AM/SP), Figures 10 - Potential Geologic Hazard, 11 - Drainage Facilities/Hazard Area, and 20 - Land Use Plan, and Sections 3.1.1 - Land Use Issues, and 4.2.1 - Land Use Types and Intensities, the Open Space/Agriculture (AM/SP – OS AG) zoning designation is considered infeasible for industrial development due to its flood hazard potential, but is appropriate for the “low risk” types of land uses. The proposed parking lot, with no building on-site, maintains internal consistency with respect to land uses and site development standards within the AM/SP – OS AG zoning district. Additionally, AM/SP Table 8 – Permitted Uses, states: the permitted uses and site development standards under each land use classification, and that specific uses which are not specified may be found to be compatible with and similar to specified uses in a given designation, in that such determination shall be made by the Planning Commission of the respective jurisdiction.

## **PROJECT ANALYSIS:**

Site Planning: Although the Project site consists of 64.8 acres, the area to be striped for parking purposes is of approximately 31 acres, which would accommodate 1,561 parking spaces. Approximately 1,005 parking stalls would be for automobiles and long haul tractors, and approximately 556 stalls would be for trailer storage. The parking lot will be used to accommodate the FedEx Rialto Hub, located at 330

Resource Drive, Bloomington, and/or the West Rialto Station located at 11600 Cactus Avenue, Bloomington. No other site users/operators are anticipated. The parking lot would be screened from public view from Holly Street with a six-foot wrought iron fence with pilasters, and heavy dense landscape buffer along the west property boundary and dense landscaping along the Project perimeter. The Project site plan provides adequate area to accommodate all parking, access and circulation requirements needed to comply with County requirements (See Table 2 below).

Code Compliance Summary: As noted above, the Project satisfies all applicable standards of the Development Code for development in the AM/SP – H IND and AM/SP – OS AG Land Use Districts, as illustrated in Table 2:

**Table 2: PROJECT CODE COMPLIANCE**

<b>Project Component</b>	<b>Development Code Standard/Agua Mansa Industrial Corridor Specific Plan</b>	<b>Project Plans</b>
Parking Lot Facility	CUP	CUP
Parking	All-weather surfaced	1,561 – All-Weather surfaced
Landscaping	15% (9.75 acres)	28% (18 acres)
Drive Aisles	26'	35' – automobiles and long haul trucks 65' – truck tractors/trailers
Maximum Lot Coverage	No Maximum	0%

Landscaping: The conceptual landscape plan provides 18 acres of landscaping in drought-tolerant landscaping, with a variety of 24-inch box trees, five-gallon shrubs and ground covers, in compliance with Development Code Section 83.10.060, Landscape Area Requirements. The Project exceeds that requirement and has ample tree planting in the perimeter landscaping.

Hours of Operation: The proposed parking lot has been designed to be used for long haul tractors, tractor trailer storage and overflow employee parking for FedEx facilities, located at 330 Resources Drive in Rialto and/or 1160 Cactus Avenue in Bloomington. Technical studies performed for the environmental analysis assume a relatively intensive operation of seven days per week in three eight-hour shifts.

**California Environmental Quality Act (CEQA) Compliance**

An Initial Study (IS) has been completed in compliance with the California Environmental Quality Act (CEQA) (Exhibit B). The IS concludes that the Project will not have a significant adverse impact on the environment with the implementation of recommended Conditions of Approval and mitigation measures contained in the IS, which have been incorporated in the Conditions of Approval (Exhibit C). A Notice of Availability/Notice of Intent (NOA/NOI) to adopt a Mitigated Negative Declaration (MND) was advertised and distributed to initiate a 20-day public comment period, which concluded on March 14, 2019. Three comment letters to the MND were received from: (1) the South Coast Air Quality Management District, (2) San Bernardino County Department of Public Works, and (3) City of Riverside (Exhibit E). Responses have been provided (Exhibit F).

Following are summaries of topics addressed in the IS/MND:

Aesthetics: The proposed parking lot would be paved and storage of trailers would be screened with a six-foot combination wrought iron/CMU block wall with pilasters and new landscaping along the property

frontage on Holly Street, which will complement the surrounding area. The Project design will include 18 acres of landscaping, with a 270-foot landscape setback buffer that will screen the parking lot.

Air Quality: The Project air quality analysis shows that the Project will not violate any air quality standard or contribute substantially to an existing or projected air quality violation, because the proposed use would not exceed thresholds of concern as established by the South Coast Air Quality Management District (SCAQMD). A dust control plan will be required as a standard condition to regulate short-term construction activities that could create windblown dust. Parking lot stripping activities will be restricted as needed to comply with SCAQMD standards.

Water Quality: A Preliminary Water Quality Management Plan (WQMP) has been approved by the Land Development Division of Land Use Services to comply with the requirements of the San Bernardino County National Pollutant Discharge Elimination System (NPDES) Area-wide Stormwater Program. The Project drainage system has been designed and sized to accept and collect storm water direct runoff from the parking lot surface to drainage inlets and gutters that would convey runoff to an infiltration basin that would be located in the southern portion of the Project site. The basin has been designed to accommodate the required 100-year storm event design volume runoff. Requirements for approval of the final WQMP have been incorporated in the conditions of approval.

Traffic: A Trip Generation Analysis has been prepared to evaluate potential Project-related traffic impacts. The County of San Bernardino Traffic Impact Study Guidelines indicate the need for a traffic study when “a project generates 100 or more trips without consideration of pass-by trips during any peak hour”. The proposed Project scope would generate approximately 35 net new AM and 45 net new PM peak hour trips, and therefore would not require preparation of a Traffic Impact Assessment. The Project trips would be added to roadways and intersections providing access between the Project site and the FedEx Ground facilities located at 330 Resource Drive and 11600 Cactus Avenue. According to the Trip Generation Analysis, contracted FedEx Ground drivers would arrive and depart from the proposed Holly Street lot throughout the hour. Therefore, based on the trip generation, the site would generate approximately one trip every 80 seconds. At affected signalized intersections, this would be approximately 1 to 2 vehicles added to each signal cycle, which would not be noticeable by other drivers. As a result, potential traffic impacts from the Project would be less than significant. The Project would be conditioned to comply with all applicable County of San Bernardino regulations and conditions of approval, but not be limited to the following mitigation measures:

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

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

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

Additionally, certain Conditions of Approval from Public Works/Traffic Division have been incorporated as part of the project conditions of approval, prior to building permit issuance, to ensure that fair share contribution amounts, if any, would be paid.

**Public Comments:**

Project notices were sent to surrounding property owners within 700 feet of the Project site, as required by Development Code Section 85.03.080. No comments were received. A notice of availability of the Draft IS/MND was sent to surrounding property owners and responsible agencies, as part of the CEQA process. . As previously noted, three comment letters (Exhibit E) were received from the SCAQMD, San Bernardino Department of Public Works, and City of Riverside. Responses provided are attached as Exhibit F.

**RECOMMENDATION:**

That the Planning Commission:

1. **ADOPT** the Mitigated Negative Declaration;
2. **ADOPT** the recommended Findings for approval of the Project;
3. **APPROVE** the Conditional Use Permit for the construction of a parking lot to accommodate 1,561 parking spaces for automobiles, long haul tractors, and trailers, on approximately 64.8 acres, subject to Conditions of Approval; and
4. **FILE** the Notice of Determination.

**ATTACHMENTS:**

- EXHIBIT A: Applicant’s Letter of Intent
- EXHIBIT B: Initial Study/Mitigated Negative Declaration
- EXHIBIT C: Conditions of Approval
- EXHIBIT D: Findings
- EXHIBIT E: Comment Letters from SCAQMD, San Bernardino County Public Works, and City of Riverside.
- EXHIBIT F: Responses to Comments

# **EXHIBIT A**

## **Applicant's Letter of Intent**

**Holly Street Parking Lot**  
**Letter of Intent**  
**01/10/2018**

**Project Summary**

The proposed project consisting of approximately 65 acres of land in unincorporated San Bernardino County, is designed to be a parking lot used for FedEx Ground drivers and trailer storage parking accommodating the FedEx Rialto Hub located at 330 Resource Drive, Bloomington, CA or the West Rialto Station located at 11600 Cactus Ave, Bloomington, CA. The project site is highly disturbed and actively used as a motocross park, containing a series of earth tracks for motorcycle and ATV racing, support structures, and parking areas. The project site consists of APNs 026-013-114 and -115 and is located to the east of Holly Street in the Agua Mansa Industrial Center, which was planned for development with industrial uses in the Agua Mansa Industrial Corridor Specific Plan.

Refer to "Land Use Application Questionnaire Additional Responses," below, for further discussion of site and vicinity existing conditions.

**Land Use Consistency**

**The existing land use designation is Agua Mansa Industrial Corridor Specific Plan - Heavy Industrial & Open Space/Agriculture/Equestrian. Per correspondence dated 5/23/18 with the San Bernardino Planning Department, the proposed storage and parking lot is consistent with these land uses subject to a Conditional Use Permit (CUP).**

**Proposed Improvements**

Project improvements would include:

1. Pave approximately 31 acres (approximately 48%) of the site for use by FedEx Ground drivers and trailer storage parking
2. 1005 parking spaces, composed of 389 auto parking stalls, 616 long haul tractor spaces, 372 single pup parking spaces and 184 long trailer parking spaces.
3. A water quality basin covering over one acre.

Primary access to the site would be from Holly Street, with a fire access lane connecting to the southern edge of the site off of Wilson Street.

The paved parking lot would be constructed in compliance with property development standards.

Along the eastern edge of the project site is the Santa Ana River. The project is designed to avoid grading impacts or stormwater drainage into the river, instead directing flows to the basin at the southern edge of the site.

**Construction**

Construction of the parking lot would take approximately 12 months, starting with demolition and clearing of the site. Grading would follow, with a net import of approximately 298,000 cubic yards of dirt. The site will be graded, filled and paved in one single construction phase.

## **Operations**

The parking lot will be used for FedEx Ground drivers (Contracted Service Providers – CSPs). The CSPs would arrive in their personal vehicles and park, then drive a tractor to the FedEx Rialto Hub located 330 Resource Drive, Bloomington, CA or the West Rialto Station located at 11600 Cactus Ave., Bloomington, CA. CSPs would then pick up a trailer and dispatch from the hub. Drivers would return to drop their trailers at the Rialto Hub or West Rialto station then drive the tractor back to the proposed Holly Street lot. When the FedEx facilities are congested, some trailers would be returned to the Holly Street lot along with the tractor. Access to the site would be provided via a transponder-operated gate. Security from the FedEx facility would roam between the FedEx site and the proposed Holly Street parking lot and would patrol the site on a regular basis, approximately every 2 hours or 12 times per day.

It is anticipated that approximately 9 CSPs will arrive at the site every hour and will shuttle 9 tractors/trailers to the Rialto Hub or West Rialto Station. This number could be as low as 5 per hour during off-peak times. The potential trip generation of the project has been evaluated based on the proposed operation of the site and is shown in Table 1. Table 1 shows the total trips as well as the passenger car equivalent (PCE) trips. PCE accounts for the fact that a truck has a slower start-up time, takes up more roadway space and has reduced maneuverability when compared to a passenger car. (Please see Trip Generation Memo attached)

## **Land Use Application Questionnaire Additional Responses**

23. *Describe the project site, as it exists before project implementation, including information on topography, soil stability, plants and animals, and any cultural, historical, or scenic aspects. On an attachment describe any existing structures on the site, and the use of the structures.*

The site is located downslope from Holly Street, with an elevation about 50 feet lower than the street. Beyond an initial steep slope down from the street, the site is generally flat. The site is used as a motocross park, containing a series of earth tracks for motorcycle and ATV racing. A parking area frequented by trucks and RVs is also present. The site is fully disturbed and generally maintained free of vegetation. Occasional clusters of ornamental vegetation, including trees, are found between race tracks. The site is in an urbanized location and has access to utilities nearby.

There are no identified cultural, historic, or scenic aspects to the site. Existing structures are limited to small single-story buildings supporting the motocross facility, including a pro shop, maintenance and storage sheds, and management offices.

24. *On an attachment, describe the surrounding properties, including information on plants and animals and any cultural, historical, or scenic aspects. Indicate the type of land use (residential, commercial, etc.), intensity of land use (single family dwelling(s), apartment houses, shops, department stores, etc.), and scale of development (height, frontage, set-back, rear yard, etc.).*

Surrounding properties are within the Agua Mansa Industrial Center, and have been developed with industrial uses as intended by the Agua Mansa Industrial Corridor Specific Plan. To the north are large single-story warehouses. To the west are one- to two-story warehouses, storage yards, truck parking, and other industrial uses. To the south is a horse boarding facility, consisting of a series of one-story structures. To the east is the Santa Ana River. There are no identified plants, animals, cultural, historical, or scenic aspects to the vicinity.



## Required Entitlements

The required entitlement from the County of San Bernardino for the project is a Conditional Use Permit

### *Conditional Use Permit*

The following are findings required for approval of a CUP (County Code Sect. 85.06.040):

1. The site for the proposed use is adequate in terms of shape and size to accommodate the proposed use and all landscaping, loading areas, open spaces, parking areas, setbacks, walls and fences, yards, and other required features pertaining to the application.

The project site is a large redevelopment area in an area designated for and built up as industrial uses. The site has an appropriate shape to accommodate the proposed parking area, in addition to landscaping, open spaces, setbacks, and fences. The project site includes access drives that are adequately sized for the project, a secondary access route for emergency vehicles, and the required water quality basin.

2. The site for the proposed use has adequate access, which means that the site design incorporates appropriate street and highway characteristics to serve the proposed use.

The project site includes a main 50-foot-wide access drive. The main access drive connects to Holly Street near the location of an existing access point. The proposed access point would not conflict with the County's standard design practices for access to project sites.

3. The proposed use will not have a substantial adverse effect on abutting property or the allowed use of the abutting property, which means that the use will not generate excessive noise, traffic, vibration, or other disturbance. In addition, the use will not substantially interfere with the present or future ability to use solar energy systems.

The project would be consistent with the types of existing land uses present to the north, west, and south. The project site is in the Agua Mansa Industrial Center, a neighborhood that is predominantly industrial in nature; in addition, a significant portion of the site is designated by the Agua Mansa Industrial Corridor Specific Plan for Heavy Industrial Uses. The project would not be expected to generate any significant adverse effects that would affect abutting properties. In addition, the project does not contain any features that would inhibit the use of solar energy systems on the site or on adjacent properties.

4. The proposed use and manner of development are consistent with the goals, maps, policies, and standards of the General Plan and any applicable community or specific plan.

The project is an industrial use, and a significant portion of the site is designated for Heavy Industrial uses in the Agua Mansa Industrial Corridor Specific Plan. The site is within the area governed by the Agua Mansa Industrial Growth Association joint powers authority, which was created to encourage industrial development within the Agua Mansa Industrial Center. The site is heavily modified from its natural condition through the operation of a motocross facility. The Specific Plan identifies the Heavy Industrial district as being appropriate for "manufacturing, resource extraction, compounding of material, packaging, treatment, processing or assembly of goods." The project is consistent with this land use, and would be less impactful to the community and environment than a manufacturing, resource extraction, or similar activity.

5. There is supporting infrastructure, existing or available, consistent with the intensity of development, to accommodate the proposed development without significantly lowering service levels.

The project site is partially designated for Heavy Industrial uses, and is surrounded on three sides by industrial land uses, including warehouses. The project site is served by existing infrastructure on Holly Street that would accommodate the facility. This area was planned specifically for industrial uses for which the proposed project would serve and is in the Agua Mansa Industrial Center. The project will be responsible for upgrades or expansions to infrastructure commensurate with the project's impacts to ensure an adequate service level is maintained.

6. The lawful conditions stated in the approval are deemed reasonable and necessary to protect the public health, safety, and general welfare.
7. The design of the site has considered the potential for the use of solar energy systems and passive or natural heating and cooling opportunities.

The project does not include a building; therefore, it could accommodate a solar energy system. It would not require passive or natural heating and cooling opportunities since there is no proposed building.

The project would be designed consistent with the applicable building and zoning requirements which are in place to protect the public health, safety, and general welfare.

# **EXHIBIT B**

## **Initial Study/Mitigated Negative Declaration**

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## SAN BERNARDINO COUNTY INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

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

### PROJECT LABEL:

<b>APN:</b> 0260-131-14, 0260-0131-15
<b>APPLICANT:</b> Howard Industrial Partners, LLC
<b>COMMUNITY:</b> Agua Mansa/Rialto/5th Supervisorial District
<b>LOCATION:</b> 12685 Holly Street
<b>STAFF:</b> Aron Liang
<b>REP(S):</b> Mike Tunney, Howard Industrial Partners, LLC
<b>PROPOSAL:</b> Conditional Use Permit for the construction of a parking lot to accommodate 1,561 parking spaces for automobiles, long haul tractors, and trailers, on approximately 64.8 acres.

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

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

### PROJECT CONTACT INFORMATION:

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

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

**Fax No:** (909) 387-7911

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

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

## PROJECT DESCRIPTION

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

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

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

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

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

### Site Access

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

### Construction

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

**Table 1: Construction Schedules**

Construction Activity	Work Days
Demolition	10
Site Preparation	10
Grading	132

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

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

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

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

**Project Approvals**

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

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

- Grading Permits
- Utility Connections
- Building Permits
- Encroachment and Road Permits

**ENVIRONMENTAL/EXISTING SITE CONDITIONS:**

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

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

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

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

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

**Table 2: Existing Land Uses**

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

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

**Federal:** N/A

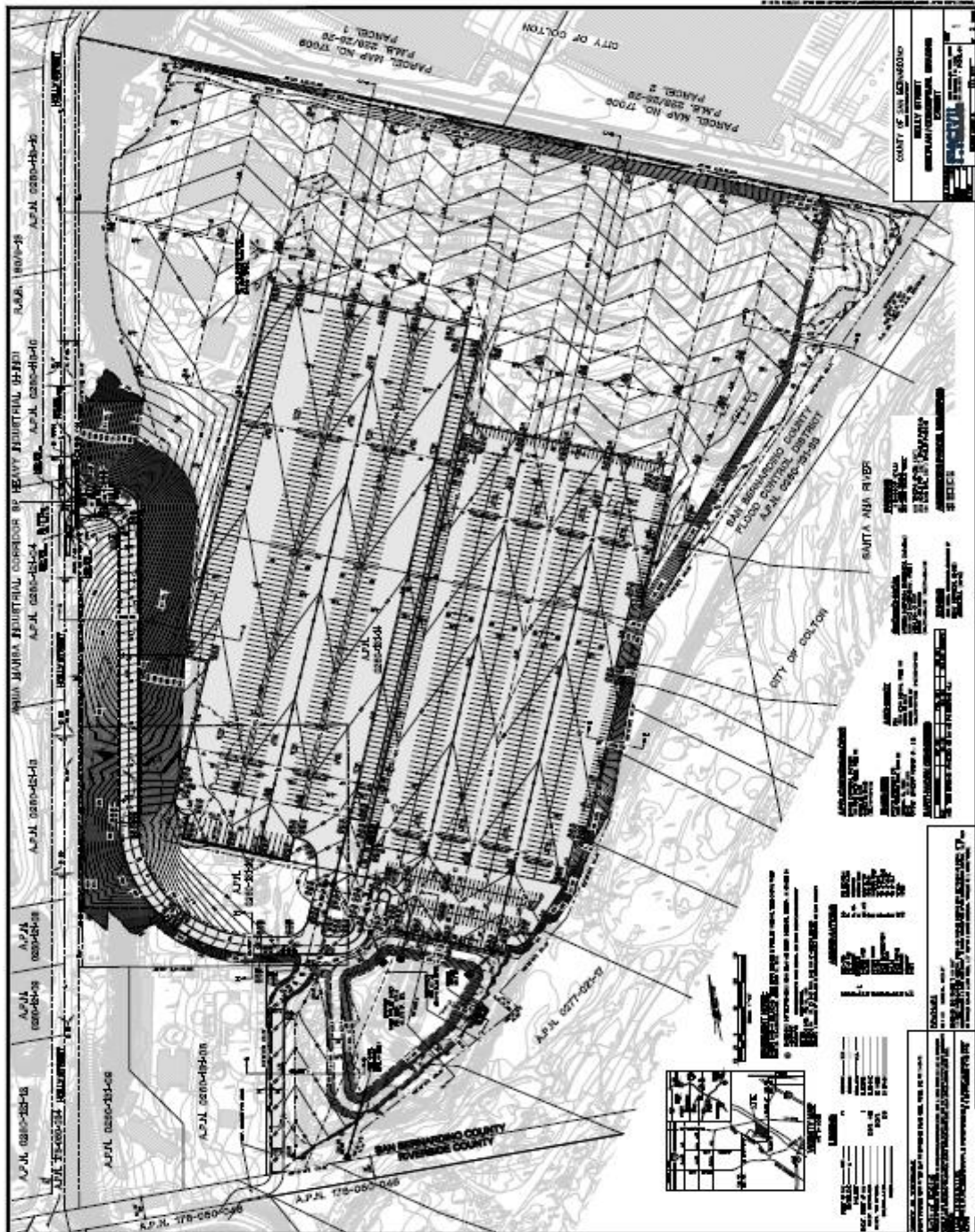
**State:** Regional Water Quality Control Board (RWQCB) - Santa Ana Region

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

**Special Districts, Other:** South Coast Air Quality Management District (SCAQMD) and City of Riverside.



Figure 1: Site Plan



HOLLY STREET FEDEX GROUND PARKING LOT  
Initial Study  
County of San Bernardino

FIGURE 1  
Site Plan

Figure 2, Regional Location

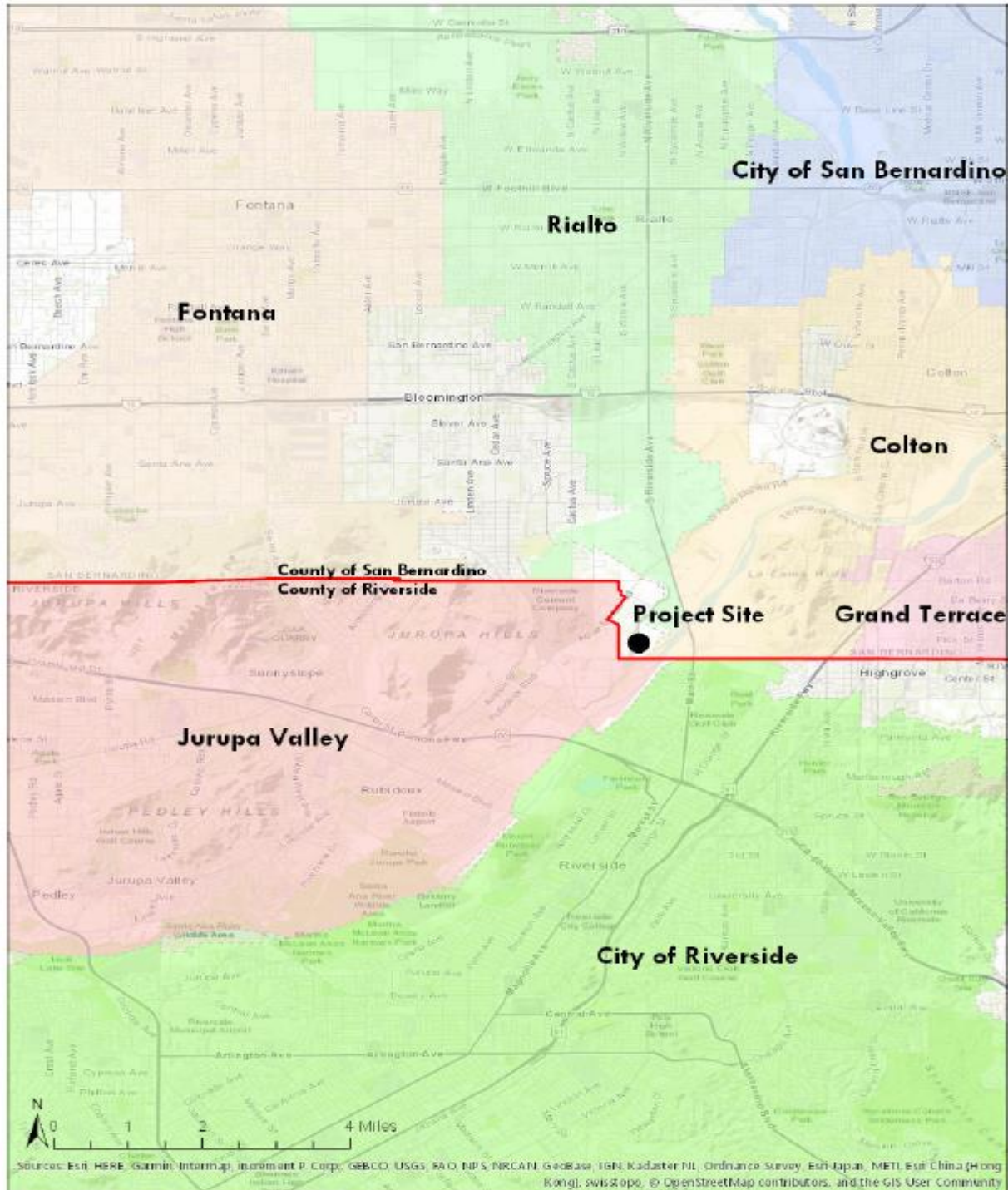
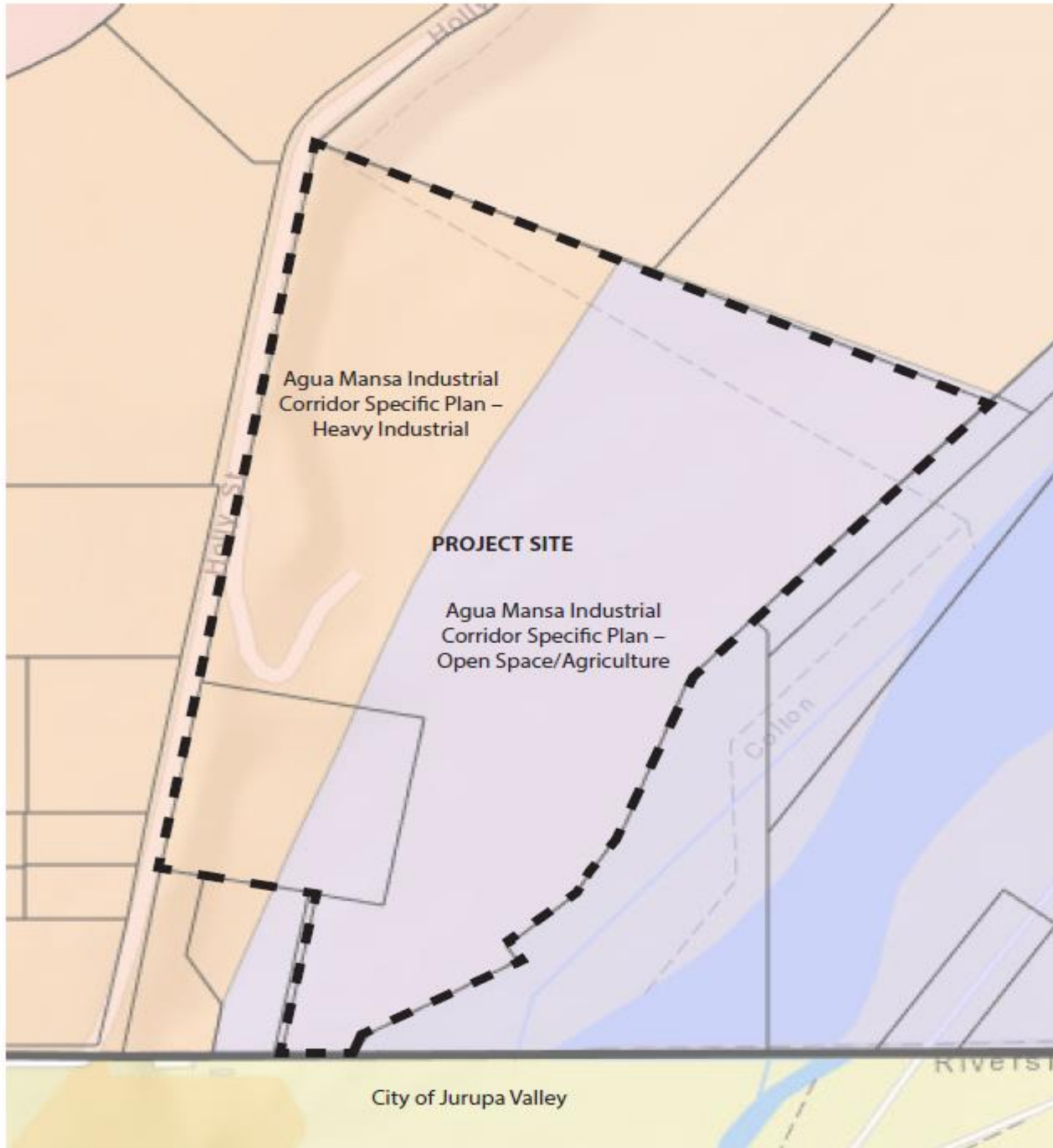


Figure 3, Existing Land Use Zoning Designations



HOLLY STREET FEDEX GROUND PARKING LOT  
Initial Study  
County of San Bernardino

FIGURE 3  
Existing Land Use Zoning Designations

Figure 4, Aerial Photo of Existing Land Uses



HOLLY STREET FEDEX GROUND PARKING LOT  
Initial Study  
County of San Bernardino

FIGURE 4  
Aerial Photo of Existing Land Uses

Figure 5: Project Site Photos



View along Holly St. towards south



View along Holly St. towards north



View towards northeast



View towards northwest



**View towards southwest**



**View towards south**

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## EVALUATION FORMAT

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

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

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

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

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



**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

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

**DETERMINATION:**

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

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

Signature (prepared by): Aron Lian, Senior Planner

Date

2-21-2019

Signature: Dave Prusch, Supervising Planner

Date

2-21-2019



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Conditions of Approval**

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

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

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

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

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

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

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

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>III.</b>	<b>AIR QUALITY</b> – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
	a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**SUBSTANTIATION:**

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

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



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

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

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

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

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

Pollutant	Construction	Operations
VOC	75	55
NO <sub>x</sub>	100	55
CO	550	550
PM <sub>10</sub>	150	150
PM <sub>2.5</sub>	55	55
SO <sub>x</sub>	150	150

Source: SCAQMD CEQA Air Quality Handbook, November 1993 Rev.  
 Notes:  
 VOC = volatile organic compounds  
 NO<sub>x</sub> = nitrogen oxides  
 CO = carbon monoxide  
 SO<sub>x</sub> = sulfur oxides  
 PM<sub>10</sub> and PM<sub>2.5</sub> = particulate matter

**Construction**

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

**Table AQ-2: Construction Equipment**

Activity	Equipment	Number	Hours per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	1	8	81	0.73
	Excavators	3	8	158	0.38
	Rubber Tired Dozers	2	8	247	0.40
Site Preparation	Crawler Tractors	4	8	212	0.43
	Rubber Tired Dozers	3	8	257	0.40
Grading	Crawler Tractors	2	8	212	0.43
	Excavators	2	8	158	0.38
	Graders	1	8	187	0.41
	Rubber Tired Dozers	1	8	257	0.40
	Scrapers	2	8	367	0.48
Paving	Pavers	2	8	130	0.42
	Rollers	2	8	80	0.38
	Paving Equipment	2	8	132	0.36
Architectural Coating	Air Compressors	1	8	78	0.48
Building construction is not shown as it serves as a place holder for the transport of paving materials Source: Construction equipment inventory derived from the CalEEMod model; see Appendix A					

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

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

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

	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum Daily Emissions	23.5	140.5	45.7	0.4	11.7	6.7
SCAQMD Threshold	75	100	550	150	150	55
Exceed Significance?	No	<b>Yes</b>	No	No	No	No
Maximum Daily Emissions With Mitigation	75	<b>89</b>	45.5	0.4	11.7	6.7
Exceed Significance?	No	No	No	No	No	No
Source: AQ, 2019						

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

**Operations**

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

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

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

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

Source: AQ, 2019

III-c) **Less Than Significant Impact.** The South Coast Air Basin (SCAB) is in a non-attainment status for federal ozone standards, federal carbon monoxide standards, and state and federal particulate matter standards. Any development in the SCAB, including the proposed project, could cumulatively contribute to these pollutant violations. Evaluation of cumulative air quality impacts of the proposed project has been completed pursuant to SCAQMD’s cumulative air quality impact methodology, SCAQMD states that if an individual project results in air emissions of criteria pollutants (VOC, CO, NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>) that exceed the SCAQMD’s recommended daily thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of the criteria pollutant(s) for which the project region is in non-attainment under an applicable federal or state ambient air quality standard.

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

III-d) **Less Than Significant Impact.** The SCAQMD recommends the evaluation of localized NO<sub>2</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> construction-related impacts to sensitive receptors in the immediate vicinity of the project site. Such an evaluation is referred to as a localized significance threshold (LST) analysis. The impacts were analyzed pursuant to the SCAQMD’s Final Localized Significance Threshold Methodology (SCAQMD 2008). According to the LST Methodology, “off-site mobile emissions from the project should not be included in the emissions compared to the LSTs” (SCAQMD 2008).

**Localized Air Quality Thresholds**

SCAQMD has developed Local Significance Thresholds (LSTs) that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of NO<sub>x</sub>, CO,

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

**Construction**

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

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

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

Site Preparation	Emissions (pounds per day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Demolition	35.8	22.1	5.1	2.2
Site Preparation	68.2	23.2	10.0	6.6
Grading	65.8	33.9	6.0	3.9
Paving	15.2	14.7	0.8	0.8
Architectural Coatings (parking lot striping)	1.8	1.8	0.1	0.1
Maximum Daily Emissions	68.2	33.9	10.0	6.6
<b>SCAQMD Localized Threshold</b>	<b>491</b>	<b>10,320</b>	<b>115</b>	<b>43</b>
Threshold Exceeded?	No	No	No	No
Source: AQ, 2019				

**Operation**

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

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

Operational Activity	Emissions (pounds per day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum Daily Emissions	3.3	0.6	0.1	0
<b>SCAQMD Localized Threshold</b>	<b>526</b>	<b>11,149</b>	<b>30</b>	<b>12</b>
Threshold Exceeded?	No	No	No	No
Source: AQ, 2019				

## Hot Spots

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

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

## Air Quality Emission Health Risks

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

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

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

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

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

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

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

### Conditions of Approval

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

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

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

### MM# Mitigation Measures

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>IV. BIOLOGICAL RESOURCES – Would the project:</b>				
a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

**MM# Mitigation Measures**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### **Conditions of Approval**

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

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

**MM# Mitigation Measures**

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

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

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

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

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>VI.</b>	<b>GEOLOGY AND SOILS – Would the project:</b>				
a)	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Be located on expansive soil, as defined in Table 18 1-B of the California Building Code (2001) creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

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

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

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

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

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

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

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



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

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

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

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

VI-b) **Less Than Significant Impact.**

**Construction**

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

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

**Operation**

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

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

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

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

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

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

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

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

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

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

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

**Conditions of Approval:**

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

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

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

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

**SUBSTANTIATION:**

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

**Threshold**

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

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

**Table GHG-1: Construction Greenhouse Gas Emissions**

Construction Activity	Annual MTCO <sub>2</sub> e
Total	2,280
Amortized Over 30 Years	76
Source: AQ, 2019	

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

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

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

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

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

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

In addition, the County of San Bernardino adopted a Climate Action Plan (CAP) in 2011 that provides a framework for reducing GHG emissions and managing resources to best prepare for a changing climate. As described in the previous response, the proposed project would not result in GHG emissions that would exceed the County’s threshold of 3,000 MTCO<sub>2</sub>e per year. Therefore, the

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

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

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>VIII.</b>	<b>HAZARDS AND HAZARDOUS MATERIALS</b>				
	Would the project:				
a)	Create a significant hazard to the public or the Environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>SUBSTANTIATION:</b>					

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

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

#### **Construction**

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

#### **Operation**

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

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

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

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



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

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

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

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

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

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

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>IX.</b>	<b>HYDROLOGY AND WATER QUALITY – Would the project:</b>				
a)	Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level, which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f)	Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g)	Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h)	Place within a 100-year flood hazard area structure that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

**SUBSTANTIATION:**

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

IX-a) **Less Than Significant Impact.**

**Construction**

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

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

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

- Concrete waste management

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

### Operation

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

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

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

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

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

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

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

#### **Construction**

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

#### **Operation**

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

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

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

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

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

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

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

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

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

**Conditions of Approval**

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

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



		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>X.</b>	<b>LAND USE AND PLANNING – Would the project:</b>				
a)	Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**SUBSTANTIATION:**

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

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

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

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

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

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

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated.	Less than Significant	No Impact
<b>XI.</b>	<b>MINERAL RESOURCES – Would the project:</b>				
a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**SUBSTANTIATION:**

- XI-a) **No Impact.** The project site has been historically used for residential, equestrian, and off-road motorcycle racing and is not identified as an area of known mineral resources. In addition, the project site is not identified as a locally-important mineral resources recovery site in the County’s General Plan. Therefore, the project area is not considered to be an area of known mineral resources, and impacts related to known mineral resources would not occur.
- XI-b) **No Impact.** The project site does not include a mineral resource recovery site and is not identified as a locally-important mineral resources recovery site on the County’s General Plan. Therefore, the project would not have the potential to result in the loss of availability of a locally-important mineral resource recovery site delineated in the General Plan, and no impacts would occur.

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>XII. NOISE – Would the project result in:</b>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**SUBSTANTIATION:**

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

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

XII-a) **Less Than Significant.**

**Construction**

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

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

**Table N-1: Construction Equipment Noise Levels**

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

Source: FHWA's Roadway Construction Noise Model, 2006

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

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

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

**Operation**

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

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

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

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

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

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

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

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

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

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

**Construction**

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

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

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

**Table N-2: Vibration Source Levels for Construction Equipment**

Equipment	PPV (in/sec) at 25 feet	PPV (in/sec) at 50 feet
Large Bulldozer	0.089	0.031
Loaded Trucks	0.076	0.027
Small Bulldozer	0.003	0.001
Source: FTA Transit Noise and Vibration Impact Assessment, 2006		

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

**Operation**

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

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



Figure N-1: Noise Measurement Locations



**Table N-3: Noise Level Measurements**

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

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

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

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

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

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

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

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

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

#### **Conditions of Approval**

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

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>XIII.</b>	<b>POPULATION AND HOUSING - Would the project:</b>				
a)	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**SUBSTANTIATION:**

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

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

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

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

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

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>XIV.</b>	<b>PUBLIC SERVICES</b>				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
	Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**SUBSTANTIATION:**

XIV-a) **Less Than Significant Impact.**

Fire Protection

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

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

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

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

#### Police Protection

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

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

#### Schools

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

#### Parks

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

#### Other Public Facilities

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

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

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>XV.</b>	<b>RECREATION</b>				
a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**SUBSTANTIATION:**

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

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

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



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

**SUBSTANTIATION:**

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

a/b) **Less Than Significant Impact.**

**Construction**

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

**Table TR-1: Off-Site Construction Trips**

Activity	Construction Trips per Day		Total Trips
	Worker	Vendor	Haul
Demolition	15	0	1,039
Site Preparation	18	0	0
Grading	20	0	37,250
Construction	0	313	0
Paving	15	0	0
Architectural Coatings	10	0	0
Source: CalEEMod; see Appendix A			

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

**Operations**

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

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

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

**Table TR-2: Site Trip Generation**

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

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

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

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

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

Table TR-2 Site trip generation is only preliminary in nature. Prior to Building Permit, 1) a traffic impact analysis (CMP TIA) shall be conducted in alignment with legislative requirements and the San Bernardino County Congestion Management Plan and approved by the Department of Public Works. The study shall identify impacts to the regional road network as well as local impacts between primary and satellite facilities. Trip generation rates and distribution patterns for both the road network and the local routing

shall be approved by the County Department of Public Works prior to the traffic study analysis. 2) Road improvements as identified in the approved (CMP TIA) shall be designed according to the standards of, and approved by, the affected agency. 3) Fair share contribution amounts shall be paid in accordance with the CMP TIA. These amounts shall reflect the regional network as well as the local impacts between primary and satellite facilities. Construction amounts shall be recalculated at time of payment to address changes in costs between approval of the CMP TIA and completion of this requirement.

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

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

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

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

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

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

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

service access. Therefore, the proposed project would not result in conflicts related to public transit, bicycle, or pedestrian facilities, and impacts would not occur.

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

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

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

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

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

**SUBSTANTIATION:**

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

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

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

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

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

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

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

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

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

#### **Mitigation Measures:**

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

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

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

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

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

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



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

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

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

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>XVIII. UTILITIES AND SERVICE SYSTEMS - Would the project:</b>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill(s) with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**SUBSTANTIATION:**

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

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

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

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

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

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>XIX. MANDATORY FINDINGS OF SIGNIFICANCE:</b>					
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Does the project have environmental effects, which will cause Substantial adverse effects on human beings, either directly Or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**SUBSTANTIATION:**

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

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

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

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

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

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

## XX. MITIGATION MEASURES

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

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

### Mitigation Measures/Conditions Of Approval

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

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

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

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

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

### **Transportation/Traffic**

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



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

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

XVII-1 **Tribal Cultural Resources**

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

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

XVII-3 **TCR-3– Unanticipated Discovery Of Human Remains and Associated Funerary Objects :** *Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in*

any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC) and PRC 5097.98 shall be followed.

XVII-4

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

XVII-5

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

XVII-6

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

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

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

XVII-7

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

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## GENERAL REFERENCES

- Air Quality, Health Risk, and Greenhouse Gas Assessment Report prepared by Vince Mirabella, 2018 (AQ 2018).
- Cal Fire San Bernardino County Southwest Fire Hazard Map. Accessed: [http://www.fire.ca.gov/fire\\_prevention/fhsz\\_maps\\_sanbernardinow](http://www.fire.ca.gov/fire_prevention/fhsz_maps_sanbernardinow)
- California Department of Conservation Important Farmland Finder (CDC 2018). Accessed: <https://maps.conservation.ca.gov/dlrp/ciff/>
- California Department of Water Resources Seven Oaks Dam Inundation Map. Accessed: <https://water.ca.gov/Programs/All-Programs/Division-of-Safety-of-Dams/Inundation-Maps>
- California Geological Survey, San Bernardino South Quadrangle. Accessed: [http://gmw.conservation.ca.gov/SHP/EZRIM/Maps/SANBERN\\_S.PDF](http://gmw.conservation.ca.gov/SHP/EZRIM/Maps/SANBERN_S.PDF)
- California Geological Survey Information Warehouse Mineral Land Classification Mapping. Accessed: [ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/sr\\_231/TemescalValley\\_MRZ\\_Plate1.pdf](ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/sr_231/TemescalValley_MRZ_Plate1.pdf)
- CalRecycle Disposal Reporting System. Accessed: <http://www.calrecycle.ca.gov/LGCentral/Reports/DRS/Destination/JurDspFa.aspx>
- Calrecycle Solid Waste Information System Database: Accessed: <http://www.calrecycle.ca.gov/swfacilities/directory/search.aspx>
- Caltrans California Scenic Highway Mapping System (Caltrans 2018). Accessed: [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/)
- Caltrans Technical Noise Supplement, September 2013. (Caltrans 2013) [http://www.dot.ca.gov/hq/env/noise/pub/TeNS\\_Sept\\_2013B.pdf](http://www.dot.ca.gov/hq/env/noise/pub/TeNS_Sept_2013B.pdf)
- Caltrans Transportation and Construction Vibration Guidance Manual, 2013: [http://www.dot.ca.gov/hq/env/noise/pub/TCVGM\\_Sep13\\_FINAL.pdf](http://www.dot.ca.gov/hq/env/noise/pub/TCVGM_Sep13_FINAL.pdf)
- Census FactFinder Website: Accessed: [https://factfinder.census.gov/faces/nav/jsf/pages/community\\_facts.xhtml](https://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml)
- County of San Bernardino Municipal Code. Accessed: [http://library.amlegal.com/nxt/gateway.dll/California/sanbernardinocounty\\_ca/sanbernardinocountycaliforniacodeofordin?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:sanbernardinocounty\\_ca](http://library.amlegal.com/nxt/gateway.dll/California/sanbernardinocounty_ca/sanbernardinocountycaliforniacodeofordin?f=templates$fn=default.htm$3.0$vid=amlegal:sanbernardinocounty_ca)
- County of San Bernardino Zoning and Overlay Maps. Accessed: <http://cms.sbcounty.gov/lus/Planning/ZoningOverlayMaps.aspx>
- Federal Emergency Management Agency Flood Map Service Center. Accessed: <https://msc.fema.gov>.
- Federal Transit Agency Transit Noise and Vibration Impact Assessment, 2006. Accessed: <https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/noise-and-vibration>
- General Habitat Suitability Evaluation prepared by Ecological Sciences, 2017 (BIO 2017).
- Geotechnical Investigation, prepared by Southern California Geotechnical, 2017 (GEO 2017).
- Phase 1 Cultural and Paleontological Resources Assessment, prepared by Material Culture Consulting, 2018 (MCC 2018).
- Phase I Environmental Site Assessment, 2017. Prepared by SCS Engineers (Phase I 2017)

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San Bernardino County Sheriff's Department Website. Accessed: <http://wp.sbcounty.gov/sheriff/>

Update of Geotechnical Report and Grading Plan Review, prepared by Southern California Geotechnical, 2018 (GEO 2018)

# **EXHIBIT C**

## **Conditions of Approval**

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**CONDITIONS OF APPROVAL**  
FedEx Parking Lot P201700305

**GENERAL REQUIREMENTS**  
Ongoing and Operational Conditions

1. Project Description. This Conditional Use Permit approval is for the construction of a parking lot to accommodate 1,561 parking spaces for automobiles, long haul tractors, and trailers storage, on approximately 64.8 acres, located at 12685 Holly Street, in the Heavy Industrial (AM/SP – H IND) zoning district and Open Space / Agriculture (AM/SP – OS AG) zoning district, in compliance with the San Bernardino County Code (SBCC), California Building Codes, San Bernardino County Fire Code, California Fire Code, the Conditions of Approval, the approved site plan, and all other required and approved reports and displays (e.g. landscape plans).
2. Project Location. The project site is located on the east side of Holly Street, approximately 560 feet north of the intersection of Holly Street and Wilson Street, specifically, at 12685 Holly Street, in the Agua Mansa Industrial Corridor Specific Plan.
3. Conditions of Approval: The developer shall provide a copy of the approved conditions and the site plan to every current and future commercial tenant, lessee, and any future property owner to facilitate compliance with these conditions of approval and continuous use requirements for the Project Site with APN: 0260-131-14 and 15 and Project Number: P201700305.
4. Revisions. Any proposed change to the approved use/activity on the site; or any increase in the developed area of the site or any expansion or modification to the parking lot, including changes to striping, parking allocation, landscaping, lighting, allowable number of occupants (clients and/or employees); or a proposed change in the conditions of approval, including operational restrictions from those shown either on the approved site plan and/or in the conditions of approval shall require that an additional land use application (e.g. Revision to an Approved Action) be approved by the County. The developer shall prepare, submit with fees, and obtain approval of the application prior to implementing any such revision or modification. (SBCC §86.06.070)
5. Continuous Effect/Revocation. All Conditions of Approval applied to this project shall be effective continuously throughout the operative life of the project for the approved use. Failure of the property owner, tenant, applicant, developer or any operator to comply with any or all of the conditions at any time may result in a public hearing and revocation of the approved land use, provided adequate notice, time and opportunity is provided to the property owner or other party to correct the non-complying situation.
6. Indemnification. In compliance with SBCC §81.01.070, the developer shall agree to defend, indemnify and hold harmless the County or its “indemnities” (herein collectively the County’s elected officials, appointed officials [including Planning Commissioners], Zoning Administrator, agents, officers, employees, volunteers, advisory agencies or committees, appeal boards or legislative body) from any claim, action or proceeding against the County or its indemnitees to attack, set aside, void or annul an approval of the County by an indemnitee concerning the map or permit or any other action relating to or arising out of County approval, including the acts, errors or omissions of any person and for any costs or expenses incurred by the indemnitees on account of any claim, except where such indemnification is prohibited by law. In the alternative, the developer may agree to relinquish such approval.

Any Condition of Approval imposed in compliance with the County Development Code or County General Plan shall include a requirement that the County acts reasonably to promptly notify the developer of any claim, action, or proceeding and that the County cooperates fully in the defense. The developer shall reimburse the County and its indemnitees for all expenses resulting from such actions, including any court costs and attorney’s fees, which the County or its indemnitees may be required by a court to pay as a result of such action.

The County may, at its sole discretion, participate at its own expense in the defense of any such action, but such participation shall not relieve the developer of their obligations under this condition to reimburse the County or its indemnitees for all such expenses.

This indemnification provision shall apply regardless of the existence or degree of fault of indemnitees. The developer's indemnification obligation applies to the indemnitee's "passive" negligence but does not apply to the indemnitee's "sole" or "active" negligence" or "willful misconduct" within the meaning of Civil Code Section 2782.

7. **Expiration.** This project permit approval shall expire and become void if it is not "exercised" within three years of the effective date of this approval, unless an extension of time is granted. The permit is deemed exercised when either
- The permittee has commenced actual construction or alteration under a validly issued Building Permit, or
  - The permittee has substantially commenced the approved land use or activity on the project site, for those portions of the project not requiring a Building Permit. [SBCC §86.06.060]

Occupancy of completed structures and operation of the approved exercised land use remains valid continuously for the life of the project and the approval runs with the land, unless one of the following occurs:

- Building and Safety does not issue construction permits for all or part of the project or the construction permits expire before the completion of the structure and the final inspection approval.
- The County determines the land use to be abandoned or non-conforming.
- The County determines that the land use is not operating in compliance with these conditions of approval, the County Code, or other applicable laws, ordinances or regulations. In these cases, the land use may be subject to a revocation hearing and possible termination.

**PLEASE NOTE:** This will be the ONLY notice given of the expiration date. The developer is responsible for initiation of any Extension of Time application.

8. **Extension of Time.** County staff may grant extensions of time to the expiration date (listed above or as otherwise extended) in increments each not to exceed an additional three years beyond the current expiration date. The developer may file an application to request consideration of an extension of time with appropriate fees no less than 30 days before the expiration date. County staff may grant extensions of time based on a review of the Time application, which must include a justification of the delay in construction and a plan of action for completion. The granting of such an extension request is a discretionary action that may be subject to additional or revised Conditions of Approval or site plan modifications. (SBCC §86.06.060)
9. **Development Impact Fees.** Additional fees may be required prior to issuance of development permits. Fees shall be paid as specified in adopted fee ordinances.
10. **Project Account.** The Project account number is P201700305. This is an actual cost project with a deposit account to which hourly charges are assessed. The developer shall maintain a positive account balance at all times. A minimum balance of \$1000 must be in the project account at the time the Condition Compliance Review is initiated. Sufficient funds must remain in the account to cover the charges during each compliance review. All fees required for processing shall be paid in full prior to final inspection, occupancy and operation of the approved use. There shall be sufficient funds remaining in the account to properly fund file closure and any other required post-occupancy review and inspection (e.g. landscape performance).
11. **Condition Compliance.** In order to obtain construction permits for grading, building, final inspection, and/or tenant occupancy for parking lot utilization, the developer shall process a Condition Compliance Release Form (CCRF) through the Planning Division in accordance with the directions stated in the Approval letter. The Planning Division shall release their holds on each phase of development by providing to County Building and Safety the following:
- Grading Permits:** a copy of the signed CCRF for grading/land disturbance and two "red" stamped and signed approved copies of the grading plans.
  - Building Permits:** a copy of the signed CCRF for building permits and three "red" stamped and signed approved copies of the final approved site plan.
  - Final Occupancy:** a copy of the signed CCRF for final inspection shall be required for use of the parking lot, after an on-site compliance inspection by County Planning.



12. Additional Permits. The property owner, developer, and land use operator are all responsible to ascertain and comply with all laws, ordinances, regulations and any other requirements of Federal, State, County and Local agencies as are applicable to the development and operation of the approved land use and project site. These may include:
- FEDERAL: None
  - STATE: Regional Water Quality Control Board (RWQCB) - Santa Ana Region
  - COUNTY: Land Use Services – Planning/Building and Safety/Land Development, County Fire, Environmental Health Services, Public Works – Traffic/Solid Waste Management/Flood Control, and Special Districts.
  - LOCAL: South Coast Air Quality Management District, City of Riverside.
13. Continuous Maintenance. The Project property owner shall continually maintain the property so that it is visually attractive and not dangerous to the health, safety and general welfare of both on-site users (e.g. employees) and surrounding properties. The property owner shall ensure that all facets of the development are regularly inspected, maintained and that any defects are timely repaired. Among the elements to be maintained, include but are not limited to:
- Annual maintenance and repair. The developer shall conduct inspections for any structures, fencing/walls, driveways, and signs to assure proper structural, electrical, and mechanical safety.
  - Graffiti and debris. The developer shall remove graffiti and debris immediately through weekly maintenance.
  - Landscaping. The developer shall maintain landscaping in a continual healthy thriving manner at proper height for required screening. Drought-resistant, fire retardant vegetation shall be used where practicable. Where landscaped areas are irrigated it shall be done in a manner designed to conserve water, minimizing aerial spraying.
  - Dust control. The developer shall maintain dust control measures on any undeveloped areas where landscaping has not been provided.
  - Erosion control. The developer shall maintain erosion control measures to reduce water runoff, siltation, and promote slope stability.
  - External Storage. The developer shall maintain external storage, loading, recycling and trash storage areas in a neat and orderly manner, and fully screened from public view. Outside storage shall not exceed the height of the screening walls.
  - Metal Storage Containers. The developer shall NOT place metal storage containers in loading areas or other areas unless specifically approved by this or subsequent land use approvals.
  - Screening. The developer shall maintain screening that is visually attractive. All trash areas, loading areas, mechanical equipment (including roof top) shall be screened from public view.
  - Signage. The developer shall maintain all on-site signs, including posted area signs (e.g. “No Trespassing”) in a clean readable condition at all times. The developer shall remove all graffiti and repair vandalism on a regular basis. Signs on the site shall be of the size and general location as shown on the approved site plan or subsequently a County-approved sign plan.
  - Lighting. The developer shall maintain any lighting so that they operate properly for safety purposes and do not project onto adjoining properties or roadways. Lighting shall adhere to applicable glare and night light rules.
  - Parking and on-site circulation. The developer shall maintain all parking and on-site circulation requirements, including surfaces, all markings and traffic/directional signs in an un-faded condition as identified on the approved site plan. Any modification to parking and access layout requires Planning Division review and approval. Markings and signs shall be clearly defined, un-faded and legible; these include parking spaces, disabled parking and path of travel, directional signs, pedestrian crossing, speed humps and “No Parking”, “Carpool”, and “Fire Lane” designations.
  - Fire Lanes. The developer shall clearly define and maintain in good condition at all times all markings required by the Fire Department, including “No Parking” designations and “Fire Lane” designations.
14. Performance Standards. The approved land uses shall operate in compliance with the general performance standards listed in SBCC Chapter 83.01, regarding air quality, electrical disturbance, fire hazards (storage of flammable or other hazardous materials), heat, noise, vibration, and the disposal of liquid waste. In addition to these, none of the following shall be perceptible without instruments at any point outside the project boundaries at adjoining property lines:
- Odors: No offensive or objectionable odor.
  - Emissions: No emission of dirt, dust, fly ash and other forms of particulate matter.
  - Smoke: No smoke of a greater density than that described in No. 2 on the Ringelmann Smoke Chart, as published currently by the United States Bureau of Mines, shall be emitted from any project source.
  - Radiation: No dangerous amount of radioactive emissions.
  - Toxic Gases: No emission of toxic, noxious or corrosive fumes of gases.
  - Glare: No intense glare that is not effectively screened from view at any point outside the project boundary.

15. Lighting. The glare from any luminous source, including on-site lighting shall not exceed one-half (0.5) foot-candle at property line. All lighting shall be limited to that necessary for maintenance activities and security purposes. This is to allow minimum obstruction of night sky remote area views. No light shall project onto adjacent roadways in a manner that interferes with on-coming traffic. All signs proposed by this project shall only be lit by steady, stationary, shielded light directed at the sign, by light inside the sign, by direct stationary neon lighting or in the case of an approved electronic message center sign alternating no more than once every five seconds.
16. Clear Sight Triangle. Adequate visibility for vehicular and pedestrian traffic shall be provided at clear sight triangles at all 90 degree angle intersections of public rights-of-way and private driveways. All signs, structures and landscaping located within any clear sight triangle shall comply with the height and location requirements specified by County Development Code (SBCC§ 83.02.030) or as otherwise required by County Traffic.
17. Water Conservation. Structures shall incorporate interior and exterior water conservation measures (low-flow plumbing, water efficient landscaping, drip irrigation, minimization of turf areas, etc.) as required by the SBCC.
18. Construction Hours. Construction will be limited to the hours between 7:00 AM and 7:00 PM, Monday through Saturday in accordance with the SBCC standards. No construction activities are permitted outside of these hours or on Sundays and Federal holidays.
19. Signs. All proposed on-site signs shall be shown on a separate plan, including location, scaled and dimensioned elevations of all signs with lettering type, size, and copy. Scaled and dimensioned elevations of buildings that propose signage shall also be shown. The applicant shall submit sign plans to County Planning for all existing and proposed signs on this site. The applicant shall submit for approval any additions or modifications to the previously approved signs. All signs shall comply with SBCC Chapter 83.13, Sign Regulations, SBCC §83.07.040, Glare and Outdoor Lighting Mountain and Desert Regions, and SBCC Chapter 82.19, Open Space Overlay as it relates to Scenic Highways (§82.19.040), in addition to the following minimum standards:
  - a. All signs shall be lit only by steady, stationary shielded light; exposed neon is acceptable.
  - b. All sign lighting shall not exceed 0.5 foot-candle.
  - c. No sign or stationary light source shall interfere with a driver's or pedestrian's view of public right-of-way or in any other manner impair public safety.
  - d. Monument signs shall not exceed four feet above ground elevation and shall be limited to one sign per street frontage.
20. Underground Utilities. No new above-ground power or communication lines shall be extended to the site. All required utilities shall be placed underground in a manner that complies with the California Public Utilities Commission General Order 128, and avoids disturbing any existing/natural vegetation or the site appearance.
21. Access. The access point to the facility shall remain unobstructed at all times, except a driveway access gate, which may be closed after normal working hours.
22. AQ/Operational Standards. The developer shall implement the following air quality measures, during operation of the approved land use: All on-site equipment and vehicles (off-road/ on-road), shall comply with the following:
  - a) County Diesel Exhaust Control Measures [SBCC § 83.01.040 (c)
  - b) Signs shall be posted requiring all vehicle drivers and equipment operators to turn off engines when not in use.
  - c) All engines shall not idle more than five minutes in any one-hour period on the project site. This includes all equipment and vehicles.
  - d) On-site electrical power connections shall be provided.
  - e) All transportation refrigeration units (TRU's) shall be provided electric connections, when parked on-site.
  - f) The project site shall be posted with signs providing the telephone numbers of the building facilities manager and the California Air Resources Board to report violations.
23. Truck Queues. All commercial vehicles are restricted from queuing in excess of 5 minutes on Holly Street ingress/egress points to minimize diesel particulate emissions to sensitive receptor sites.

24. Local Labor. The Developer and future operators of the Project shall make a good faith effort to employ residents of San Bernardino County for the construction and operation of the Project. Good faith efforts shall include but not be limited to utilizing local advertising and outreach for employee recruitment.

**LAND USE SERVICES DEPARTMENT – Code Enforcement Division 909.387.8311**

25. Enforcement. If any County agency is required to enforce compliance with the conditions of approval, the property owner and “developer” shall be charged for such enforcement activities in accordance with the County Code Schedule of Fees. Failure to comply with these conditions of approval or the approved site plan design required for this project approval shall be enforceable against the property owner and “developer” (by both criminal and civil procedures) as provided by the San Bernardino County Code, Title 8 - Development Code; Division 6 - Administration, Chapter 86.09 - Enforcement.
26. Weed Abatement. The Applicant shall comply with San Bernardino County weed abatement regulations [SBCC §23.031-23.043] and periodically clear the site of all non-complying vegetation. This includes removal of all Russian thistle (tumbleweeds).

**LAND USE SERVICES DEPARTMENT – Land Development Division – Drainage Section 909.387.8311**

27. Tributary Drainage. Adequate provisions should be made to intercept and conduct the tributary off-site/on-site drainage flows around and through the site in a manner that will not adversely affect adjacent or downstream properties at the time the site is developed.
28. Natural Drainage. The natural drainage courses traversing the site shall not be occupied or obstructed.
29. Additional Drainage Requirements. In addition to drainage requirements stated herein, other on-site and/or off-site improvements may be required that cannot be determined from tentative plans at this time and would have to be reviewed after more complete improvement plans and profiles have been submitted to this office.
30. Erosion Control Installation. Erosion control devices must be installed and maintained at all perimeter openings and slopes throughout the construction of the project. No sediment is to leave the job site.
31. Continuous BMP Maintenance. The property owner/“developer” is required to provide periodic and continuous maintenance of all Best Management Practices (BMP) devices/facilities listed in the County approved Water Quality Management Plan (WQMP) for the project. This includes but is not limited to, filter material replacement and sediment removal, as required to assure peak performance of all BMPs. Furthermore, such maintenance activity will require compliance with all Local, State, or Federal laws and regulations, including those pertaining to confined space and waste disposal methods in effect at the time such maintenance occurs.
32. BMP Enforcement. In the event the property owner/“developer” (including any successors or assigns) fails to accomplish the necessary BMP maintenance within five (5) days of being given written notice by County Public Works, then the County shall cause any required maintenance to be done. The entire cost and expense of the required maintenance shall be charged to the property owner and/or “developer”, including administrative costs, attorney’s fees and interest thereon at the rate authorized by the County Code from the date of the original notice to the date the expense is paid in full.

**PUBLIC HEALTH – Environmental Health Services 800.442.2283**

33. Noise. Noise level shall be maintained at or below County Standards, Development Code Section 83.01.080. For information, please call DEHS at 1-800-442-2283.
34. Refuse Storage/Removal. All refuse generated at the premises shall at all times be stored in approved containers and shall be placed in a manner so that visual or other impacts and environmental public health nuisances are minimized. All refuse not containing garbage shall be removed from the premises at least one time per week, or as often as necessary to minimize public health nuisances. Refuse containing garbage shall be removed from the premises at least two times per week, or as often as necessary to minimize public health nuisances, by a permitted hauler to an approved solid waste

facility in conformance with SBCC Chapter 8, §33.0830 et. seq. For information, please call DEHS/LEA at: 1-800-442-2283.

**DEPARTMENT OF PUBLIC WORKS – Traffic Division 909.387.8186**

35. Project vehicles shall not back out into the public roadway.
36. Access. The access point to the facility shall remain unobstructed at all times, except a driveway access gate which may be closed after normal working hours

**COUNTY FIRE DEPARTMENT – Community Safety Division (909) 386-8465**

37. Fire Jurisdiction. The above referenced project is under the jurisdiction of the San Bernardino County Fire Department herein ("Fire Department"). Prior to any construction occurring on any parcel, the applicant shall contact the Fire Department for verification of current fire protection requirements. All new construction shall comply with the current Uniform Fire Code requirements and all applicable statutes, codes, ordinances and standards of the Fire Department.
38. Construction Permits. Construction permits, including Fire Condition Letters, shall automatically expire and become invalid unless the work authorized by such permit is commenced within 180 days after its issuance, or if the work authorized by such permit is suspended or abandoned for a period of 180 days after the time the work is commenced. Suspension or abandonment shall mean that no inspection by the Department has occurred within 180 days of any previous inspection. After a construction permit or Fire Condition Letter, becomes invalid and before such previously approved work recommences, a new permit shall be first obtained and the fee to recommence work shall be one-half the fee for the new permit for such work, provided no changes have been made or will be made in the original construction documents for such work, and provided further that such suspension or abandonment has not exceeded one year. A request to extend the Fire Condition Letter or Permit may be made in writing PRIOR TO the expiration date justifying the reason that the Fire Condition Letter should be extended.

**PUBLIC HEALTH – Environmental Health Services 800.442.2283**

39. Noise. Noise level shall be maintained at or below County Standards, Development Code Section 83.01.080. For information, please call DEHS at 1-800-442-2283.
40. All refuse generated at the premises shall at all times be stored in approved containers and shall be placed in a manner so that environmental public health nuisances are minimized. All refuse not containing garbage shall be removed from the premises at least 1 time per week, or as often as necessary to minimize public health nuisances. Refuse containing garbage shall be removed from the premises at least 2 times per week, or as often if necessary to minimize public health nuisances, by a permitted hauler to an approved solid waste facility in conformance with San Bernardino County Code Chapter 8, Section 33.0830 et. seq. For information, please call DEHS/LEA at: 1-800-442-2283.

**PRIOR TO ISSUANCE OF GRADING PERMITS OR LAND DISTURBING ACTIVITY**

The Following Shall Be Completed

**LAND USE SERVICES DEPARTMENT – Planning Division 909.387.8311**

41. AQ – Operational Standards. The developer shall implement the following air quality measures, during operation of the approved land use: All on-site equipment and vehicles (off-road/ on-road), shall comply with the following:
  - a) County Diesel Exhaust Control Measures [SBCC § 83.01.040 (c)]. Signs shall be posted requiring all vehicle drivers and equipment operators to turn off engines when not in use. All engines shall not idle more than five minutes in any one-hour period on the project site. This includes all equipment and vehicles.
  - b) On-site electrical power connections shall be provided if transportation refrigeration units (TRU's) will be operational onsite.

- c) All transportation refrigeration units (TRU's) shall be provided electric connections, when operating and parked on-site.
  - d) The project site shall be posted with signs providing the telephone numbers of the building facilities manager and the California Air Resources Board to report violations.
42. AQ – Dust Control Plan. The developer shall prepare, submit for review and obtain approval from County Planning of both a Dust Control Plan (DCP) consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/subcontracts a requirement that project contractors adhere to the requirements of the DCP. The DCP shall include the following requirements:
- a) Exposed soil shall be kept continually moist to reduce fugitive dust during all grading and construction activities, through application of water sprayed a minimum of two times each day.
  - b) During high wind conditions (i.e., wind speeds exceeding 25 mph), areas with disturbed soil shall be watered hourly and activities on unpaved surfaces shall cease until wind speeds no longer exceed 25 mph.
  - c) Storage piles that are to be left in place for more than three working days shall be sprayed with a non-toxic soil binder, covered with plastic or revegetated.
  - d) Storm water control systems shall be installed to prevent off-site mud deposition.
  - e) All trucks hauling dirt away from the site shall be covered.
  - f) Construction vehicle tires shall be washed, prior to leaving the project site.
  - g) Rumble plates shall be installed at construction exits from dirt driveways.
  - h) Paved access driveways and streets shall be washed and swept daily when there are visible signs of dirt track-out.
  - i) Street sweeping shall be conducted daily when visible soil accumulations occur along site access roadways to remove dirt dropped or tracked-out by construction vehicles. Site access driveways and adjacent streets shall be washed daily, if there are visible signs of any dirt track-out at the conclusion of any workday and after street sweeping.
43. AQ – Construction Standards. The developer shall submit for review and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce vehicle and equipment emissions and other impacts to air quality by implementing the following measures and submitting documentation of compliance: The developer/construction contractors shall do the following:
- a) Provide documentation prior to beginning construction demonstrating that the project will comply with all SCAQMD regulations including 402, 403, 431.1, 431.2, 1113 and 1403.
  - b) Each contractor shall certify to the developer prior to construction-use that all equipment engines are properly maintained and have been tuned-up within last 6 months.
  - c) Each contractor shall minimize the use of diesel-powered vehicles and equipment through the use of electric, gasoline or CNG-powered equipment. All diesel engines shall have aqueous diesel filters and diesel particulate filters.
  - d) All gasoline-powered equipment shall have catalytic converters.
  - e) Provide onsite electrical power to encourage use of electric tools.
  - f) Minimize concurrent use of equipment through equipment phasing.
  - g) Provide traffic control during construction to reduce wait times.
  - h) Provide on-site food service for construction workers to reduce offsite trips.
  - i) Implement the County approved Dust Control Plan (DCP)
  - j) Suspend use of all construction equipment operations during second stage smog alerts. NOTE: For daily forecast, call (800) 367-4710 (San Bernardino and Riverside Counties).
44. AQ – Coating Restriction Plan (Parking Lot Striping). The developer shall submit for review and obtain approval from County Planning of a Coating Restriction Plan (CRP), consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/subcontracts a condition that the contractors adhere to the requirements of the CRP. The CRP measures shall be following implemented to the satisfaction of County Building and Safety:
- a) Architectural coatings (striping) with Reactive Organic Compounds (ROC) shall not have content greater than 100 g/l.
  - b) Architectural coating (striping) volume shall not exceed the significance threshold for ROG, which is 75 lbs. /day and the combined daily ROC volume of architectural coatings and asphalt paving shall not exceed the significance threshold for ROC of 75 lbs. per day.
  - c) High-Volume, Low Pressure (HVLP) spray guns shall be used to apply coatings.

- d) Precoated/natural colored, water-based or low volatile organic compound (VOC) coatings (striping) shall be used, if practical.
- e) Comply with SCAQMD Rule 1113 on the use of architectural coatings.
45. *AQ-1. Air Quality: Construction plans and specifications shall state that the construction contractor shall use off-road diesel construction equipment that complies with EPA/CARB Tier 4 emissions standards and shall ensure that all construction equipment be tuned and maintained in accordance with the manufacturer's specifications.  
[Mitigation Measure III-1] - Prior to Grading Permit/Planning*
46. *AQ-2. Air Quality: Prior to the issuance of grading permits, the project applicant shall identify the source of all imported soil and proposed truck travel routes for hauling imported soil to the project site, which the County shall confirm is consistent with the analysis in the project Initial Study.  
[Mitigation Measure III-2] - Prior to Grading Permit/Planning*
47. Human Remains. Should human remains be discovered during project construction, the project would be required to comply with State Health and Safety Code Section 7050.5, which states that no further disturbance may occur in the vicinity of the body until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine the identity of and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD must complete the inspection within 48 hours of notification by the NAHC.
48. *BIO 1. Burrowing Owl: Prior to the issuance of the first grading or building permits a focused burrowing owl survey shall be conducted no more than 30 days prior to ground disturbance within the project site and a 150-meter survey area surrounding the project site, pursuant to the requirements of the 2012 CDFG Staff Report on Burrowing Owl Mitigation. After completion of appropriate surveys, a final report shall be submitted to the County of San Bernardino Building and Safety Division and the California Department of Fish and Wildlife (CDFW) within 14 days following completion. The report shall detail survey methods, transect width, duration, conditions, results of the survey, and any actions required to avoid impacts to burrowing owl.  
[Mitigation Measure IV-1] - Prior to Grading Permit/Planning*
49. *BIO 2. Nesting Bird Survey: If vegetation removal is required during the nesting bird season (between February 15 and August 31), conduct take avoidance surveys for nesting birds within 100-feet of areas proposed for demolition and/or vegetation removal. Surveys should be conducted by a qualified biologist(s) within three days of vegetation removal. If active nests are observed, a qualified biologist will determine appropriate minimum disturbance buffers or other adaptive mitigation techniques (e.g., biological monitoring of active nests during construction-related activities, staggered schedules, etc.) to ensure that impacts to nesting birds are avoided until the nest is no longer active.  
[Mitigation Measure IV-2] - Prior to Grading Permit/Planning*
50. Archaeological Resources: Prior to the issuance of the first grading permit, the applicant shall provide a letter to the County of San Bernardino Building and Safety Division, or designee, from a qualified professional archeologist meeting the Secretary of Interior's Professional Qualifications for Archaeology as defined at 36 CFR Part 61, Appendix A stating that the archeologist has been retained to provide on-call services in the event archeological resources are discovered. The archeologist shall be present at the pre-grading conference to establish procedures for archeological resource surveillance. In the event a previously unrecorded archaeological deposit is encountered during construction, all activity within 50 feet of the area of discovery shall cease and the County shall be immediately notified. The archeologist shall be contacted to flag the area in the field and determine if the archaeological deposits meet the CEQA definition of historical (State CEQA Guidelines 15064.5(a)) and/or unique archaeological resource (Public Resources Code 21083.2(g)). If the find is considered a "resource" the archeologist shall pursue either protection in place or recovery, salvage and treatment of the deposits. Recovery, salvage and treatment protocols shall be developed in accordance with applicable provisions of Public Resource Code Section 21083.2 and State CEQA Guidelines 15064.5 and 15126.4. If unique archaeological resources cannot be preserved in place or left in an undisturbed state, recovery, salvage and treatment shall be required at the applicant's expense. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the archeologist. Resources shall be identified and curated into an established accredited

*professional repository. The archaeologist shall have a repository agreement in hand prior to initiating recovery of the resource. Excavation as a treatment option will be restricted to those parts of the unique archaeological resource that would be damaged or destroyed by the project.*

*[Mitigation Measure V-1] - Prior to Grading Permit/Planning*

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

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

*At the conclusion of laboratory work and museum curation, a final report shall be prepared and submitted to the County describing the results of the paleontological mitigation monitoring efforts associated with the project. The report shall include a summary of the field and laboratory methods, an overview of the project area geology and paleontology, a list of taxa recovered (if any), an analysis of fossils recovered (if any) and their scientific significance, and recommendations. If the monitoring efforts produced fossils, then a copy of the report shall also be submitted to the Western Science Center*  
*[Mitigation Measure V-2] - Prior to Grading Permit/Planning*

52. *Tribal Cultural Resources:*

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

*[Mitigation Measure IVII-1] - Prior to Grading Permit/Planning*

*TCR-2 – Unanticipated Discovery of Tribal Cultural and Archaeological Resources: Upon discovery of any archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant approved by the Gabrieleño Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. Work may continue on other parts of the project while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource", time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and, **Public Resources Code Sections 21083.2(b)** for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery*

*excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to a local school or historical society in the area for educational purposes.*

*[Mitigation Measure IVII-2] - Prior to Grading Permit/Planning*

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

*[Mitigation Measure IVII-3] - Prior to Grading Permit/Planning*

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

*[Mitigation Measure IVII-4] - Prior to Grading Permit/Planning*

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

*[Mitigation Measure IVII-5] - Prior to Grading Permit/Planning*

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

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



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

*[Mitigation Measure IVII-6] - Prior to Grading Permit/Planning*

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

*[Mitigation Measure IVII-7] - Prior to Grading Permit/Planning*

53. The “developer” shall submit and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce noise impacts during construction, which shall include the following vehicle and equipment emissions and other impacts to air quality by implementing the following measures and submitting documentation of compliance: The developer/construction contractors shall do the following:
- During the project site excavation and grading, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with the manufactures standards.
  - The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.
  - The construction contractor shall limit all construction-related activities that would result in high noise levels between the hours of 7:00 a.m. and 6:00 p.m., Monday through Saturday excluding holidays.
  - The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the project site during all project construction.
  - The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.

#### **LAND USE SERVICES DEPARTMENT – Building and Safety Division 909.387.8311**

54. Retaining Wall Plans: Submit plans and obtain separate building permits for any required walls or retaining walls.
55. Geology Report: A geology report shall be submitted to the Building and Safety Division for review and approval by the County Geologist and fees paid for the review prior to final project approval.
56. Geotechnical (Soil) Report: When earthwork quantities exceed 5,000 cubic yards, a geotechnical (soil) report shall be submitted to the Building and Safety Division for review and approval prior to issuance of grading permits.
57. Demolition Permit: Obtain a demolition permit for any building/s or structures to be demolished. Underground structures must be broken in, back-filled and inspected before covering.

#### **LAND USE SERVICES DEPARTMENT – Land Development Division – Drainage Section 909.387.8311**

58. Drainage Improvements. A Registered Civil Engineer (RCE) shall investigate and design adequate drainage improvements to intercept and conduct the off-site and on-site drainage flows around and through the site in a manner, which will not adversely affect adjacent or downstream properties. Submit drainage study for review and obtain approval. A \$550 deposit for drainage study review will be collected upon submittal to the Land Development Division. Deposit amounts are subject to change in accordance with the latest approved fee schedule.
59. Topo Map. A topographic map shall be provided to facilitate the design and review of necessary drainage facilities.
60. Grading Plans. Grading plans shall be submitted for review and approval obtained, prior to construction. All Drainage improvements shall be shown on the Grading plans according to the approved Drainage study. Fees for grading plans will be collected upon submittal to the Land Development Division and are determined based on the amounts of cubic yards of cut and fill. Fee amounts are subject to change in accordance with the latest approved fee schedule.

61. NPDES Permit. An NPDES permit - Notice of Intent (NOI) - is required on all grading of one (1) acre or more prior to issuance of a grading/construction permit. Contact your Regional Water Quality Control Board for specifics. [www.swrcb.ca.gov](http://www.swrcb.ca.gov)
62. Regional Board Permit. Construction projects involving one or more acres must be accompanied by Regional Board permit WDID #. Construction activity includes clearing, grading, or excavation that results in the disturbance of at least one (1) acre of land total.
63. On-site Flows. On-site flows need to be directed to the nearest County road or drainage facilities unless a drainage acceptance letter is secured from the adjacent property owners and provided to Land Development.
64. WQMP. A completed Water Quality Management Plan (WQMP) shall be submitted for review and approval obtained. A \$2,650 deposit for WQMP review will be collected upon submittal to the Land Development Division. The report shall adhere to the current requirements established by the Santa Ana Watershed Region. Copies of the WQMP guidance and template can be found at: (<http://www.sbcounty.gov/dpw/land/npdes.asp>) .
65. WQMP Inspection Fee. The developer shall provide a \$3,600 deposit to Land Development Division for inspection of the approved WQMP. Deposit amounts are subject to change in accordance with the latest approved fee schedule.
66. Flood Control Districts (FCD) Approval. Obtain comments, approval and permits from FCD for access requirements and encroachment within their right-of-way.
67. City of Riverside's Approval. Obtain comments, approval and permits from the City of Riverside for access requirements, and permits for emergency discharge in to the Santa Ana River.

**DEPARTMENT OF PUBLIC WORKS – Traffic Division 909.387.8186**

68. Construction Management Plan is Required: The applicant's engineer shall provide a construction management plan to the Department of Public Works, Traffic Division to determine if a maintenance agreement (during construction) with the County will be required. The construction management plan shall show the number of trucks, type of trucks (size), the total number of Equivalent Single Axle Loads (ESALs), and the truck routes to the site for construction. If it is determined that a maintenance agreement is required, the developer shall enter into a maintenance agreement with the County Department of Public Works to insure all County maintained roads utilized by the construction traffic shall remain in acceptable condition during construction. Prior to issuance of grading permits, the developer/contractor shall contact the Traffic Division at (909) 387-8186 in order to process the maintenance agreement with the County. Please allow a minimum of 12 weeks for the processing of an agreement and obtain approval from the Board of Supervisors. For additional information about the construction management plan, please contact the Department of Public Works - Traffic Division at (909) 387-8186.
69. Tran 1 – Prior to issuance of a grading permit, the Applicant will prepare a construction traffic management plan, which will be approved by the County. The construction traffic management plan will address include, but not be limited to the following:
  - hours of construction activities
  - haul routes
  - identification of a single point of contact to respond to inquiries or concerns of surrounding residents and businesses, as well as the general public
  - staging and parking areas
  - air quality controls and noise controls
  - coordination with local agencies along the haul route and emergency services providers (if required)
  - any necessary traffic control for trucks accessing the project site.

**COUNTY FIRE DEPARTMENT – Community Safety Division (909) 386-8465**

70. Access. The development shall have a minimum of 2 points of vehicular access. These are for fire/emergency equipment access and for evacuation routes.
71. Turnaround. An approved turnaround shall be provided at the end of each roadway one hundred and fifty (150) feet or more in length. Cul-de-sac length shall not exceed six hundred (600) feet; all roadways shall not exceed a 12 % grade and have a minimum of forty five (45) foot radius for all turns. In the FS1, FS2 or FS-3 Fire Safety Overlay District areas, there are additional requirements.

**PUBLIC HEALTH – Environmental Health Services 800.442.2283**

72. All demolition of structures shall have a vector inspection prior to the issuance of any permits pertaining to demolition or destruction of any such premises. For information, contact DEHS Vector Section at 1-800-442-2283
73. The project area has a high probability of containing vectors. DEHS Vector Control Section will determine the need for vector survey and any required control programs. A vector clearance letter shall be submitted to DEHS/Land Use. For information, contact Vector Control at 1-800-442-2283.

**DEPARTMENT OF PUBLIC WORKS – Surveyor 909.387.8149**

74. Approval of the San Bernardino County Flood Control District - Right of Way Section is required before a grading permit is issued.
75. Monumentation. If any activity on this project will disturb any land survey monumentation, including be not limited to vertical control points (benchmarks), said monumentation shall be located and referenced by or under the direction of a licensed land surveyor or registered civil engineer authorized to practice land surveying prior to commencement of any activity with the potential to disturb said monumentation, and a corner record or record of survey of the references shall be filed with the County Surveyor to Section 8771(b) Business and Professions Code.
76. Pursuant to Sections 8762(b) and/or 8773 of the Business and Professions Code, a Record of Survey or Corner Record shall be filed under any of the following circumstances:
  - a. Monuments set to mark property lines or corners;
  - b. Performance of a field survey to establish property boundary lines for the purposes of construction staking, establishing setback lines, writing legal descriptions, or for boundary establishment/mapping of the subject parcel;
  - c. Any other applicable circumstances pursuant to the Business and Professions Code that would necessitate filing of a Record of Survey.

**PRIOR TO ISSUANCE OF BUILDING PERMITS**

The Following Shall Be Completed

**LAND USE SERVICES DEPARTMENT – Planning Division 909.387.8311**

77. Lighting Plans. The developer shall submit for review and approval to County Planning a photometric study demonstrating that the project light does not spill onto the adjacent properties, or public streets. Lighting fixtures shall be oriented and focused to the onsite location intended for illumination (e.g. walkways). Lighting shall be shielded away from adjacent sensitive uses, including the adjacent residential development, to minimize light spillover. The glare from any luminous source, including on-site lighting, shall not exceed 0.5 foot-candle at the property line. This shall be done to the satisfaction of County Planning, in coordination with County Building and Safety.
78. Underground Utilities. No new above-ground power or communication lines shall be extended to the site. All required utilities shall be placed underground in a manner that complies with the California Public Utilities Commission General Order 128, and avoids disturbing any existing/natural vegetation or the site appearance.

79. Landscape and Irrigation Plan. Landscape and Irrigation Plans shall be prepared in conformance with Chapter 83.10, Landscaping Standards, of the County Development Code, as well as the Blooming Community Plan requirements. The developer shall submit four copies of a landscape and irrigation plan to County Planning.
80. Fencing/Block wall. The developer shall construct a 6-foot wrought iron fence with pilasters along the property frontage on Holly Street.

**LAND USE SERVICES DEPARTMENT – Building and Safety Division 909.387.8311**

81. Construction Plans: Any building, sign, or structure to be constructed or located on site, will require professionally prepared plans based on the most current County and California Building Codes, submitted for review and approval by the Building and Safety Division.
82. Temporary Use Permit: A Temporary Use Permit (T.U.P.) for the office trailer will be required or it must be placed on a permanent foundation per State H.C.D. guidelines. A T.U.P. is only valid for a maximum of five (5) years.

**LAND USE SERVICES DEPARTMENT – Land Development Division – Road Section 909.387.8311**

83. Road Dedication/Improvements. The developer shall submit for review and obtain approval from the Land Use Services Department the following dedications and plans for the listed required improvements, designed by a Registered Civil Engineer (RCE), licensed in the State of California.

**Holly Street (Local – 60')**

- Street Improvements. Design curb and gutter with match up paving 18 feet from centerline with a minimum 26 ft. paved road section within a 40 foot right-of-way.
  - Driveway Approach. Design driveway approach per San Bernardino County Standard 129B, and located per San Bernardino County Standard 130
84. Paved Emergency Vehicle Access Road. The emergency access road shall be constructed at a minimum of 26-foot full width, or alternative as approved by County Fire.
85. Road Standards and Design. All required street improvements shall comply with latest San Bernardino County Road Planning and Design Standards and the San Bernardino County Standard Plans. Road sections shall be designed to Valley Road Standards of San Bernardino County, and to the policies and requirements of the County Department of Public Works and in accordance with the General Plan, Circulation Element.
86. Street Improvement Plans. The developer shall submit for review and obtain approval of street improvement plans prior to construction. Final plans and profiles shall indicate the location of any existing utility facility or utility pole which would affect construction, and any such utility shall be relocated as necessary without cost to the County.
87. Construction Permits. Prior to installation of road and drainage improvements, a construction permit is required from County Public Works, Transportation Operations Division, Permit Section, (909) 387-8046, as well as other agencies prior to work within their jurisdiction. Submittal shall include a materials report and pavement section design in support of the section shown on the plans. Applicant shall conduct classification counts and compute a Traffic Index (TI) Value in support of the pavement section design.
88. Soils Testing. Any grading within the road right-of-way prior to the signing of the improvement plans shall be accomplished under the direction of a soils testing engineer. Compaction tests of embankment construction, trench back fill, and all sub-grades shall be performed at no cost to San Bernardino County and a written report shall be submitted to the Transportation Operations Division, Permits Section of County Public Works, prior to any placement of base materials and/or paving.

89. Transitional Improvements. Right-of-way and improvements (including off-site) to transition traffic and drainage flows from proposed to existing, shall be required as necessary.
90. Street Gradients. Road profile grades shall not be less than 0.5% unless the engineer at the time of submittal of the improvement plans provides justification to the satisfaction of County Public Works confirming the adequacy of the grade.
91. Slope Tests. Slope stability tests are required for road cuts or road fills per recommendations of the Geotechnical Engineer to the satisfaction of County Public Works.

#### **SPECIAL DISTRICTS – (909) 387-5940**

92. This project lies within the sphere area of County Service Area 70, Zone SL-1. Due to your projected use of the property, street lighting may be required. If required, annexation to the district or formation of an improvement zone will be necessary to accommodate lighting needs. The developer will then need to provide the street lighting plans, plan check fees, and (3) three-year advanced energy charges to the Special Districts Department for review and approval at 222 W. Hospitality Lane, 2<sup>nd</sup> Floor, San Bernardino, CA 92415-0450. For additional information on street light plans, please call Streetlighting Section at (909) 386-8821.

#### **DEPARTMENT OF PUBLIC WORKS – Traffic Division 909.387.8186**

93. Table TR-2 Site trip generation in the Initial Study/Mitigated Negative Declaration is only preliminary in nature. Prior to Building Permit, 1) a traffic impact analysis (CMP TIA) shall be conducted in alignment with legislative requirements and the San Bernardino County Congestion Management Plan and approved by the Department of Public Works. The study shall identify impacts to the regional road network as well as local impacts between primary and satellite facilities. Trip generation rates and distribution patterns for both the road network and the local routing shall be approved by the County Department of Public Works prior to the traffic study analysis. 2) Road improvements as identified in the approved (CMP TIA) shall be designed according to the standards of, and approved by, the affected agency. 3) Fair share contribution amounts shall be paid in accordance with the CMP TIA. These amounts shall reflect the regional network as well as the local impacts between primary and satellite facilities. Construction amounts shall be recalculated at time of payment to address changes in costs between approval of the CMP TIA and completion of this requirement.
94. Tran 2 – Prior to issuance of a building permit, the Applicant will prepare and the County will approve a Congestion Management Plan (CMP) traffic analysis, which will identify the necessary Regional Facilities (including but not limited to roadways, intersections, interchanges, etc.) and non-Regional Facilities (Ad-Hoc) fair-share fees. Such fees shall be paid prior to building permit issuance.
95. Congestion Management Plan Traffic Impact Study is Required: A traffic impact analysis (CMP TIA) shall be conducted in alignment with legislative requirements and the San Bernardino County Congestion Management Plan and approved by the Department of Public Works. The study shall identify improvements to the regional road network as well as local improvements between primary and satellite facilities. Trip generation rates and distribution patterns for both the road network and the local routing shall be approved by the County Department of Public Works prior to the traffic study analysis
96. Traffic Study Traffic study review and approval will require coordination with other agencies which may include any or all of the following including Caltrans, County of Riverside, City of Colton, City of Rialto, and the City of Jurupa Valley.
97. Improvements: Road improvements as identified in the approved (CMP TIA) shall be designed according to the standards of, and approved by, the affected agency.
98. Fair Share. Fair share contribution amounts shall be paid in accordance with the CMP TIA. These amounts shall reflect the regional network as well as the local improvements between primary and satellite facilities. Construction amounts shall be recalculated at time of payment to address changes in costs between approval of the CMP TIA and completion of this requirement.

#### **PUBLIC HEALTH – Environmental Health Services 800.442.2283**

99. Water. Water purveyor shall be West Valley Water District or EHS approved.
100. Water Letter. The Applicant shall procure a verification letter from the water agency with jurisdiction. This letter shall state whether or not water connection and service shall be made available to the project by the water agency. The letter shall reference Assessor's Parcel Numbers (APN): 0260-131-14 and 15. For projects with current active water connections, a copy of water bill with the project address may suffice. For information, contact the Water Section at 800.442.2283.
101. Water and/or Sewer Service Provider Verification. Please provide verification that the parcel(s) associated with the project is/are within the jurisdiction of the water and/or sewer service provider. If the parcel(s) associated with the project is/are not within the boundaries of the water and/or sewer service provider, submit to DEHS verification of Local Agency Formation Commission (LAFCO) approval of either:
- Annexation of parcels into the jurisdiction of the water and/or sewer service provider; or,
  - Out-of-agency service agreement for service outside a water and/or sewer service provider's boundaries. Such agreement/contract is required to be reviewed and authorized by LAFCO pursuant to the provisions of Government Code Section 56133. Submit verification of LAFCO authorization of said Out-of-Agency service agreement to DEHS.
102. Submit preliminary acoustical information demonstrating that the proposed project maintains noise levels at or below San Bernardino County Noise Standard(s), San Bernardino Development Code Section 83.01.080. The purpose is to evaluate potential future on-site and/or adjacent off-site noise sources. If the preliminary information cannot demonstrate compliance to noise standards, a project specific acoustical analysis shall be required. Submit information/analysis to the DEHS for review and approval. For information and acoustical checklist, contact DEHS at 1-800-442-2283.

### **PRIOR TO FINAL INSPECTION OR OCCUPANCY**

The Following Shall Be Completed

#### **LAND USE SERVICES DEPARTMENT – Planning Division 909.387.8311**

103. Installation of Improvements. All required on-site improvements shall be installed per approved plans.
104. Shield Lights. Any lights used to illuminate the site shall include appropriate fixture lamp types as listed in SBCC Table 83-7 and be hooded and designed so as to reflect away from adjoining properties and public thoroughfares and in compliance with SBCC Chapter 83.07, "Glare and Outdoor Lighting" (i.e. "Dark Sky Ordinance).
105. CCRF/Occupancy. Prior to occupancy/use, all Condition Compliance Release Forms (CCRF) shall be completed to the satisfaction of County Planning with appropriate authorizing signatures from each affected agency.
106. Landscaping/Irrigation. All landscaping, dust control measures, all fences, etc. as delineated on the approved Landscape Plan shall be installed. The developer shall submit the Landscape Certificate of Completion verification as required in SBCC Section 83.10.100. Supplemental verification should include photographs of the site and installed landscaping.
107. Wheel Stops. All back-in truck trailer parking spaces shall have a wheel stop or other physical barrier twelve feet from any wall, fence or building to prevent damage. All other vehicle spaces shall have wheel stops or curbs installed when adjacent to fences, walls or buildings; these shall be three feet (3') away from such facilities.
108. Signs. Prior to occupancy, the developer shall provide verification that the one freestanding sign is installed. All signs must comply with and be permitted in accordance with SBCC §83.13, Sign Regulations.
109. Disabled Access. Disabled access parking spaces shall be clearly marked as disabled spaces and said markings shall be maintained in good condition at all times.
110. Fees Paid. Prior to final inspection by the Building and Safety Division and/or issuance of a Certificate of Conditional Use by the Planning Division, all fees required under actual cost job number P201500091 shall be paid in full.

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**LAND USE SERVICES DEPARTMENT – Land Development Division – Drainage Section 909.387.8311**

111. Drainage Improvements. All required drainage improvements shall be completed by the applicant. The private registered engineer shall inspect improvements outside the County right-of-way and certify that these improvements have been completed according to the approved plans. Certification letter shall be submitted to Land Development.
112. WQMP Improvements. All required WQMP improvements shall be completed by the applicant, inspected and approved by County Public Works. An electronic file of the final and approved WQMP shall be submitted to Land Development Division, Drainage Section.

**LAND USE SERVICES DEPARTMENT – Land Development Division – Road Section 909.387.8311**

113. LDD Requirements. All LDD requirements shall be completed by the applicant prior to occupancy.
114. Road Improvements. All required on-site and off-site improvements shall be completed by the applicant, inspected and approved by County Public Works. Completion of road and drainage improvements does not imply acceptance for maintenance by the County.
115. Open Roads/Cash Deposit. Existing County roads, which will require reconstruction, shall remain open for traffic at all times, with adequate detours, during actual construction. A cash deposit shall be made to cover the cost of grading and paving prior to issuance of road encroachment permit. Upon completion of the road and drainage improvement to the satisfaction of the Department of Public Works, the cash deposit may be refunded.
116. Structural Section Testing. A thorough evaluation of the structural road section, to include parkway improvements, from a qualified materials engineer shall be submitted to County Public Works.
117. Parkway Planting. Trees, irrigation systems, and landscaping required to be installed on public right-of-way shall be approved by County Public Works and Planning. It shall be maintained by the adjacent property owner or other County-approved entity.

**DEPARTMENT OF PUBLIC WORKS – Traffic Division 909.387.8186**

118. The developer shall comply with the maintenance agreement during construction if applicable and/or ensure that all County maintained roads affected by the project during construction shall be restored to pre-construction conditions. Please contact the County Department of Public Works, Traffic Division at (909) 387-8186 for compliance prior to occupancy.
119. The applicant shall construct, at 100% cost to the applicant all roadway improvements as shown on their approved street improvement plans. This shall include any software and/or hardware to implement approved signal coordination plans if applicable.

**END OF CONDITIONS**

## **EXHIBIT D**

### **Findings**



**PROJECT FINDINGS:** Conditional Use Permit for the construction of a parking lot to accommodate 1,561 parking spaces for automobiles, long haul tractors, and trailers storage, on approximately 64.8 acres, located at 12685 Holly Street, in the Heavy Industrial (AM/SP – HIND) zoning district, and Open Space / Agriculture (AM/SP – OS AG) zoning district, in the Agua Mansa Corridor Specific Plan (Project).

1. The site for the proposed use is adequate in terms of shape and size to accommodate the proposed use and all landscaping, open spaces, setbacks, walls and fences, yards, and other required features pertaining to the application. All setbacks meet the requirements of the Development Code for the proposed land use and the existing zoning districts. The submitted Project plans shows adequate design, parking, landscaping, circulation, access, and setbacks and is compatible with the existing development in the area.
2. The site for the proposed use has adequate access, which means that the site design incorporates appropriate street and highway characteristics to serve the proposed use. Access to the Project site is provided with one standard commercial/industrial driveway located on Holly Street, which will provide legal and physical access to the site and appropriate regional circulation mitigation has been required. On-site circulation drive aisles meet County Fire Department Standards.
3. The proposed use will not have a substantial adverse effect on abutting properties or the allowed use of the abutting properties, which means that the use will not generate excessive noise, traffic, vibration, lighting, glare, or other disturbance. The Project has been designed to utilize landscaping along Holly Street that will be complementary to the existing warehouse facilities to the north, west, and south. The Project design includes 18 acres of landscape buffer for screening the parking lot that further enhance the overall aesthetic quality of the development.
4. The proposed use and manner of development are consistent with the goals, maps, policies, and standards of the County General Plan and the Agua Mansa Industrial Corridor Specific Plan. The proposed Conditional Use Permit site plan, together with the provisions for its design and improvement are consistent with the County General Plan. The Project specifically implements the following goals and policies:

General Plan Goal LU 4: The unincorporated communities within the County will be sufficiently served by industrial land uses.

- Goal Implementation: The proposed Project provides additional industrial development opportunities in the Agua Mansa Industrial Corridor Specific Plan.

General Plan Goal LU 9: Development will be in a contiguous manner as much as possible to minimize environmental impacts, minimize public infrastructure and service costs, and further countywide economic development goals.

General Plan Policy LU 9.1: Encourage infill development in unincorporated areas and sphere of influence (SOI) areas.

General Plan Goal ED 1: The County will have a vibrant and thriving local economy that spans a variety of industries, services, and other sectors.

General Plan Goal ED 4: The County will assist development of small businesses and encourage new businesses of all sizes.

General Plan Policy ED 19.1: Retain and expand trucking, warehousing, and distribution opportunities.

General Plan Goal V/ED 1: Promote economic development that is compatible with the land use patterns and environment of the Valley Region.

General Plan Policy V/ED 1.1: Support commercial and industrial development that is compatible with surrounding development and does not disrupt the land use patterns and environment of the Valley Region.

The Project is located within the boundary of the Agua Mansa Industrial Corridor Specific Plan. Additionally, Circulation/Site Design and Site Design Standards and Guidelines of the Agua Mansa Industrial Corridor Specific Plan support approval of the Project.

- To encourage the use of alternative modes of transportation for employees by encouraging the use of car and van pooling and public transit and to reduce the length of commuter trips in the region by providing inland employment opportunities. (Section 4.1.1 (4) – Environmental Issues).
- To promote the maximization of employment generation in the Agua Mansa Corridor.... (Section 4.1.3 (1) - Special and Design Issues).
- To maximize the utility of the existing vehicular transportation system. Of particular significance is the project's proximity to major freeways. The San Bernardino Freeway (I-10) comprises the Project's northerly boundary and four on and off ramps from this freeway serve the project area. State Highway 60 and Interstate 215 are located within minutes of the project area and supplement the region wide east-west access afforded by I-10. (Section 4.1.3 (2) - Special and Design Issues).
- To expand upon the existing industrial character of the Corridor to ultimately create a compatible cohesive enclave where industry can locate and operate without the encroachment of other noncompatible urban uses. The fact that the project is bounded at most peripheries by either the Santa Ana River or major transportation arteries provides tangible boundaries identifying the limits of the project and affords protection for industrial development. (Section 4.1.3 (4) - Special and Design Issues).
- To design a circulation system consistent with the two Counties, Master Plans and to adequately serve projected transportation needs. (Section 4.1.4 (5) – General Plan Issues).

The Project will not conflict with any applicable adopted land use plan, policy, or regulation or an agency with jurisdiction over the Project.

5. There is supporting infrastructure, existing or available, consistent with the intensity of the development, to accommodate the proposed Project without significantly lowering service levels. The developer will be required to construct road improvements, as well as contribute to the Regional Transportation Mitigation Facilities Fee Plan to provide other needed improvements in the area. The use will not substantially interfere with the present or future ability to use solar energy systems.
6. The lawful conditions stated in the approval are deemed reasonable and necessary to protect the overall public health, safety and general welfare because the conditions of approval include measures to reduce air quality and traffic impacts and enforce performance standards of the County Development Code.

7. No building is proposed on-site; therefore, the potential for use of solar energy systems and passive or natural heating and cooling opportunities is not needed; however, the future ability to construct carports with solar panels could be accommodated and the proposed use will not substantially interfere with the present or future ability to use solar energy systems
  
8. There is no substantial evidence that the Project will have a significant effect on the environment because an Initial Study has been completed for the proposed Project and it is determined, on the basis of staff's independent evaluation, that the Project will not have a significant adverse impact on the environment with the implementation of all the conditions of approval and environmental mitigation measures. The Mitigated Negative Declaration for this Project reflects the County's independent judgment in making this decision. Therefore, adoption of a Mitigated Negative Declaration is recommended.

# **EXHIBIT E**

## **Comment Letters from SCAQMD, San Bernardino County Public Works, and City of Riverside**



# South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178  
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL AND USPS:

March 12, 2019

[aron.liang@lus.sbcounty.gov](mailto:aron.liang@lus.sbcounty.gov)

Aron Liang, Senior Planner  
County of San Bernardino, Land Use Services Department  
Planning Division  
385 North Arrowhead Avenue, First Floor  
San Bernardino, CA 92415-0187

## **Mitigated Negative Declaration (MND) for the Proposed FedEx Parking Lot Project**

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final MND.

### SCAQMD Staff's Summary of Project Description

The Lead Agency proposes to build a 31-acre surface parking lot with 1,005 stalls for automobiles and long haul tractors and 556 stalls for trailers on 64.8 acres (Proposed Project). The Proposed Project is located at 12685 Holly Street on the northeast corner of North Holly Street and Wilson Street within the Agua Mansa Corridor Specific Plan. Construction of the Proposed Project is expected to last approximately 12 months<sup>1</sup>.

### SCAQMD Staff's Summary of Air Quality Analysis

In the Air Quality Section, the Lead Agency proposed two air quality mitigation measures. Mitigation Measure III-1 requires that the construction contractor shall use off-road diesel construction equipment that complies with U.S. EPA/CARB Tier 4 emissions standards and shall maintain and tune all construction equipment in accordance with the manufacturer's specifications<sup>2</sup>. Mitigation Measure III-2 requires that the project applicant shall identify, among others, proposed truck travel routes for hauling imported soil to the Proposed Project site to be consistent with the analysis in the MND<sup>3</sup>.

### SCAQMD Staff's General Comments on Air Quality Mitigation Measures

CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize or eliminate any significant adverse air quality impacts. SCAQMD staff recommends that the following changes to Mitigation Measure III-2 that the Lead Agency should incorporate in the Final MND.

#### Mitigation Measures

- III-2* Prior to issuance of grading permits, the project applicant shall identify the source of all imported soil and proposed truck travel routes for hauling imported soil to the project site, which the County shall confirm is consistent with the analysis in the project Initial Study. In the event that the source of all imported soil and proposed truck travel routes for hauling imported soil to the project site is not consistent with the analysis in the project Initial Study, the project applicant is required to re-evaluating the Proposed

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<sup>1</sup> MND. Page 2.

<sup>2</sup> MND. Page 28.

<sup>3</sup> *Ibid.*

Project's air quality impacts through CEQA prior to the commencement of any grading and soil hauling activities.

To further reduce the Proposed Project's air quality impacts during operation, SCAQMD staff recommends that the Lead Agency incorporate the following mitigation measure in the Final MND.

- III-3* Proposed truck travel routes for hauling imported soil should avoid traversing past and should be located away from neighbors or other sensitive receptors.
- III-4* Require any check-in point for trucks is well inside the Proposed Project site to ensure that there are no trucks queuing outside of the facility.
- III-5* Provide electric vehicle (EV) charging stations, or at a minimum, require the Proposed Project to be constructed with the appropriate infrastructure to facilitate sufficient electric charging for trucks to plug-in. Electrical hookups should be provided at the onsite truck stop for truckers to plug in any onboard auxiliary equipment. Electrical panels should be appropriately sized to allow for future expanded use.

Closing

Pursuant to CEQA Guidelines Section 15074, prior to approving the Proposed Project, the Lead Agency shall consider the MND for adoption together with any comments received during the public review process. Please provide the SCAQMD with written responses to all comments contained herein prior to the adoption of the Final MND. When responding to issues raised in the comments, response should provide sufficient details giving reasons why specific comments and suggestions are not accepted. There should be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information do not facilitate the purpose and goal of CEQA on public disclosure and are not meaningful, informative, or useful to decision makers and the public who are interested in the Proposed Project.

SCAQMD staff is available to work with the lead agency to address these issues and any other questions that may arise. Please contact me at [lsun@aqmd.gov](mailto:lsun@aqmd.gov) if you have any questions regarding the enclosed comments.

Sincerely,

*Lijin Sun*

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

LS  
SBC190301-03  
Control Number



## Department of Public Works

- Flood Control
- Operations
- Solid Waste Management
- Surveyor
- Transportation

Kevin Blakeslee, P.E.  
Director

### Transmitted Via Email

March 14, 2019

County of San Bernardino  
Land Use Services Department  
Attn: Aron Liang, Senior Planner  
385 N. Arrowhead Ave., First Floor  
San Bernardino, CA. 92415-0187

File: 10(ENV)-4.01

**RE: CEQA – NOTICE OF AVAILABILITY OF A MITIGATED NEGATIVE DECLARATION FOR THE FEDEX PARKING LOT PROJECT FOR THE LAND USE SERVICES DEPARTMENT**

Dear Mr. Liang:

Thank you for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. **We received this request on February 25, 2019** and pursuant to our review, the following comments are provided:

**Permits/Operations Support Division (Melissa Walker, Chief, 909-387-7995):**

1. Any road improvements within the Holly Street road right-of-way, will require a permit from County Transportation. Any work within or access to San Bernardino County Flood Control District right-of-way will require a Flood Control encroachment permit. Its necessity and any impacts associated with the construction should be addressed in the MND prior to certification.

We respectfully request to be included on the circulation list for all project notices, public reviews, or public hearings. In closing, I would like to thank you again for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. Should you have any questions or need additional clarification, please contact the individuals who provided the specific comment, as listed above.

Sincerely,

A handwritten signature in blue ink that reads "Michael R. Perry".

**MICHAEL R. PERRY**  
Supervising Planner  
Environmental Management

MRP:PE:sr  
Email: [Aron.liang@lus.sbcounty.gov](mailto:Aron.liang@lus.sbcounty.gov)

### BOARD OF SUPERVISORS

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First District

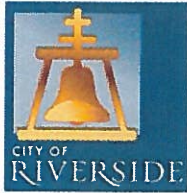
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Chairman, Fourth District  
135 of 149

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Vice Chair, Fifth District

Gary McBride  
Chief Executive Officer



Community Development  
Department  
Planning Division

*City of Arts & Innovation*

March 14, 2019

Aaron Llang, Senior Planner  
County of San Bernardino  
Land Use Services Department – Planning Division  
385 North Arrowhead avenue, First Floor  
San Bernardino, CA 92415-0187

**SUBJECT:** A Conditional Use Permit for a parking lot to accommodate FedEx vehicles

Dear Mr. Llang:

Thank you for this opportunity to comment on the proposed FedEx Parking Lot project on 12685 Holly Street in the County of San Bernardino, which includes 1,561 parking spaces to a mix of tractor trailers and passenger vehicles on approximately 65 acres.

The City of Riverside (City) has reviewed the proposal, and offers the following comments:

#### Community & Economic Development Department

The City's Planning Division is presently working on a specific plan for the Northside Neighborhood, located within the Cities of Riverside and Colton. The Northside Specific Plan (NSP) principally includes properties north of the SR-60, west of the I-215, and south the Santa Ana River and La Loma Hills. The City has spent over a year soliciting comments from the community, and drafting a land use concept to guide development within the area. A Notice of Preparation (NOP) and Initial Study (IS) has been drafted for the project, and will be release shortly. We recognize that the NSP environmental documents have not yet been release, and therefore are not be considered within your evaluation. However, the City would like to express concern with the significant amount of truck traffic that currently enters the Northside Neighborhood from logistic warehouses in neighboring jurisdictions. Truck traffic from these facilities is the most significant concern identified by Northside residents, as the trucks impact their health and safety. The City of Riverside implores the City of Colton to consider restrictions on FedEx truck operations, to ensure that their vehicles do not traverse southward on Riverside Avenue, into the City of Riverside's residential neighborhoods.

#### Public Works Department – Traffic

The Riverside Public Works Department requests that a traffic impact analysis be conducted and circulated, and any project impacts be appropriately mitigated, should the measured traffic volumes exceed those requiring analysis within the lead agency's jurisdiction.

- Please contact the Public Works, Traffic Division at (951) 826-5366 for further information.

3900 Main Street, Riverside, CA 92522 | Phone: (951) 826-5371 | [RiversideCA.gov](http://RiversideCA.gov)



Should you have any questions regarding this letter, please contact Nizar Slim, Associate Planner, at (951) 826-5932 or [Nslim@riversideca.gov](mailto:Nslim@riversideca.gov).

We thank you again for the opportunity to provide comments on the project, and we look forward to working with you in the future.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Jay Eastman', with a stylized flourish extending to the right.

Jay Eastman, AICP  
Principal Planner

JE:ns

cc: Rusty Bailey, Mayor  
Riverside City Council Members  
Al Zelinka, City Manager  
Rafael Guzman, Assistant City Manager  
Moises Lopez, Deputy City Manager  
Kris Martinez, Public Works Director  
David Welch, Community & Economic Development Director  
Mary Kopaskie-Brown, City Planner  
Nizar Slim, Associate Planner

# **EXHIBIT F**

## **Responses to Comments**

# Responses to Comments on the Draft Initial Study/Mitigated Negative Declaration

This section includes the comments received during circulation of the Draft Initial Study/Mitigated Negative Declaration (IS/MND) for the Holly Street Parking Lot project and responses to those comments. None of the comments offered below present substantial evidence sufficient to support a fair argument that there are new avoidable significant effects and that mitigation measures must be added to reduce those impacts such that recirculation of the IS/MND is required, or that there are significant and unavoidable impacts that require the preparation of an Environmental Impact Report.

The IS/MND was circulated for a 20-day public review period that began on February 22, 2019 and concluded on March 14, 2019. The County received three comment letters on the Draft IS/MND.

The following is a list of all comments on the IS/MND received during and after the public review period. The comment letters received on the Draft IS/MND and responses to those comments are provided on the following pages.

<b>Letter Number</b>	<b>Agency/Organization/Name</b>	<b>Comment Date</b>
<b>Agencies</b>		
1	South Coast Air Quality Management District (SCAQMD)	March 12, 2019
2	San Bernardino County Department of Public Works	March 14, 2019
3	City of Riverside	March 14, 2019

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**LETTER 1: South Coast Air Quality Management District (SCAQMD) (2 pages)**



SENT VIA E-MAIL AND USPS:  
[aron.liang@lus.sbcounty.gov](mailto:aron.liang@lus.sbcounty.gov)  
 Aron Liang, Senior Planner  
 County of San Bernardino, Land Use Services Department  
 Planning Division  
 385 North Arrowhead Avenue, First Floor  
 San Bernardino, CA 92415-0187

March 12, 2019

**Mitigated Negative Declaration (MND) for the Proposed  
 FedEx Parking Lot Project**

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final MND.

SCAQMD Staff’s Summary of Project Description

The Lead Agency proposes to build a 31-acre surface parking lot with 1,005 stalls for automobiles and long haul tractors and 556 stalls for trailers on 64.8 acres (Proposed Project). The Proposed Project is located at 12685 Holly Street on the northeast corner of North Holly Street and Wilson Street within the Agua Mansa Corridor Specific Plan. Construction of the Proposed Project is expected to last approximately 12 months<sup>1</sup>.

1-1

SCAQMD Staff’s Summary of Air Quality Analysis

In the Air Quality Section, the Lead Agency proposed two air quality mitigation measures. Mitigation Measure III-1 requires that the construction contractor shall use off-road diesel construction equipment that complies with U.S. EPA/CARB Tier 4 emissions standards and shall maintain and tune all construction equipment in accordance with the manufacturer’s specifications<sup>2</sup>. Mitigation Measure III-2 requires that the project applicant shall identify, among others, proposed truck travel routes for hauling imported soil to the Proposed Project site to be consistent with the analysis in the MND<sup>3</sup>.

SCAQMD Staff’s General Comments on Air Quality Mitigation Measures

CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize or eliminate any significant adverse air quality impacts. SCAQMD staff recommends that the following changes to Mitigation Measure III-2 that the Lead Agency should incorporate in the Final MND.

Mitigation Measures

*III-2* Prior to issuance of grading permits, the project applicant shall identify the source of all imported soil and proposed truck travel routes for hauling imported soil to the project site, which the County shall confirm is consistent with the analysis in the project Initial Study. In the event that the source of all imported soil and proposed truck travel routes for hauling imported soil to the project site is not consistent with the analysis in the project Initial Study, the project applicant is required to re-evaluating the Proposed

1-2

<sup>1</sup> MND, Page 2.

<sup>2</sup> MND, Page 28.

<sup>3</sup> *Ibid.*

Aron Liang

2

March 12, 2019

Project’s air quality impacts through CEQA prior to the commencement of any grading and soil hauling activities. | 1-2

To further reduce the Proposed Project’s air quality impacts during operation, SCAQMD staff recommends that the Lead Agency incorporate the following mitigation measure in the Final MND.

- III-3 Proposed truck travel routes for hauling imported soil should avoid traversing past and should be located away from neighbors or other sensitive receptors.
- III-4 Require any check-in point for trucks is well inside the Proposed Project site to ensure that there are no trucks queuing outside of the facility. | 1-3
- III-5 Provide electric vehicle (EV) charging stations, or at a minimum, require the Proposed Project to be constructed with the appropriate infrastructure to facilitate sufficient electric charging for trucks to plug-in. Electrical hookups should be provided at the onsite truck stop for truckers to plug in any onboard auxiliary equipment. Electrical panels should be appropriately sized to allow for future expanded use.

Closing

Pursuant to CEQA Guidelines Section 15074, prior to approving the Proposed Project, the Lead Agency shall consider the MND for adoption together with any comments received during the public review process. Please provide the SCAQMD with written responses to all comments contained herein prior to the adoption of the Final MND. When responding to issues raised in the comments, response should provide sufficient details giving reasons why specific comments and suggestions are not accepted. There should be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information do not facilitate the purpose and goal of CEQA on public disclosure and are not meaningful, informative, or useful to decision makers and the public who are interested in the Proposed Project. | 1-4

SCAQMD staff is available to work with the lead agency to address these issues and any other questions that may arise. Please contact me at [lsun@aqmd.gov](mailto:lsun@aqmd.gov) if you have any questions regarding the enclosed comments.

Sincerely,  
*Lijin Sun*  
Lijin Sun, J.D.  
Program Supervisor, CEQA IGR  
Planning, Rule Development & Area Sources

LS  
SBC190301-03  
Control Number

**Response to Comment Letter 1 – SCAQMD, dated March 12, 2019**

**Comment 1-1:** The comment summarizes the project and the proposed mitigation measures.

**Response 1-1:** No response is required.

**Comment 1-2:** The comment notes that feasible mitigation measures are required to be incorporated to minimize or eliminate significant adverse air quality impacts, and recommends modifying Mitigation Measure III-2 to require air quality impacts to be reviewed through the CEQA process at a future time if the source of imported soil and proposed truck travel routes for hauling imported soil to the project site are not consistent with the analysis in the Draft IS/MND.

**Response 1-2:** Mitigation Measure III-2 requires the applicant to identify the source of all imported soil and proposed truck travel routes to the project site and requires the County to confirm the soil source and proposed truck routes are consistent with the Draft IS/MND. The proposed revision to this mitigation measure is repetitive of what is already incorporated into the mitigation measure. Therefore, no changes are necessary.

**Comment 1-3:** The comment recommends the addition of three mitigation measures to further reduce project air pollutant impacts. These measures would require proposed truck travel routes be located away from neighbors or other sensitive receptors, require any check-in point for trucks be well inside the project site to avoid queuing outside of the facility, and require electric vehicle charging stations within the project site.


**Response 1-3:** As documented in the Draft IS/MND, the project would result in less-than-significant emissions under regional operational thresholds as well as under localized construction and operational thresholds (Tables AQ-4, AQ-5, and AQ-6, respectively), and less-than-significant regional construction emissions after implementation of Mitigation Measure III-1 (Table AQ-3). Air quality impacts are therefore below a level of significance and no further mitigation is required.

**Comment 1-4:** The comment requests written responses to the comment letter be provided to SCAQMD prior to adoption of the Final MND.

**Response 1-4:** A response to comments will be provided to SCAQMD prior to adoption of the Final MND. No further response is necessary.

**LETTER 2: San Bernardino County Department of Public Works (1 page)**

825 East Third Street, San Bernardino, CA 92415-0835 | Phone: 909.387.8109 Fax: 909.387.7876  
[www.SBCounty.gov](http://www.SBCounty.gov)



**Department of Public Works**

- Flood Control
- Operations
- Solid Waste Management
- Surveyor
- Transportation

Kevin Blakeslee, P.E.  
Director

**Transmitted Via Email**

March 14, 2019

County of San Bernardino  
Land Use Services Department  
Attn: Aron Liang, Senior Planner  
385 N. Arrowhead Ave., First Floor  
San Bernardino, CA. 92415-0187

File: 10(ENV)-4.01

**RE: CEQA – NOTICE OF AVAILABILITY OF A MITIGATED NEGATIVE DECLARATION FOR THE FEDEX PARKING LOT PROJECT FOR THE LAND USE SERVICES DEPARTMENT**

Dear Mr. Liang:

Thank you for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. **We received this request on February 25, 2019** and pursuant to our review, the following comments are provided:

**Permits/Operations Support Division (Melissa Walker, Chief, 909-387-7995):**

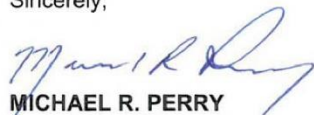
1. Any road improvements within the Holly Street road right-of-way, will require a permit from County Transportation. Any work within or access to San Bernardino County Flood Control District right-of-way will require a Flood Control encroachment permit. Its necessity and any impacts associated with the construction should be addressed in the MND prior to certification.

2-1

We respectfully request to be included on the circulation list for all project notices, public reviews, or public hearings. In closing, I would like to thank you again for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. Should you have any questions or need additional clarification, please contact the individuals who provided the specific comment, as listed above.

2-2

Sincerely,



**MICHAEL R. PERRY**  
Supervising Planner  
Environmental Management

MRP:PE:sr  
Email: [Aron.liang@lus.sbcounty.gov](mailto:Aron.liang@lus.sbcounty.gov)

**BOARD OF SUPERVISORS**

<b>ROBERT A. LOVINGOOD</b> First District	<b>JANICE RUTHERFORD</b> Second District	<b>DAWN ROWE</b> Third District	<b>CURT HAGMAN</b> Chairman, Fourth District	<b>JOSIE GONZALES</b> Vice Chair, Fifth District	<b>Gary McBride</b> Chief Executive Officer
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**Response to Comment Letter 2 – San Bernardino County Dept. of Public Works, dated March 14, 2019**

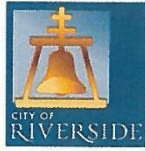
**Comment 2-1:** The comment notes that any road improvements within the Holly Street right-of-way would require a permit from County Transportation, and any work within or access to San Bernardino County Flood Control District right-of-way would require a Flood Control encroachment permit. The comment further states that impacts associated with construction in these areas should be analyzed in the MND.

**Response 2-1:** The “Project Approvals” section (p. 3) of the Draft IS/MND identifies the potential need for one or more encroachment permits for the project. All applicable off-site impacts have been analyzed in the Draft IS/MND; the comment does not identify any specific features of the project that have not been adequately analyzed. No changes or further response are necessary.

**Comment 2-2:** The comment requests the Department of Public Works be included on the circulation list for all project notices, public reviews, and public hearings related to the project.

**Response 2-2:** A response to comments and notice of public hearing for the project will be provided to the Department of Public Works prior to adoption of the Final MND. No further response is necessary.

**LETTER 3: City of Riverside (2 pages)**



Community Development  
Department  
Planning Division

*City of Arts & Innovation*

March 14, 2019

Aaron Llang, Senior Planner  
County of San Bernardino  
Land Use Services Department – Planning Division  
385 North Arrowhead avenue, First Floor  
San Bernardino, CA 92415-0187

**SUBJECT:** A Conditional Use Permit for a parking lot to accommodate FedEx vehicles

Dear Mr. Llang:

Thank you for this opportunity to comment on the proposed FedEx Parking Lot project on 12685 Holly Street in the County of San Bernardino, which includes 1,561 parking spaces to a mix of tractor trailers and passenger vehicles on approximately 65 acres.

3-1

The City of Riverside (City) has reviewed the proposal, and offers the following comments:

Community & Economic Development Department

The City's Planning Division is presently working on a specific plan for the Northside Neighborhood, located within the Cities of Riverside and Colton. The Northside Specific Plan (NSP) principally includes properties north of the SR-60, west of the I-215, and south the Santa Ana River and La Loma Hills. The City has spent over a year soliciting comments from the community, and drafting a land use concept to guide development within the area. A Notice of Preparation (NOP) and Initial Study (IS) has been drafted for the project, and will be release shortly. We recognize that the NSP environmental documents have not yet been release, and therefore are not be considered within your evaluation. However, the City would like to express concern with the significant amount of truck traffic that currently enters the Northside Neighborhood from logistic warehouses in neighboring jurisdictions. Truck traffic from these facilities is the most significant concern identified by Northside residents, as the trucks impact their health and safety. The City of Riverside implores the City of Colton to consider restrictions on FedEx truck operations, to ensure that their vehicles do not traverse southward on Riverside Avenue, into the City of Riverside's residential neighborhoods.

3-2

Public Works Department – Traffic

The Riverside Public Works Department requests that a traffic impact analysis be conducted and circulated, and any project impacts be appropriately mitigated, should the measured traffic volumes exceed those requiring analysis within the lead agency's jurisdiction.

3-3

- Please contact the Public Works, Traffic Division at (951) 826-5366 for further information.

3900 Main Street, Riverside, CA 92522 | Phone: (951) 826-5371 | [RiversideCA.gov](http://RiversideCA.gov)

Should you have any questions regarding this letter, please contact Nizar Slim, Associate Planner, at (951) 826-5932 or [Nslim@riversideca.gov](mailto:Nslim@riversideca.gov).

We thank you again for the opportunity to provide comments on the project, and we look forward to working with you in the future.

Sincerely,



Jay Eastman, AICP  
Principal Planner

JE:ns

cc: Rusty Bailey, Mayor  
Riverside City Council Members  
Al Zelinka, City Manager  
Rafael Guzman, Assistant City Manager  
Moises Lopez, Deputy City Manager  
Kris Martinez, Public Works Director  
David Welch, Community & Economic Development Director  
Mary Kopaskie-Brown, City Planner  
Nizar Slim, Associate Planner

**Response to Comment Letter 3 – City of Riverside, dated March 14, 2019**

**Comment 3-1:** The comment summarizes the project.

**Response 3-1:** No response is required.

**Comment 3-2:** The comment notes that the City of Riverside is currently working on a specific plan for the Northside Neighborhood, located within the cities of Riverside and Colton. The comment further expresses health and safety concerns associated with the amount of truck traffic that currently enters the Northside Neighborhood from logistics facilities in neighboring jurisdictions. The comment requests restrictions on FedEx truck operations to ensure their vehicles do not travel southward on Riverside Avenue, into the city of Riverside's residential areas.

**Response 3-2:** The proposed project would serve as a parking lot for FedEx Ground drivers (light vehicles) and for trailer storage. As noted in the project description, the project would serve the two FedEx Ground facilities on Cactus Avenue and Resource Drive in Bloomington, located northeast of the project site. Vehicle and truck trips associated with the project would be between the project and the FedEx facilities in Bloomington. As a result, there would be no FedEx truck trips traversing southward on Riverside Avenue into the city of Riverside's residential neighborhoods.

**Comment 3-3:** The comment requests a traffic impact analysis be prepared and project impacts be mitigated if measured traffic volumes exceed those requiring analysis within the lead agency's jurisdiction.

**Response 3-3:** The County of San Bernardino Traffic Impact Study Guidelines require preparation of a Traffic Impact Study for projects that generate 100 or more trips during any peak hour. The Trip Generation Analysis prepared for the project (Appendix K to the Draft IS/MND) calculated the project would generate approximately 35 net new AM and 45 net new PM peak hour passenger-car equivalent trips. As the project's trip generation is below the County's threshold for preparation of a traffic impact study, no such study is required.

# Errata

This section contains corrections to typographical errors to the Draft IS/MND based upon: This document has been prepared in accordance with California Environmental Quality Act (CEQA) as amended (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 et seq.) and represents the independent judgment of the Lead Agency. This document and the circulated IS/MND together comprise the Final IS/EA.

County of San Bernardino staff reviewed the comments received on the IS/MND and the revised material and determined that none of this material constitutes the type of significant new information that requires recirculation of the IS/MND for further public comment under CEQA Guidelines Section 15073.5. None of this new material indicates that the project will result in a significant new environmental impact not previously disclosed in the IS/MND. Additionally, none of this material indicates that there would be a substantial increase in the severity of a previously identified environmental impact that will not be mitigated, or that there would be any of the other circumstances requiring recirculation described in Section 15073.5. These changes do not result in new, different or more significant impacts than previously identified. These changes represent minor alterations that clarify and amplify information that was contained in the publicly circulated version of the IS/MND.

## Revisions and Changes to Text:

1. References to Mitigation Measure AQ-1 are revised to Mitigation Measure III-1 (p. 24).
2. References to Mitigation Measure BIO-1 are revised to Mitigation Measure IV-1 (pp. 30, 82).
3. References to Mitigation Measure BIO-2 are revised to Mitigation Measure IV-2. (pp. 31, 82).
4. References to Mitigation Measure CULT-1 are revised to Mitigation Measure V-1. (pp. 33, 82).
5. References to Mitigation Measure CUL-2 are revised to Mitigation Measure V-2. (p. 34).