

**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:

APN:	0231-021-59
APPLICANT:	Drive Time Car Sales Mr. Ryan Rickels 602-852-6697
COMMUNITY:	Fontana
LOCATION:	9121 Cherry Avenue- Fontana. East side of Cherry Avenue between Randall and Merrill Avenues. PROJECT NO: P201500391
STAFF:	Aron Liang
REP(S):	Mr. Ryan Rickels, DriveTime
PROPOSAL:	Minor Use Permit to Operate an Auto Reconditioning and Distribution Facility to include used car and internet sales, services and repairs, finance, outdoor storage, and leasing of vehicles on approximately 17.48-acre site with existing 88,775 square feet of warehouse facilities and construct a 43,000-square foot warehouse building for indoor vehicle staging area.

USGS Quad: Fontana

Lat/Long: 34° 5'14.36"N 117°29'13.37"W

T, R, Section: T1S R6W Sec.14 NW 1/4
Thomas Bros.: Page 604 Grid: C-4

OLUD: Special Development-Commercial (SD-COM)

Overlays: FP2 (Flood Plain Area 2)
Biological Resources (Burrowing Owl)

PROJECT CONTACT INFORMATION:

Lead agency: San Bernardino County
Land Use Services Department - Planning Division
385 North Arrowhead Avenue, First Floor
San Bernardino, CA 92415-0182

Contact person: Aron Liang, Senior Planner

Phone No: 909-387-0235

Fax No: (909) 387-3223

E-mail: Aron.Liang@lus.sbcounty.gov

Project Sponsor: DriveTime Car Sales
4020 Indian School Rd.
Phoenix, AZ 85018

Consultant: Lilburn Corporation
1905 Business Center Drive
San Bernardino, CA 92408

PROJECT DESCRIPTION:

Site Development

The Proposed Project is the reuse of the former Master Halco (fence manufacturing company) site located in the unincorporated area of Fontana. DriveTime Car Sales ("Applicant") has submitted an application for a Conditional Use Permit, allowing for the operation of an auto-reconditioning facility, to include used car and internet sales, services and repairs, finance, outdoor storage, and leasing of vehicles on the approximate 17.48-acre site. The Project Site is located at 9121 Cherry Avenue, east of Cherry Avenue between Randall and Merrill Avenues. Existing onsite improvements include a 37,500 square-foot building and a 51,275 square-foot building. Site development associated with the Proposed Project will include the repurposing of existing structures, construction of a new 43,000 square-foot building, restriping, and curb and gutter work. Proposed

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uses will include the following: repurposing of the 51,275 square-foot building into 5,320 square-feet of office space and 36,135 square-feet of production and warehousing operations; and the repurposing of the 37,500 square-foot building into production and warehousing operations. Approximately 9,820 feet of the existing 51,275 square-foot building will not be repurposed and demolition is anticipated. The new 43,000 square-foot building will be used as an indoor vehicle staging area. All other staging areas will be located outside. The parking requirements will provide a total of 1,563 parking spaces -- 142 spaces of regular 9x19 stalls, 1,388 car-storage stalls, 27 car-display stalls, and 6 accessible stalls. The entire 17.48-acre site is currently paved with asphalt and/or concrete which will remain in place.

Operational Activities

Vehicles purchased by DriveTime at auctions are to be transported by car carriers to the reconditioning facility where they will be inspected and reconditioned for sale. All vehicles will go through DriveTime's standard inspection process to ensure that every factory option is in working order, the engine performs up to mechanical specifications, and all safety systems are in good condition. After the standard inspection, vehicles will go through a reconditioning process where necessary mechanical, electrical and cosmetic repairs are done in order to meet DriveTime retail standards. The standard reconditioning process will include, but not be limited to; minor body work and painting (in two paint booths), repair and replacement of brakes, replacement of tires and other miscellaneous parts, and replacement of fluids and filters. Vehicles will also be washed and detailed on site. Vehicles will be fueled onsite prior to distribution to sales lots.

Approximately 100 hundred people will be employed at this site, which will operate seven days a week; the shop hours will be 6AM to 3PM Monday through Friday, and the sales office hours will be 8AM to 5PM Sunday through Saturday. There will be approximately 1,750 vehicles stored on the site at any given time.

ENVIRONMENTAL/EXISTING SITE CONDITIONS:

The total on-site relief is approximately 12 ft. with the minimum and maximum elevations being 1,143 ft and 1,131 ft above mean sea level. The Project Site topography slopes from north to south, and east to west, making the southwest corner of the parcel the lowest in elevation with a general slope of ~1%. The Project Site currently drains to the southwest corner of the parcel. Land uses on the Project Site and surrounding parcels are governed by the County's Development Code. The following table lists the existing land uses and zoning districts.

AREA	EXISTING LAND USE	OFFICIAL LAND USE DISTRICT
SITE	Abandoned- Industrial/warehouse	Special Development – Commercial (SD-COM)
North	Industrial/warehouse	Special Development – Commercial (SD-COM)
South	Predominantly Vacant and Great Pacific Equipment, Inc. – Industrial/warehouse	Special Development – Commercial (SD-COM)
East	Single Residential	Special Development – Commercial (SD-COM)
West	Auto Club Speedway	Special Development – Commercial (SD-COM)

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

Federal: None

State of California: None

County of San Bernardino: Land Use Services - Code Enforcement; Building and Safety, Public Health-Environmental Health Services, and County Fire.

Local: Fontana Water Company

PROJECT SITE LOCATION, EXISTING SITE LAND USES AND CONDITIONS:

The Project Site is located at 9121 Cherry Avenue (APN#0231-021-59), unincorporated San Bernardino County, City of Fontana Sphere of Influence, CA 92355. The San Bernardino County zoning designation is Special Development-Commercial, and the site is pre-zoned by the City of Fontana as Light Industrial.

The site was formerly used by Master Halco, a fencing manufacturing company and the two buildings previously used by Mater Halco remain on-site. The 17.48-acre site is also entirely paved with asphalt and/or concrete.

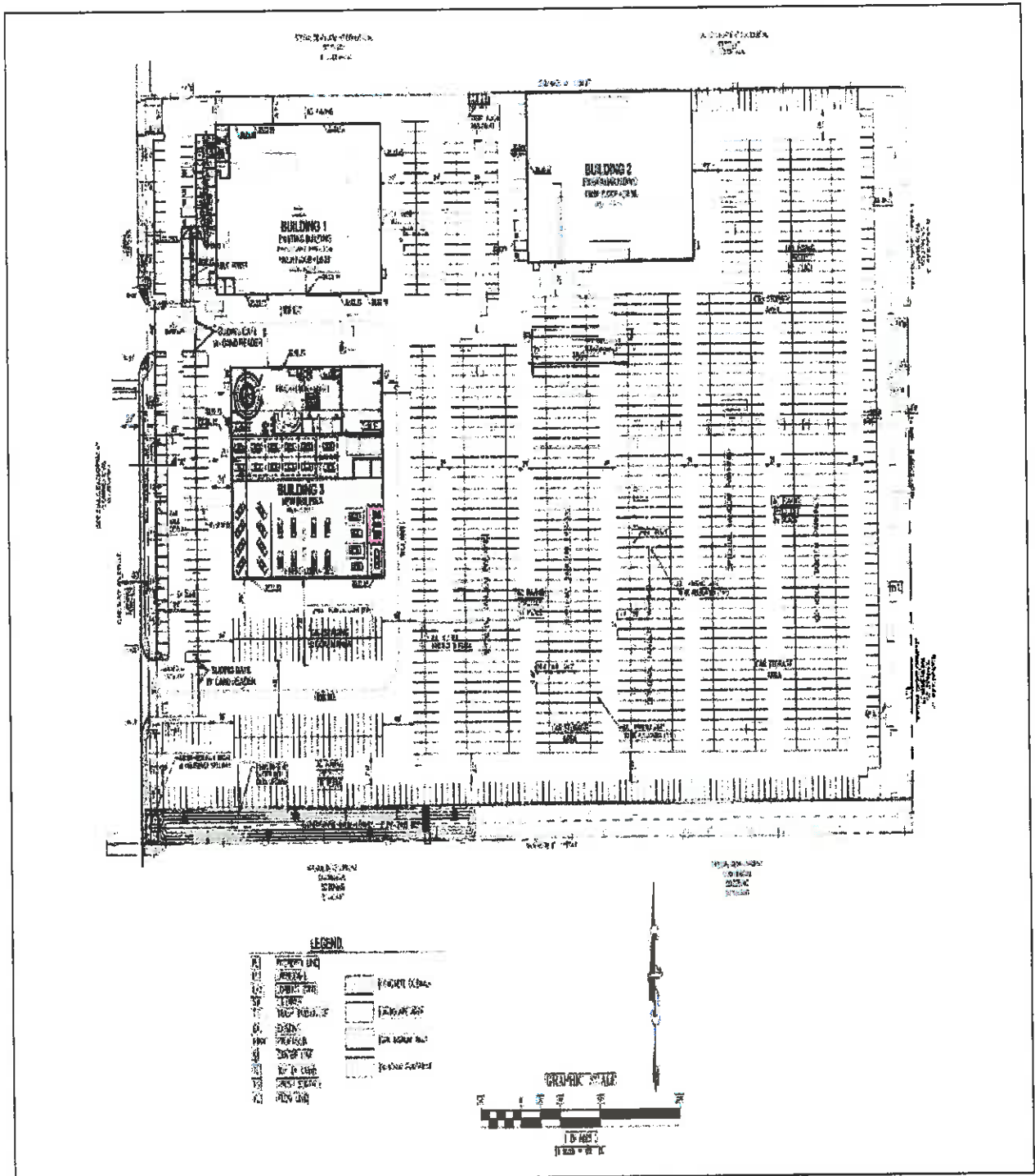
Regional Vicinity Map
Exhibit A



Local Vicinity Map
Exhibit B



Site Plan
Exhibit 3



EVALUATION FORMAT

This initial study is prepared in compliance with the California Environmental Quality Act (CEQA) Guidelines. The Project is evaluated based upon its effect on seventeen (17) major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study Checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
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Substantiation is then provided to justify each determination. One of the four following conclusions is then provided as a summary of the analysis for each of the major environmental factors.

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

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

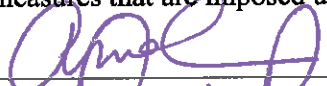
The environmental factors checked below will be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Paleontological 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 | |

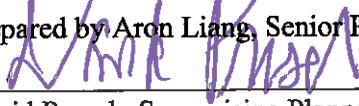
DETERMINATION

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 shall be prepared.
- Although the Proposed Project could have a significant effect on the environment, there shall not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION shall be prepared.
- The Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- The Proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but 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 Liang, Senior Planner

Dated: August 10, 2016

Signature: 
David Prusch, Supervising Planner

Dated: August 10, 2016

I. AESTHETICS – Would the project:

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

SUBSTANTIATION: (Check if project is located within a view-shed of any Scenic Route listed in the General Plan): The proposed project is not located within a designated Scenic Corridor. The proposed project is consistent with other surrounding development in the area and is architecturally compatible with the visual character to the north and its immediate surrounding to the west and south.

- I a) **Less Than Significant Impact.** The Project Site is located in an unincorporated area of San Bernardino County within the City of Fontana Sphere of Influence. The vicinity of the Project Site is characterized by industrial and commercial development. The City of Fontana General Plan identifies the lower San Gabriel Mountains and the Jurupa Hills as visually prominent topographic features that provide scenic vistas from mobile and stationary viewing locations throughout the community. The San Gabriel Mountains are a prominent geographic feature visible from the Project Site. The scale of the proposed structure is consistent with the existing commercial and industrial structures in the vicinity. Less than significant impact is anticipated and no mitigation measures are recommended.
- I b) **No Impact.** Cherry Avenue is not designated scenic route in the County’s General Plan or in the California Scenic Highway Mapping System. The Proposed Project is the reuse of property previously the site of Master Halco, a fencing manufacturing company. The reuse of the site would not damage scenic resources, including but not limited to trees, rock, outcroppings, and historic buildings within a scenic highway. Therefore, no impact is anticipated and no mitigation measures are recommended.
- I c) **No Impact.** The Proposed Project includes the repurposes of two buildings currently on-site and the construction of a new 43,000 square-foot building. The site is located along a segment of Cherry Avenue that is developed with commercial/industrial area. Visually, the Proposed Project is consistent with the commercial/industrial development and the prior use of the site. Therefore, no impact is anticipated and no mitigation measures are recommended.
- I d) **Less Than Significant Impact.** The Proposed Project would not create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area. All outdoor lighting fixtures will comply with section 83.07.030(a) of the San Bernardino County Development Code,

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stating that outdoor lighting of commercial or industrial land uses must be fully shielded to preclude light pollution or light trespass on abutting residential uses and on the public right of way. No conflicts with the Development Code are anticipated, as the proposed light sources are oriented away from residential uses to the east. Less than significant impact is anticipated and no mitigation measures are recommended.

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

II. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in 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): The Project site is not identified on any Agricultural Preserve map or identified as land under Williamson Act contract, and is not mapped as prime or unique farmland or farmland of local importance. The Project site is not zoned for agriculture use. There are no farmlands or agricultural uses located on the Project site or in its vicinity.

II a) **No impact.** The Project Site is identified as “Urban and Built-Up” as identified in the California Department of Conservation, Farmland Mapping and Monitoring Important Farmland Finder (March 11, 2016). The Project Site does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The Project Site is not designated for agricultural use and implementation of the Proposed Project would not convert Farmland to a non-agricultural use and no mitigation measures are required.

II b) **No impact.** The Project Site is identified as “Urban and Built-Up” land in the San Bernardino County Williamson Act FY 2014/2015 Sheet 2 of 2 map published by the California Department of

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Conservation's Division of Land Resource Protection (2015). No land under Williamson Act Contract occurs at the Project Site and no impacts will occur. No mitigation measures are required.

- II c) **No impact.** The Project Site has a land use designation of Special Designation – Commercial in the County's General Plan and a designation of "Light Industrial" in the City of Fontana General Plan. Implementation of the Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production because these designations do not occur at the Project Site. No impact is identified and no mitigation measures are required.
- II d) **No impact.** The Project Site is currently developed. Implementation of the Proposed Project would not result in loss of forest land or conversion of forest land to non-forest use. No impact is identified and no mitigation measures are required.
- II e) **No impact.** Implementation of the Project would not result in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. No impact is identified and no mitigation measures are required.

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

III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION: The following air quality emissions are based on CalEEMod Version 2013.2.2 prepared by Lilburn Corporation on January 2016:

III a) **No impact.** The Project Site is located in the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) has jurisdiction over air quality issues and regulations within the SCAB. The Proposed Project is the development of a 17.48-acre site into a new car sales, service/repair, and parts sales dealership. The proposed use will include repurposes two existing buildings on-site and constructing a new 43,000 square-foot building. As noted in the County's General Plan, continued development throughout the County would contribute to the further degradation of the ambient air quality of the SCAB. The County's most recent General Plan update, when viewed as a whole project, is expected to generate emissions levels that would exceed the Air Quality Management Plan (AQMP) thresholds for criteria pollutants, resulting in a significant unavoidable adverse air quality impact. Air quality was addressed in the 2007 General Plan EIR with a Statement of Overriding Considerations. Approval of the Proposed Project would not conflict with the AQMP. No impact is anticipated and no mitigation measures are required.

III b/c) **Less Than Significant with Mitigation Incorporated.** Proposed site development and construction was screened using SCAQMD CalEEMod Version 2013.2.2 computer model. This model is used to generate emissions estimates for land use development projects. The criteria pollutants screened for included: reactive organic gases (ROG), nitrous oxides (NO_x), carbon monoxide (CO), and particulates

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(PM₁₀ and PM_{2.5}). Two of these, ROG and NO_x, are ozone precursors. Emissions assumptions were based on CalEEMod default values (worst case scenario) for the proposed repurpose of the site. The emission levels listed reflect the estimated winter season levels, which are normally higher due to atmospheric conditions (marine layer) and increased use of heating systems. The general construction phases for most projects include site disturbance and development.

Construction Emissions

Construction emissions are considered short-term, temporary emissions. Construction emissions were evaluated for demolition, building construction, paving, and architectural coating. Grading was not evaluated as the entire site is covered in concrete and/or asphalt. The applicant has proposed to reuse and/or restripe the site as necessary. All Model Default values were used except for the Architectural Coating Phase. The applicant will be required to use Low VOC paint. Refer to Table 1 for construction emissions modeled for the Proposed Project.

Table 1
Construction Emissions Summary
(Pounds Per Day)

Source/Phase	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Demolition	4.1	42.8	34.6	0.0	2.4	2.0
Building Construction	3.4	28.2	23.0	0.0	2.5	1.9
Paving	1.7	17.2	15.2	0.0	1.1	0.9
Architectural Coating	28.6	2.0	2.4	0.0	0.6	0.2
Highest Value (lbs/day)	28.6	42.8	34.6	0.0	2.5	1.8
SCAQMD Threshold	75	100	550	150	150	55
Significant	No	No	No	No	No	No

Source: CalEEMod 2013.2.2 Winter

Phases don't overlap and represent the highest concentration.

As shown in Table 1, construction emissions would not exceed SCAQMD thresholds. Compliance with SCAQMD standard rules and regulations 402 and 403 (watering exposed areas) as well as implementing the mitigation measure below would ensure that impacts are less than significant.

Mitigation Measure AQ-1

The Project Proponent will be required to use Low VOC Paint at 50 g/l for all interior and exterior painted surfaces.

Compliance with SCAQMD Rules 402 and 403

The Applicant is required to comply with all applicable SCAQMD rules and regulations as the South Coast Air Basin is in non-attainment status for ozone and suspended particulates (PM₁₀). The project shall comply with Rules 402 nuisance and 403 fugitive dust which require the implementation of Best Available Control Measures (BACM) for each fugitive dust source; and the AQMP which identifies Best Available Control Technologies (BACT) for area sources and point sources, respectively. This would include, but not be limited to the following BACMs and BACTs:

1. The project proponent shall ensure that any portion of the site to be graded shall be pre-watered prior to the onset of grading activities.
 - (a) The project proponent shall ensure that watering of the site or other soil stabilization method shall be employed on an on-going basis after the initiation of any grading activity on the site. Portions of the site that are actively being graded shall be watered regularly to ensure that a crust is formed on the ground surface, and shall be watered at the end of each workday.
 - (b) The project proponent shall ensure that all disturbed areas are treated to prevent erosion.
 - (c) The project proponent shall ensure that all grading activities are suspended during first and second stage ozone episodes or when winds exceed 25 miles per hour.

Exhaust emissions from construction vehicles and equipment and fugitive dust generated by equipment traveling over exposed surfaces, would increase NO_x and PM₁₀ levels in the area. Although the Proposed Project would not exceed SCAQMD thresholds during construction, the Applicant will be required to implement the following conditions as required by SCAQMD:

2. To reduce emissions, all equipment used in earthwork must be tuned and maintained to the manufacturer's specification to maximize efficient burning of vehicle fuel.
3. The project proponent shall ensure that construction personnel are informed of ride sharing and transit opportunities.
4. The operator shall maintain and effectively utilize and schedule on-site equipment in order to minimize exhaust emissions from truck idling.
5. The operator shall comply with all existing and future CARB and SCAQMD regulations related to diesel-fueled trucks, which may include among others: (1) meeting more stringent emission standards; (2) retrofitting existing engines with particulate traps; (3) use of low sulfur fuel; and (4) use of alternative fuels or equipment.

Operational Emissions

The operational mobile source emissions were calculated using a Focused Traffic Evaluation prepared by Kimley-Horn on April 1st, 2016. Trips associated with the project consist of approximately 466 trips per day. Operational Emissions associated with the proposed project are listed in Table 2.

Table 2
Operations Emissions Summary
(Pounds Per Day)

Source	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area	3.2	0.0	0.0	0.0	0.0	0.0
Energy	0.1	1.1	0.9	0.0	0.0	0.0
Mobile	2.3	7.8	26.4	0.0	3.6	1.0
Spray booth ¹	0.0	1.0	0.0	0.0	0.0	0.0
Total Value (lbs/day)	5.6	10.0	27.3	0.0	3.7	1.1
SCAQMD Threshold	55	55	550	150	150	55

Significant	No	No	No	No	No	No
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Source: CalEEMod 2013.2 Winter

1: Calculations and assumption provided by Applicant

As shown in Table 2, operational emissions would not exceed SCAQMD thresholds.

- III d) An increase in air quality emissions produced as a result of construction activities would be short-term, below SCAQMD significance thresholds, and would cease once construction is complete. Dust suppression (i.e., water application) as required by the County's Development Code, would reduce 50 to 75 percent of fugitive dust emissions during construction. As shown above in Table 2, operational emissions are below SCAQMD thresholds. Impacts associate with the Proposed Project are anticipated to be less than significant and no mitigation measures are required.
- III e) The Proposed Project is not anticipated to generate emissions that could generate objectionable odors. The proposed paint booth is a low NOx burner booth that would emit less than 1 pound per day. Less than significant impact is anticipated and no mitigation measures are required.

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

IV. BIOLOGICAL RESOURCES

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

SUBSTANTIATION: (Check if project is located in the Biological Resources Overlay or Contains habitat for any species listed in the California Natural Diversity Database): The project site is located in the Biotic Resources Overlay. Although the project site is located in the Biotic Resources Overlay, the entire site is already developed with an industrial use, former Master Halco (fence manufacturing company).

IV a) **No impact.** The site is located in an urbanized area of unincorporated San Bernardino County within the City of Fontana Sphere of Influence. Commercial and Industrial development occurs immediately adjacent to the Project Site on the north, south, and west and residential development occurs adjacent to the east. The Project Site was previously used for a fence manufacturing operation and is completely developed with buildings and paved with asphalt and/or concrete. There are no trees on the Project Site

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and there is no landscaping of any type. Habitat for any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS does not exist on-site. There is no potential for impacts to any sensitive biological resources to occur and no mitigation measures are required.

- IV b) **No impact.** The Project Site does not support riparian habitat or a sensitive natural community. Additionally, the Project Site is not identified in local plans, policies, and regulations of the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service. Development of the Project Site as proposed would not result in impacts to riparian vegetation or to a sensitive natural community because these resources do not occur on the Project Site. No impact is identified, and no mitigation measures are recommended.
- IV c) **No impact.** No federally protected wetlands as defined by Section 404 of the Clean Water Act occur on the Project Site; none are identified in the U.S. Fish and Wildlife Service National Wetlands Inventory. The Project Site is graded and predominately vegetated by annual non-native and native grasses and some remnant ornamental from previous land uses. There are no drainage/wash resources on the property and the Project Site supports no riparian habitat. No impact is identified, and no mitigation measures are recommended.
- IV d) **No impact.** The Project Site is located in an urbanized built up area. The Project Site is surrounded by industrial and commercial development to the north, south, and west, with residential areas occurring to the east. Due to the surrounding land uses, the Project Site does not provide for a wildlife corridor. No impact is identified, and no mitigation measures are recommended.
- IV e) **No impact.** The Project Site has been developed and is 100% covered with pavement or buildings. No vegetation, either non-native or native occurs on-site. No impact is identified, and no mitigation measures are required.
- IV f) **No impact.** The Project Site is located in an urbanized area of unincorporated County of San Bernardino within the City of Fontana Sphere of Influence. The Project Site is not located within the planning area of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat plan. No impact is identified, and no mitigation measures are required.

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

V. CULTURAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
Would the project				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in §21074?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION: (Check if project is located in the Cultural or Paleontologic Resources overlays or cite results of cultural resource review). The project site is the former Master Halco (fence manufacturing company) site, fully developed with buildings, landscaping and parking. The proposed project is not located in a Cultural or Paleontologic Resources Overlay area. Upon further review of the project notice pursuant to AB52, the San Manuel Band of Mission Indians and other tribes expressed no need for consultation.

V a-b) Less Than Significant Impact with Mitigation. As indicated in Figure 9-5 of the City of Fontana General Plan, the Project Site is not located in an area of high sensitivity for prehistoric archaeological resources or in a defined area or relative concentration of historic-era buildings. The Project Site is completely developed with buildings, and pavement. The Proposed Project includes construction of a new 43,000 square-foot building which will require minor excavation. Although the potential for subsurface archaeological findings is minimal and not anticipated, the following mitigation measure is recommended.

CR-1 In the event that subsurface archaeological materials or resources, or evidence of a cultural or archaeological site of significance are encountered, the Project Applicant will cease all ground-disturbing activities immediately and contact the County to report the findings. Not until the findings are further analyzed by a qualified archaeologist and a course of action is determined, will the project be permitted to ensue.

V c) Less Than Significant Impact. The Proposed Project is not anticipated to disturb any human remains, including those interred outside of formal cemeteries. There are no burial grounds identified on the Project Site and no findings are anticipated. In the unlikely event of an accidental discovery of any human remains, Health and Safety Code 7050.5, CEQA 1564.5(e), and Public Resources Code 5097.98 mandate the process to be followed. Therefore, the San Bernardino County Coroner's Office

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must be contacted within 24 hours of the find, and all work shall be halted until a clearance is given by that office and any other involved agencies. With implementation of the County safe guards in place impacts are anticipated to be less than significant.

- V d) **Less than significant Impact** In accordance with AB 52, a records search at California State University Fullerton was initiated to obtain potential tribal cultural resources that may occur at the Project Site. The County of San Bernardino submitted the results to tribes that have requested project consultation for AB 52 compliance on March 29, 2016. Potentially significant impacts are not anticipated based on prior research and mitigation measures presented above.

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

VII. PALEONTOLOGICAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
Would the project				
a) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION:

VII a) **No impact.** Paleontological resources are not anticipated to be encountered during construction of the Proposed Project as the entire site is developed with asphalt and/or concrete. These uses are to remain in place. Therefore, no mitigation measures are recommended.

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

VIII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
Would the project:				
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 181-B of the California Building Code (2001) creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

CW Soils prepared a *Preliminary Geotechnical Report for the Proposed Drivetime Car Sales Facility* (March 21, 2016). The findings of the report are summarized herein.

VIII a) **Less than significant impact.** Significant ground shaking will likely impact the site within the design life of the proposed project, due to the project being located in a seismically active region. The geologic

structure of the entire southern California area is dominated by northwest-trending faults associated with the San Andreas Fault system. The San Andreas Fault system accommodates for most of the right lateral movement associated with the relative motion between the Pacific and North American tectonic plates.

The subject property is not located within an Alquist-Priolo Fault Rupture Hazard Study Zone, established by the State of California to restrict the construction of habitable structures across identifiable traces of known active faults. No active faults are known to project through the proposed site. As defined by the State of California, an active fault has undergone surface displacement within the past 11,000 years or during the Holocene geologic time period.

Based upon analysis using the referenced software (USGS 2002 Interactive Deaggregation), the Cucamonga Fault with an approximate source to site distance of 9.1 kilometers is the closest known active fault anticipated to produce the highest ground accelerations, having an estimated maximum modal magnitude of 6.68. The potential for surface rupture to adversely impact the safety of the proposed structures inhabitants (e.g. employees, customers) is very low to remote. Development of the Proposed Project will be subject to safety provisions in the Uniform Building Code to reduce the potential of ground shaking hazards to a less than significant level. No mitigation measures are required.

ii) **Less than significant impact.** The Project Site is subject to geologic hazards such as earthquakes that occur from time to time in the Southern California area. A maximum magnitude earthquake on any of the three faults in the region (Cucamonga, San Jacinto, or San Andreas) has the potential to generate significant damage to wood-frame, reinforced concrete and steel structures, and to mobile homes. Development of the Proposed Project will be subject to safety provisions in the Uniform Building Code to reduce potential of ground shaking hazards. Less than significant impact is anticipated and no mitigation measures are required.

iii) **Less than significant impact.** The three requirements for liquefaction to occur include seismic shaking, poorly consolidated cohesionless sands, and groundwater. Liquefaction results in a substantial loss of shear strength in loose, saturated, cohesionless soils subjected to earthquake induced ground shaking. Potential impacts from liquefaction include loss of bearing capacity, liquefaction related settlement, lateral movements, and surface manifestation in the form of sand boils. The potential for design level earthquake induced liquefaction and lateral spreading to occur beneath the proposed site is considered very low to remote due to the recommended compacted fill, relatively low groundwater level, and the dense nature of the deeper onsite soils. Conformance with standard building practices would reduce impacts to less than significant level. No mitigation measures are required.

iv) **No impact.** Secondary effects of seismic shaking include several types of ground failure as well as induced flooding. Ground failure that could occur as a consequence of severe ground shaking, include landslides, ground lurching, shallow ground rupture, and liquefaction/lateral spreading. The likelihood of occurrence of each type of ground failure depends on the severity and distance from the earthquake epicenter, topography, geologic structure, groundwater conditions, and other factors. All of the secondary effects of seismic activity listed above are considered to be unlikely, based on subsurface exploration and laboratory testing. No impact is anticipated and no mitigation measures are required.

VIII b) **Less than significant impact.** The Proposed Project is the redevelopment of the former Master Halco 17.48-acre fencing and manufacturing company. The Project Site is developed with two existing

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buildings and the remainder of the site is paved with asphalt and/or concrete. Therefore, the reuse of the site will not result in substantial soil erosion or the loss of topsoil during the development of the Project Site. Less than significant impact is anticipated and no mitigation measures are required.

VIII c) **Less than significant impact.** Per the San Bernardino County General Plan Geological Hazards Overlay Map, the Project Site has not been identified as being located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, or potentially result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse. The Site is generally flat with a slope of ~1%. There is no subsurface instability, nor will construction of the proposed building impose any instability in the underlying surface.

Less than significant impact is anticipated and no mitigation measures are required.

VIII d) **Less than significant impact with mitigation incorporated.** The Project Site is not located on expansive soil, as defined in Table 181-B of the California Building Code (2001). The primary soil composition is Tujunga alluvial deposits, as seen on a UC Davis interactive internet map, called Soil Maps (April, 2016), and has no implications to construction.

The preliminary laboratory test results indicate that the onsite soils exhibit an expansion potential of very low as classified by the 2013 CBC Section 1803.5.3 and ASTM D4829-03.

VIII e) **No impact.** The Proposed Project does not include the installation of a new septic tank or any other alternative waste disposal system. The Project will connect to existing sewer services. No impact is anticipated and no mitigation measures are required.

IX. GREENHOUSE GAS EMISSIONS

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

SUBSTANTIATION: SCAQMD CalEEMod outputs. The findings of this output is summarized herein

IX a/b) Less than significant impact. Implementation of the Proposed Project would contribute to increases of Greenhouse Gas (GHG) emissions that are associated with global climate change. Estimated GHG emissions attributable to future development are primarily associated with increases of Carbon Dioxide (CO₂) and other GHG pollutants, such as methane (CH₄) and nitrous oxide (N₂O), from mobile sources and utility usage.

The Proposed Project’s short-term construction-related and long-term operational GHG emissions were estimated using the SCAQMD CalEEMod Version 2013.2.2 computer model. CalEEMod is a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify GHG emissions from land use projects. The model quantifies GHG emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. Emissions are expressed in annual metric tons of CO₂ equivalent units of measure (i.e., MTCO₂e), based on the global warming potential of the individual pollutants.

County of San Bernardino “Greenhouse Gas Emissions Reduction Plan

According to the County of San Bernardino “Greenhouse Gas Emissions Reduction Plan September 2011, revised March 2015” measurable reductions of GHG emissions will be achieved through the County’s GHG Development Review Process (DRP) by applying appropriate reduction requirements as part of the discretionary approval of new development projects. Through its development review process, the County will implement CEQA requiring new development projects to quantify project GHG emissions and adopt feasible mitigation to reduce project emissions below a level of significance. Mitigation of GHG emissions impacts through the DRP provides one of the most substantial reduction strategies for reducing external emissions. The DRP procedures for evaluating GHG impacts and determining significance for CEQA purposes will be streamlined by (1) applying a uniform set of performance standards to all development projects, and (2) utilizing Screening Tables to mitigate project GHG emissions. Projects will have the option of preparing a project-specific technical analysis to quantify and mitigate GHG emissions. Model results for GHG emissions related to the Proposed Project are shown in Tables 3 and 4, construction and operational emissions, respectively. The County has adopted a screening standard of 3,000 metric tons per year (MTY) to be applied to all land uses.

Table 3
Greenhouse Gas Construction Emissions
MT Per Year

Source/Phase	CO ₂	CH ₄	N ₂ O
Demolition	38.3	0.0	0.0
Building Construction	326.3	0.0	0.0
Paving	21.7	0.0	0.0
Architectural Coating	3.4	0.0	0.0
Total in MT Per Year	389.7		
Total MTCO₂e Per Year	390.0		
SB County Screening Threshold	3,000		
Significant	No		

Source: CalEEMod 2013.2.2 Annual

Table 4
Greenhouse Gas Operational Emissions
“MT Per Year”

Source	CO ₂	CH ₄	N ₂ O
Area	0.0	0.0	0.0
Energy	603.2	0.0	0.0
Mobile	765.2	0.0	0.0
Waste	32.8	1.9	0.0
Water	112.6	0.9	0.0
Total in MT Per Year	1516.6		
Total MTCO₂e Per Year	1584.0		
SB County Screening Threshold	3,000		
Significant	No		

Source: CalEEMod 2013.2.2 Annual

As shown in Table 3 and Table 4, GHG emissions related to the Proposed Project are not anticipated to exceed the GHG emissions threshold and the Proposed Project is therefore in compliance with the County’s GHG Reduction Plan. Therefore, impacts are anticipated to be less than significant and no mitigation measures are required.

The Performance Standards used for commercial and industrial projects in the county are provided below and are required to be included as part of the project’s Conditions of Approval:

COMMERCIAL AND INDUSTRIAL PROJECTS

1. **GHG – Operational Standards.** The developer shall implement the following as greenhouse gas (GHG) mitigation during the operation of the approved project:
 - a) **Waste Stream Reduction.** The “developer” shall provide to all tenants and project employees County-approved informational materials about methods and need to reduce the solid waste stream and listing available recycling services.
 - a) **Vehicle Trip Reduction.** The “developer” shall provide to all tenants and project employees County-approved informational materials about the need to reduce vehicle trips and the program elements this project is implementing. Such elements may include: participation in established ride-sharing programs,

creating a new ride-share employee vanpool, designating preferred parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles with benches in waiting areas, and/or providing a web site or message board for coordinating rides.

- b) Provide Educational Materials. The developer shall provide to all tenants and staff education materials and other publicity about reducing waste and available recycling services. The education and publicity materials/program shall be submitted to County Planning for review and approval. The developer shall also provide to all tenants and require that the tenants shall display in their stores current transit route information for the project area in a visible and convenient location for employees and customers. The specific transit routes displayed shall include Omni Trans Route 8, San Bernardino-Mentone-Yucaipa.
- c) Landscape Equipment. The developer shall require in the landscape maintenance contract and/or in onsite procedures that a minimum of 20% of the landscape maintenance equipment shall be electric-powered.

2. GHG – 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 GHG emissions and submitting documentation of compliance. The developer/construction contractors shall do the following:

- a) Implement the approved Coating Restriction Plans.
- b) Select construction equipment based on low GHG emissions factors and high-energy efficiency. All diesel/gasoline-powered construction equipment shall be replaced, where possible, with equivalent electric or CNG equipment.
- c) Grading contractor shall provide the implement the following when possible:
 - 1) training operators to use equipment more efficiently.
 - 2) identifying the proper size equipment for a task can also provide fuel savings and associated reductions in GHG emissions
 - 3) replacing older, less fuel-efficient equipment with newer models
 - 4) use GPS for grading to maximize efficiency
- d) Grading plans shall include the following statements:
 - “All construction equipment engines shall be properly tuned and maintained in accordance with the manufacturers specifications prior to arriving on site and throughout construction duration.”
 - “All construction equipment (including electric generators) shall be shut off by work crews when not in use and shall not idle for more than 5 minutes.”
- e) Schedule construction traffic ingress/egress to not interfere with peak-hour traffic and to minimize traffic obstructions. Queuing of trucks on and off site shall be firmly discouraged and not scheduled. A flagperson shall be retained to maintain efficient traffic flow and safety adjacent to existing roadways.
- f) Recycle and reuse construction and demolition waste (e.g. soil, vegetation, concrete, lumber, metal, and cardboard) per County Solid Waste procedures.
- g) The construction contractor shall support and encourage ridesharing and transit incentives for the construction crew and educate all construction workers about the required waste reduction and the availability of recycling services.

3. GHG – Design Standards. The developer shall submit for review and obtain approval from County Planning that the following measures have been incorporated into the design of the project. These are intended to reduce potential project greenhouse gas (GHGs) emissions. Proper installation of the approved design features and equipment shall be confirmed by County Building and Safety prior to final inspection of each structure.

- a) Meet Title 24 Energy Efficiency requirements implemented July 1, 2014 The Developer shall document that the design of the proposed structures meets the current Title 24 energy-efficiency requirements. County Planning shall coordinate this review with the County Building and Safety. Any combination of the following design features may be used to fulfill this requirement, provided that the total increase in efficiency meets or exceeds the cumulative goal (100%+ of Title 24) for the entire project (Title 24, Part 6 of the California Code of Regulations; Energy Efficiency Standards for Residential and Non Residential Buildings, as amended January 24, 2013; Cool Roof Coatings performance standards as amended January 24, 2013):
- Incorporate dual paned or other energy efficient windows,
 - Incorporate energy efficient space heating and cooling equipment,
 - Incorporate energy efficient light fixtures, photocells, and motion detectors,
 - Incorporate energy efficient appliances,
 - Incorporate energy efficient domestic hot water systems,
 - Incorporate solar panels into the electrical system,
 - Incorporate cool roofs/light colored roofing,
 - Incorporate other measures that will increase energy efficiency.
 - Increase insulation to reduce heat transfer and thermal bridging.
 - Limit air leakage throughout the structure and within the heating and cooling distribution system to minimize energy consumption.
- b) Plumbing. All plumbing shall incorporate the following:
- All showerheads, lavatory faucets, and sink faucets shall comply with the California Energy Conservation flow rate standards.
 - Low flush toilets shall be installed where applicable as specified in California State Health and Safety Code Section 17921.3.
 - All hot water piping and storage tanks shall be insulated. Energy efficient boilers shall be used.
- c) Lighting. Lighting design for building interiors shall support the use of:
- High efficient lighting LED, compact fluorescent luminaries or equivalent.
 - Natural day lighting through site orientation and the use of reflected light.
 - Skylight/roof window systems.
 - Light colored building materials and finishes shall be used to reflect natural and artificial light with greater efficiency and less glare.
 - Occupancy sensor controlled lighting in conjunction a with multi-zone programmable dimming system shall be used to control lighting to maximize the energy efficiency of lighting requirements at various times of the day.
- d) Building Design. Building design and construction shall incorporate the following elements:
- Orient building locations to best utilize natural cooling/heating with respect to the sun and prevailing winds/natural convection to take advantage of shade, day lighting and natural cooling opportunities.
 - Utilize natural, low maintenance building materials that do not require finishes and regular maintenance.
 - Roofing materials shall have a solar reflectance index of 78 or greater.
 - All supply duct work shall be sealed and leak-tested. Oval or round ducts shall be used for at least 75 percent of the supply duct work, excluding risers.
 - Energy Star or equivalent appliances shall be installed.
 - A building automation system including outdoor temperature/humidity sensors will control public area heating, vent, and air conditioning units
- e) Landscaping. The developer shall submit for review and obtain approval from County Planning of landscape and irrigation plans that are designed to include drought tolerant and smog tolerant trees, shrubs, and

groundcover to ensure the long-term viability and to conserve water and energy. The landscape plans shall include shade trees around main buildings, particularly along southern and western elevations, where practical.

- f) Irrigation. The developer shall submit irrigation plans that are designed, so that all common area irrigation areas shall be capable of being operated by a computerized irrigation system, which includes either an on-site weather station, ET gauge or ET-based controller capable of reading current weather data and making automatic adjustments to independent run times for each irrigation valve based on changes in temperature, solar radiation, relative humidity, rain and wind. In addition, the computerized irrigation system shall be equipped with flow sensing capabilities, thus automatically shutting down the irrigation system in the event of a mainline break or broken head. These features will assist in conserving water, eliminating the potential of slope failure due to mainline breaks and eliminating over-watering and flooding due to pipe and/or head breaks.
 - g) Recycling. Exterior storage areas for recyclables and green waste shall be provided. Where recycling pickup is available, adequate recycling containers shall be located in public areas. Construction and operation waste shall be collected for reuse and recycling.
 - h) Transportation Demand Management (TDM) Program. The project shall include adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience. Preferred carpool/vanpool spaces shall be provided and, if available, mass transit facilities shall be provided (e.g. bus stop bench/shelter). The developer shall demonstrate that the TDM program has been instituted for the project or that the buildings will join an existing program located within a quarter mile radius from the project site that provides a cumulative 20% reduction in unmitigated employee commute trips. The TDM Program shall publish ride-sharing information for ride-sharing vehicles and provide a website or message board for coordinating rides. The Program shall ensure that appropriate bus route information is placed in each building.
4. GHG – Installation/Implementation Standards. The developer shall submit for review and obtain approval from County Planning of evidence that all applicable GHG performance standards have been installed, implemented properly and that specified performance objectives are being met to the satisfaction of County Planning and County Building and Safety. These installations/ procedures include the following:
- a) Design features and/or equipment that cumulatively increases the overall compliance of the project to exceed Title 24 minimum standards by five percent.
 - b) All interior building lighting shall support the use of fluorescent light bulbs or equivalent energy-efficient lighting.

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

X. HAZARDS AND HAZARDOUS MATERIALS

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

SUBSTANTIATION:

- X a) **Less than significant impact.** Hazardous materials, including but not limited to chemical reagents, solvents, oils, fuels, paints, and cleanser would be utilized and stored on-site related to the proposed land uses. The applicant will be required to obtain applicable permits and file applicable plans with the Certified Unified Program Agency (CUPA)/Hazardous Material Division of the San Bernardino County Fire Department. Compliance with the requirements of CUPA as required by local and state policy would reduce potential impacts associated with the transport and use of hazardous materials to a level of less than significant.
- X b) **Less than significant impact.** The proposed project will include the following operational uses:
- 2,000 Gallon Above-Ground Fuel Tank
 - 1,000 Gallon Fresh Oil Tank
 - 1,000 Gallon used oil Tank
 - 2-55 gallon drums of anti-freeze
- Fuel dispensing will be limited to vehicles purchased at auctions and prior to distribution to sales lots. The proposed onsite uses will require compliance with a CUPA permit including the implementation of a Business Emergency Contingency Plan. Compliance with a CUPA permit as required by local and state policy would reduce potential impacts associated with the transport and use of hazardous materials to a level of less than significant.
- X c) **No impact.** The Project Site is not located within ¼ - mile of a school or proposed school. No impact is anticipated.
- X d) **No impact.** According to the County of San Bernardino - Identified Waste Sites the Project Site is not identified on the list, dated April 15, 1998. No impact is anticipated.
- X e) **No impact.** The Project Site is not within an airport safety review area as identified in the San Bernardino County General Plan – Hazard Overlay Map FH29B. The site is not located within two miles of a public airport or public use airport. Implementation of the Project would not result in a safety hazard for people working the Project area. No impact is anticipated.
- X f) **No impact.** The Project Site is not located in the vicinity of a private airstrip. No impact is anticipated.
- X g) **No impact.** The Proposed Project is not anticipated to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Adequate on-site access for emergency vehicles will be verified during the County's plan review processes. No impact is anticipated.
- X h) **No impact.** According to the County of San Bernardino General Plan, Figure FH29B, the Project Site is not located in a fire safety overlay. The Project Site is located in an urbanized area and there are no adjacent wildlands or urban-wildland interfaces. No impact is anticipated.

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

XI. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
Would the project:				
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 type="checkbox"/>	<input checked="" 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?

j) Inundation by seiche, tsunami, or mudflow?

SUBSTANTIATION:

TGA Engineering, Inc., prepared a *Preliminary Hydrology Study for the DriveTime Car Sales* (May 2016). The findings of the report are summarized herein.

- XI a) **Less than significant.** The Proposed Project will utilize an on-site septic system that is subject to review and approval by the County of San Bernardino Department of Environmental Health Services and/or the Santa Ana Regional Water Quality Control Board for wastewater generated within the office, parts/service/warehouse areas. BMPs that minimize the use of water to clean service bays. These BMPs require the use of absorbents and vacuums to pick up spills and drips, and dispose of these materials according to State guidelines and regulations. All used vehicle fluids will be collected in individual containers for proper off-site management. Compliance with existing Hazardous Waste Discharge requirements will limit the potential impact to a less than significant level.
- XI b) **Less than significant.** The project site is located entirely within the service area of San Gabriel Valley Water Company's Fontana Water Company Division. The Applicant received a will service letter indicating that adequate line and storage capacity for domestic water purposes exists. Therefore, approval of the proposed use would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. Less than significant impact is anticipated.
- XI c) **Less than significant.** The Proposed Project is the redevelopment of the former Master Halco 17.48-acre fencing and manufacturing company. The Proposed Project would use the existing drainage pattern. The Project Site currently drains from northeast to southwest. The frontage along Cherry Avenue is currently improved with curb and gutter that directs flows to the south. Flows continue south to an existing channel that runs along the north side of the Interstate 10 freeway. From there flows continue westward to the San Sevaine Channel and eventually to the Santa Ana River. The Proposed Project is designed to capture flows generated on-site (from hardscape) in an infiltration trench/basin on the southern property. Flows would be allowed to leave the site via an under-sidewalk drain and continue to flow as they have done historically. The Proposed Project would not alter the existing drainage pattern of the site or area in a manner that would result in substantial erosion or siltation on- or off-site. Less than significant impact is anticipated.
- XI d) **Less than significant.** Development of the Proposed Project would not alter the existing drainage pattern of the site 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. The Proposed Project includes the development of an infiltration trench/basin designed to capture all flows generated on the Project Site. The proposed conditions will match the existing conditions as the site is gully developed with 95% impervious surface. The study also determined that post-development flows leaving the site will match current conditions. Therefore, no impact related to on-site or off-site flooding is anticipated. Less than significant impact is anticipated.
- XI e) **Less than significant.** A Preliminary Drainage Study was prepared by TGA Engineering, Inc., (May 2016). The purpose of the study was to analyze the flows to and through the site, both pre-development and post-development, and to demonstrate that the post-development flows leaving the site will be less

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than pre-development flows. As demonstrated in the Preliminary Drainage Study the potential run-off volume associated with the Project Site will match current conditions and storm flows would be allowed to leave the site via an underground sidewalk drain near the Project Site's southwest corner. Development of the Proposed Project would not create or contribute runoff water which would exceed the capacity of the existing storm water as it will match current conditions. Therefore, impacts to the existing drainage systems is less than significant.

- XI f) **Less than significant.** The Proposed Project would not result in the disturbance of more than one acre of soil as the site is developed with existing buildings and the remainder is paved with asphalt and/or concrete. Therefore, the Proposed Project is not subject to the requirements of the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). A less than significant impact is anticipated and no mitigation measures are required.
- XI g) **No impact.** The Project Site is mapped within the "other flood area" (Zone X shaded) designation as identified in the Federal Emergency Management Agency Flood Insurance Rate Map Panel (Map Number 06071C8653H). "Other flood areas" are defined as areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood. The Project Site is not identified within a flood plain safety overlay district within the County's General Plan Hazards Overlay Map (FH29B). The Proposed Project is a commercial/industrial use and does not include housing. No impact is anticipated and no mitigation measures are required.
- XI h) **Less than significant impact.** The Project Site is developed with existing buildings and the remainder is paved with asphalt, and/or concrete. The Project Site is mapped by the Federal Emergency Management Agency within the "other flood area" designation. Flows would change as a result of the Proposed Project. The new 43,000 square-foot building is not anticipated to impede or redirect flood flows. Less than significant impact is anticipated and no mitigation measures are required.
- XI i) **No impact.** The Project Site is not located within a dam inundation area as identified in the County's General Plan Hazard Overlay Map (FH29B). No impact is anticipated and no mitigation measures are required.
- XI j) **No impact.** The Project Site is not located in a coastal area. No large bodies of water or water storage facilities exist within the area; therefore, impacts from a seiche and tsunami are not anticipated. No impact is anticipated and no mitigation measures are required.

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

XII. LAND USE AND PLANNING

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
Would the project:				
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:

XII a) **No Impact.** The Proposed Project would not physically divide an established community. The area along Cherry Avenue is primarily developed with commercial and industrial land uses. Residential uses exist to the east. The Auto Club Speedway is adjacent to the west. The Proposed Project is commercial and therefore consistent with prior uses of the Project Site. It is therefore considered compatible with the adjacent land uses. The proposed reuse of the site would not result in land use conflicts that would divide an established community. No impact is anticipated and no mitigation measures are required.

XII b) **No Impact.** The Proposed Project is consistent with the site's zoning designation of Special Development-Commercial, in which Special Development permits the intermixing of residential, commercial, and industrial uses, while the "Commercial" suffix is indicative of the general aim of that particular zone. Section 82.06.040 of the County's Development Code states auto and vehicle sales and rental, vehicle services (major and minor maintenance and repair) are permitted uses within the Special Development – Commercial designation subject to a Conditional Use Permit. The Project Site's location and land use complies with zoning ordinances from both the County's General Plan, as well as the City of Fontana's Sphere of Influence pre-zone designation. The Proposed Project will not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project. No impact is anticipated and no mitigation measures are required.

XII c) **No Impact.** The Project Site is designated as Special Development-Commercial, as noted in the San Bernardino County General Plan. The site is developed with two buildings and the remainder is paved with asphalt, and/or concrete. The Proposed Project will not conflict with any applicable habitat conservation plan or natural community conservation plan. No impact is anticipated and no mitigation measures are required.

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

XIII. MINERAL RESOURCES

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

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

XIII a) Less than significant impact. Gravel deposits in the alluvial fans of the San Bernardino County valley represent the most significant and widely spread mineral resource in the region. Aggregates are essential ingredients in construction materials such as concrete, plaster and mortar. Construction of the Proposed Project will demand aggregate resources. Steel, wood, and concrete will be required as part of the construction. These resources are commercially available in the southern California region without any constraint and no potential for adverse impacts to the natural resources base supporting these materials is forecast to occur over the foreseeable future. The project demand for mineral resources is less than significant due to the abundance of available local aggregate resources. Therefore, as the project site is completely covered in asphalt/concrete and as the site is less than 20 acres it would be considered as not feasible to develop a mining operation at the site. A less than significant impact is identified, and no mitigation measures are recommended.

XIII b) No impact. As identified in the California Division of Mines and Geology Mineral Land Classification Map (Fontana Quadrangle, Special Report 143) the Project Site is not located within a delineated mineral resource zone. The Proposed Project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. No impact is anticipated and no mitigation measures are required.

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

XIV. NOISE

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
Would the project result in:				
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 type="checkbox"/>	<input checked="" 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: (Check if the project is located in the Noise Hazard Overlay District or is subject to severe noise levels according to the General Plan Noise Element

XIV a) Less Than Significant Impact. An Initial CEQA Noise Analysis was prepared by Landrum & Brown (May 27, 2016). The information presented herein is summarized from their report. The project will generate additional traffic on Cherry Avenue. Existing and project-generated peak-hour traffic volumes were obtained from Table 1 of the "Focused Traffic Evaluation for Drive Time Development" by Kimley-Horn, April 1, 2016. The traffic volumes and resulting noise level increases are presented below in Table 5.

**Table 5
 PEAK-HOUR TRAFFIC VOLUMES AND TRAFFIC NOISE INCREASES**

EXISTING PROJECT INCREASE

ROADWAY	TRAFFIC VOLUME	TRAFFIC VOLUME	DUE TO PROJECT
<u>Cherry Avenue</u>			
<i>Between Merrill Avenue and Randall Avenue</i>			
A.M. Peak-Hour	1,431	101	0.3 dB
P.M. Peak-Hour	2,220	96	0.2 dB

When noise levels are compared side by side in a quiet environment, it is easier to detect a change in level. Under these conditions, changes as small as 1 dB have been detected, a change of 3 dB is somewhat noticeable, a change of 5 dB is very noticeable, and a change of 10 dB is perceived as a doubling of the sound level. In comparing environmental noise exposure levels, it generally requires a 3 dB increase in noise level before a change is detected. Therefore, it has been generally adopted that a change of 3 dB in community noise exposure levels constitutes a significant change. The results in Table 1 show that the worst-case traffic noise increase due to the project is 0.3 dB. This is far less than the 3 dB significance threshold, and is therefore not a significant increase. Additionally, there are no residential receptors along Cherry Avenue in the vicinity of the project. Therefore, traffic noise will not be a significant impact due to the project.

XIV b) **No Impact.** The Proposed Project would not result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels. The construction and post-construction operations of this project will not require the use of any equipment that generates any excessive groundborne noise or vibrations. No mitigation measures are recommended.

XIV c) **Less Than Significant Impact.** Noise measurements were made to document the existing ambient levels. Ambient noise is the background noise of the surrounding environment. Measurements were taken on May 26, 2016. The ambient measurement site locations are shown in Exhibit 3. The noise monitor used for the measurements was a Brüel & Kjær Type 2236 sound level meter, with a Type 4188 1/2" electret condenser microphone. The measurement system was calibrated before and after the measurements with a Brüel & Kjær Type 4231 sound level calibrator with calibration traceable to the National Institute of Standards and Technology. The results of the ambient noise measurements are presented below in Table 6.

Table 6
SUMMARY OF AMBIENT NOISE LEVELS

Time	Leq	Lmax	Lmin	L2	L8	L25	L50	L90
<u>Site 1</u>								
10:34 to 10:52 a.m.	56.9	77.2	43.4	65.0	59.5	51.5	47.5	45.0
<u>Site 2</u>								
11:05 to 11:25 a.m.	57.8	76.4	46.7	67.5	61.0	55.5	50.0	44.5

The existing noise environment in the area of the existing residential dwellings is dominated by traffic on Redwood Ave. These ambient levels are low enough as to not affect the results of the noise analysis. Auto Club Speedway is just west of the project site, but was not in operation during the ambient measurements. This represents a worst-case scenario, since during the operation of the speedway noise levels from the project could be masked by noise from the speedway.

Project-Generated Equipment Noise Levels

The project site is located in an area predominantly zoned for commercial uses. The area to the east is zoned as Special Development Commercial and is currently a residential tract. Mechanical equipment at the site will generate noise when the project becomes operational. The loudest mechanical equipment expected at the project (pneumatic tire wrench) generates a noise level of about 97 dBA at a distance of 5 feet.

The City of Fontana Noise Ordinance does not contain limits applicable to this type of noise. Therefore, the County of San Bernardino noise level limits will be used to determine significance. Section 83.01.080 of the San Bernardino County 2007 Development Code specifies that exterior noise levels from stationary noise sources cannot exceed 55 dBA Leq during daytime hours (7 a.m. to 10 p.m.) and 50 dBA Leq during nighttime hours (10 p.m. to 7 a.m.) at noise-sensitive receivers. The maximum allowable noise levels (Lmax) during daytime and nighttime at noise-sensitive receivers are 75 dB and 70 dB, respectively. For equipment such as pneumatic tire wrenches that operate for a short period of time, the Lmax levels would be the most stringent. Since the project opens before 7 a.m., the nighttime standards would apply.

The nearest noise-sensitive receiver is located approximately 790 feet east of Building 3 where the automobile reconditioning will take place. Since this work will take place inside the building, the shielding provided by the building will provide at least 5 dBA of reduction at the nearest noise-sensitive receivers. Calculating the attenuation over distance due to wave divergence, and using the 5 dBA shielding reduction, the projected noise levels generated by the equipment will be approximately 47.7 dBA at a distance of 790 feet. This noise level is well below the nighttime Lmax noise standard of 70 dBA. Therefore, there is not expected to be any impact from the proposed equipment operating at the facility.

Truck Delivery Noise Levels

Trucks delivering cars to the site may impact the nearby residential areas. The type of truck expected to deliver cars to the site (heavy truck) generates a maximum noise level of approximately 80.5 dBA at a distance of 40 feet. Based on this data, the noise levels at the nearest residential area is presented below in Table 7.

**Table 7
TRUCK DELIVERY NOISE LEVELS**

RECEPTOR	DISTANCE TO RECEPTOR (feet)	TRUCK NOISE LEVEL (dBA Lmax)
----------	-----------------------------	------------------------------

Nearest residence

774

54.8

The results in Table 7 demonstrate that the Lmax noise levels at all nearby receptors would be far less than the County's nighttime Lmax limit of 70 dBA. Therefore, truck delivery noise will not be a significant impact due to the project.

XIV d) **Less Than Significant Impact.** Table 8 provides noise levels for various equipment types that may be used during construction. Short-term noise increases associated with the operation of construction equipment during construction would occur on and around the project site. Noise due to construction would create levels that are temporarily higher than those existing without the project. However, these increased noise levels would be temporary and periodic in nature.

Table 8
Noise Level at 50 Feet from Various Construction Equipment

Equipment Category	Equipment Type	Noise Level At 50 Feet (dBA)
Earthmoving	Front Loaders	79
	Backhoes	85
	Dozers	80
	Tractors	80
	Scrapers	88
	Graders	85
	Truck	91
	Pavers	89
	Material Handling	Concrete Mixers
Concrete Pumps		82
Cranes		83
Stationary	Pumps	76
	Generators	78
	Compressors	81
Impact	Jack Hammers	88
	Pneumatic Tools	86
Other	Saws	78
	Vibrators	76

Estimated levels obtainable by selecting procedures or machines and implementing noise control features requiring no major redesign or extreme cost. Source: U.S. Environmental Protection Agency, 1971.

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Prior to commencement of any construction activities, the contractor must submit documentation and/or specifications that all construction equipment and vehicles used onsite are operating properly and equipped with maintained mufflers and or sound damping apparatuses. Construction activities will be restricted to the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday, in compliance with County's noise ordinance. Construction noise levels from the construction equipment listed in Table 5 will generate elevated noise levels at the nearest noise-sensitive receiver. Since construction will occur during construction noise-exempt times, less than significant impacts will occur.

XIV e) **No Impact.** As identified in the Hazard Overlay Map FH29B of the San Bernardino County General Plan, the site is not located within an airport review area, or within two miles of a public airport or public use airport. No impact is anticipated.

XIV f) **No Impact.** The Proposed Project is not located within the vicinity of a private airstrip. No impact is anticipated.

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

XV. POPULATION AND HOUSING

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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:

XV a) **No Impact.** The Proposed Project is an auto-reconditioning facility, to include used car and internet sales, services and repairs, finance, outdoor storage, and leasing of vehicles. Approximately 100 hundred people will be employed at this site; many employees are anticipated to come from the local labor pool. The Proposed Project will not induce substantial population growth in an area, either directly or indirectly. No impact is anticipated and no mitigation measures are required.

XV b) **No Impact.** The Proposed Project is an auto-reconditioning facility, to include used car and internet sales, services and repairs, finance, outdoor storage, and leasing of vehicles in a commercial/industrial area. The site has been previously developed as a fence manufacturing operation. The Proposed Project will not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. The Project will not require replacement of residential housing elsewhere. No impact is anticipated and no mitigation measures are required.

c) **No Impact.** The Proposed Project will not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. No impact is anticipated and no mitigation measures are required.

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

XVI. PUBLIC SERVICES

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

SUBSTANTIATION:

XVI a) Fire Protection

Less than significant impact. The Project Site is located in the service area of the San Bernardino County Fire Department Division 1 (Valley). San Bernardino County Fire Station 73 is located approximately one mile north of the Project Site on Arrow Route and San Bernardino County Fire Station 72 is located approximately two miles southeast of the Project Site on San Bernardino Avenue. The Project Site is located in an urbanized area that is surrounded by development. The Site is not located within a fire safety overlay. The proposed end use is similar to existing surrounding development. The Proposed Project would comply with fire protection codes and regulations and implementation is not anticipated to result in substantial adverse physical impacts associated with the provision or new or physically altered fire service facilities. A less than significant impact is anticipated and no mitigation measures are required.

Police Protection

Less than significant impact. The Project Site is located in the service area of the Fontana Sub-Station (Station) of the San Bernardino County Sheriff's Department. The Station is located on the corner of Alder Avenue and Arrow Route, approximately five miles east of the Site. The Station is staffed by one secretary, five clerks, one motor pool assistant, one Sheriff's Service Specialist, 27 deputies, five detectives, seven sergeants, one lieutenant, and one captain. The Station services the County areas of Fontana, Bloomington, Rialto, Lytle Creek, Upland, Montclair, Ontario, Chino, and San Antonio Heights, and the Mt. Baldy wilderness. Working relationships are maintained with the surrounding agencies of Fontana Police, Rialto Police, Rancho Cucamonga Police, and the Riverside County Sheriff's Department. The Auto Club Speedway, located on the west side of Cherry Avenue opposite the Project Site is identified as the major collateral responsibility of the Station. Large events at the Speedway create a drain of manpower at the Station requiring supplemental staff from other Sheriff

divisions. The Proposed Project is the reuse of the former fence manufacturing company to an auto-reconditioning and distributing vendor. The proposed end use is consistent with surrounding land uses in the vicinity and is not anticipated to significantly increase demand for police protection services. A less than significant impact is anticipated and no mitigation measures are required.

Schools

Less than significant impact. The Proposed Project would not create a demand for public school services. Construction employees are anticipated to come from the local area and future employees are anticipated to come from the local labor force. Therefore, the development itself would not generate any new school-aged children requiring public education. The Proposed Project is not anticipated to draw significant new residents to the region and the Proposed Project would not result in the need to construct new school facilities or require physical alteration of existing facilities. A less than significant impact is anticipated and no mitigation measures are required.

Parks

No impact. The Proposed Project does not include any type of residential use or other land use that may generate a population that would increase the use of existing neighborhood and regional parks or other recreation facilities in the vicinity. Therefore, implementation of the Proposed Project would not result in an increased use or substantial physical deterioration of an existing neighborhood or regional park. No impact is anticipated and no mitigation measures are required.

Other Public Facilities

No impact. The Proposed Project does not include any type of residential use or other land use that may generate a population that would increase the demand for other public facilities/services, such as libraries, community recreation centers, and/or animal shelters. Implementation of the Proposed Project would not adversely affect other public facilities or require the construction of new or modified facilities. No impact is anticipated and no mitigation measures are required.

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

XVII. RECREATION

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

XVII a/b) **No Impact.** The Proposed Project does not include any type of residential use or other land use that may generate a population that would increase the use of existing neighborhood and regional parks or other recreation facilities in the vicinity. Therefore, implementation of the Proposed Project would not result in an increased use or substantial physical deterioration of an existing neighborhood or regional park. No impact is anticipated and no mitigation measures are required.

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

XVIII. TRANSPORTATION/TRAFFIC

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| 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: Focused Traffic Evaluation (FTE) prepared by Kimley Horn (April 1, 2016, revised May 11th, 2016); the findings are summarized herein:

XVIII a) **Less than significant.** Access to the site is proposed to be provided via two driveways on Cherry Avenue, one full-access driveway and one right-in-right-out (RIRO) driveway. The third existing driveway on the north end of the site is an emergency access, not to be used on a regular basis. At the request of the County of San Bernardino, a FTE was prepared to address the following:

- a) Existing intersection operation without and plus project
- b) Sight distance at the driveways,
- c) Gap analysis

Based on the characteristics of the Proposed Project, a Traffic Impact Assessment was not required. Traffic operations are quantified through the determination of "Level of Service" (LOS). Level of Service is a qualitative measure of traffic operating conditions. A letter grade "A" through "F" is assigned to an infrastructure facility (intersection) representing progressively worsening traffic conditions. The County's General Plan establishes LOS D as the county-wide target along all County maintained intersections, road, and conventional state highways. Therefore LOS "E" or "F" is considered unacceptable and requires improvement measures if the Project causes significant impacts.

The project driveways (one right-in-right-out and one full access) that will be used on Cherry Avenue were evaluated for the peak hours of traffic. The results summarized in the FTE indicate that the right-in-right-out driveway would have an approximate delay of 15 seconds or less during both peak periods. The full access driveway would have delays of approximately 24 seconds in the morning peak hour, and delays of 111 seconds during the afternoon peak hour. This delay represents the traffic exiting the site and turning left onto southbound Cherry Avenue. The delay associated with the left turn exit would result in on-site queuing for the project and would not affect Cherry Avenue operations. The left-turn into the site was found to have delays around 9 seconds in the morning and 12 seconds in the afternoon. Impacts with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system are not anticipated.

XVIII b) The Proposed Project is not projected to conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. Additional traffic generated would have less than significant impacts and no mitigation measures are required.

XVIII c) **No impact.** The Project Site is not within an airport safety review area as identified in the San Bernardino County General Plan – Hazard Overlay Map FH29B. The proposed end use is consistent with prior use of the site and the existing surrounding development. The Proposed Project would not have an impact on air traffic patterns. No impact is anticipated and no mitigation measures are required.

XVIII d) **Less than significant.** The Proposed Project will not cause hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). The following street improvement plans shall include:

- Striping changes to add an acceleration lane on southbound Cherry Avenue for vehicles making a left turn out of the project driveway,
- Striping changes to lengthen the southbound left turn pocket into the project driveway on Cherry Ave,
- Remove or relocate any signage which was identified on the street improvement plans as restricting sight distance out of the northerly project driveway.

XVIII e) **No impact.** Access to the site is proposed to be provided via two driveways on Cherry Avenue, one full-access driveway and one right-in-right-out (RIRO) driveway. The third existing driveway on the north end of the site is an emergency access, not to be used on a regular basis.

Currently, there are adequate gaps in traffic and sight visibility for trucks and vehicles to use the project driveway. There is not an immediate need for improvements to Cherry Avenue based on the results of the FTE. Therefore, the Proposed Project is not anticipated to impact emergency access and no mitigation measures are required.

XVIII f) **No impact.** The Project Site is located in a commercial/industrial area and there are no bus stops, bike paths, or pedestrian trails in the immediate vicinity. The Proposed Project would not conflict adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities because these facilities do not occur in the Project Site vicinity. No impact is anticipated and no mitigation measures are required.

MM# Mitigation Measures

XVIII *TRAN-1: The following street improvement plans shall include:*

- *Striping changes to add an acceleration lane on southbound Cherry Avenue for vehicles making a left turn out of the project driveway,*
- *Striping changes to lengthen the southbound left turn pocket into the project driveway on Cherry Avenue,*
- *Remove or relocate any signage which was identified on the street improvement plans as restricting sight distance out of the northerly project driveway.*

[Mitigation Measure VXIII-1] Prior to Building Permit/County Traffic

TRAN-2: Regional Transportation Mitigation Fees. Regional Transportation Facilities Fee. This project falls within the Regional Transportation Development Mitigation Plan. The applicable fee shall be paid by a cashier's check to the Department of Public Works Business Office prior to issuance of a building permit. The current Regional Transportation Development Mitigation Plan and Fee Schedule can be found at the following website:

[Mitigation Measure VXIII-2] Prior to Building Permit/County Traffic

XIX. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

XIX a/b) **Less than significant impact.** The Proposed Project will utilize an on-site septic system that is subject to review and approval by the County of San Bernardino Environmental Health Services Department. The applicant received an approval for the 5,000 gallon private sewage disposal system from San Bernardino County Public Health to serve the proposed project and its anticipated uses. The certification expires on October 31, 2016. Issuances of the necessary septic system permits are considered ministerial in nature and are anticipated to result in less than significant impacts and no mitigation measures are recommended.

XIX c) **Less Than Significant Impact.** The Proposed Project would not require or result in the construction of new drainage facilities or expansion of existing facilities. Under existing conditions there are no storm drains along Randall Avenue or Cherry Avenue. The Project Site currently drains from northeast to southwest at an approximate grade of 1%. The frontage along Cherry Avenue is currently improved with

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curb and gutter that directs flows to the south. The frontage along Randall Avenue is mostly unimproved with the exception of the frontage along parcel #APN 0231-021-48, which consists of curb and gutter. Flows from Randall Avenue are directed to the west along a flowline on the shoulder and join the flows from Cherry Avenue. Flows from the intersection continue south to an existing channel that runs along the north side of the Interstate 10 (I-10). From there flows continue westward to the San Sevaine Channel and eventually to the Santa Ana River. The Proposed Project would not alter the existing drainage pattern of the site and would not require or result in the construction of new drainage facilities which could cause significant environmental effects. Less than significant impact is anticipated and no mitigation measures are recommended.

XIX d) Less Than Significant Impact. The Proposed Project will use existing services in place that served the former business. Per the Will-Serve Letter dated August 19, 2015, the Fontana Water Company would have sufficient water supplies available to serve the project from existing entitlements and resources, and would not necessitate new or expanded entitlements. The Fontana Water Company supplies water produced from local groundwater basins, local surface water, and imported surface water. The main source of water is the Chino Basin. According to the Fontana Water Company 2010 Urban Water Management Plan Projected water demand within their service area for 2020 is 44,613 acre-feet (AF); projected supply under multiple dry years for 2020 ranges from 47,065 AF for a single dry year to 42,304 for multiple dry years (3 years). Less than significant impacts are anticipated. Less than significant impact is anticipated and no mitigation measures are recommended.

XIX e) Less Than Significant Impact. The Proposed Project will use the existing septic system in place, as there is no established sewer system in the area of the Proposed Site. Less than significant impact is anticipated.

XIX f) Less Than Significant Impact. Burrtec Waste Industries provides solid waste disposal services for the Project Site. The City of Fontana General Plan identifies the Mid-Valley Landfill, located adjacent to the City of Fontana, in Rialto, as the primary solid waste depository for the area. The Mid-Valley Landfill is permitted to accept a maximum daily throughput of 7,500 tons/day and has a reported remaining capacity of 67,520,000 cubic yards (CalRecycle). Less than significant impact is anticipated .

XIX g) Less Than Significant Impact. The Proposed Project will comply with federal, state, and local statutes and regulations related to solid waste. The Proposed Project will be required to comply with the County of San Bernardino waste reduction programs, including recycling and other diversion programs to divert the amount of solid waste disposed of and recycle any demolition from the landfills. Therefore, the Project Applicant will be required to work with the local refuse hauler to develop and implement feasible waste reduction programs, including source reduction, recycling, and composting. Additionally, in accordance with the California Solid Waste Reuse and Recycling Act of 1991 (CA Pub Res. Code § 42911), the Proposed Project is required to provide adequate areas for collecting and loading recyclable materials where solid waste is collected. The collection areas are required to be shown on construction drawings and be in place before occupancy permits are issued. Implementation of these programs would reduce the amount of solid waste generated by the Proposed Project and diverted to landfills. Less than significant impact is anticipated.

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

XX. MANDATORY FINDINGS OF SIGNIFICANCE:

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

SUBSTANTIATION

- XX a) **Less Than Significant Impact.** The Proposed Project is the redevelopment of the former Master Halco 17.48-acre fencing and manufacturing site. The Project Site is designated as Special Development-Commercial, as noted in the San Bernardino County General Plan, and the site is developed with asphalt, and/or concrete. There are no rare or endangered species or other species of plants or animals or habitat identified as being significantly and negatively impacted by this project. There are no identified historic or prehistoric resources identified on this site. If any archaeological or paleontological resources are identified during construction of the project, the project is conditioned to stop and identify appropriate authorities, who properly record and/or remove for classification any such finds. Less than significant impact is anticipated.
- XX b) **Less Than Significant Impact.** The project does not have impacts that are individually limited, but cumulatively considerable. The sites of projects in the area to which this project would add cumulative impacts have either existing or planned infrastructure that is sufficient for all planned uses. These sites either are occupied or are capable of absorbing such uses without generating any cumulatively significant impacts. Less than significant impact is anticipated.
- XX c) **Less Than Significant Impact.** Potential impacts have been thoroughly evaluated and have been deemed to be neither individually significant nor cumulatively considerable in terms of any adverse effects upon the region, the local community or its inhabitants. At a minimum, the project will be required to meet the conditions of approval for the project to be implemented. It is anticipated that all such conditions of approval will further insure that no potential for adverse impacts will be introduced by construction activities, initial or future land uses authorized by the project approval.

Less than significant impact is anticipated.

No significant adverse effects have been identified and all necessary mitigation measures have been identified in the preceding sections and are summarized in the following section.

XXI. MITIGATION MEASURES

III-1 Air Quality

AQ-1: The Project Proponent will be required to use Low VOC Paint at 50 g/l for all interior and exterior painted surfaces.

This Mitigation Measure Requires a Mitigation Monitoring and Reporting Program

V-1. Cultural Resources

CR-1: In the event that subsurface archaeological materials or resources, or evidence of a cultural or archaeological site of significance are encountered, the Project Applicant will cease all ground-disturbing activities immediately and contact the County to report the findings. Not until the findings are further analyzed by a qualified archaeologist and a course of action is determined, will the project be permitted to ensue.

This Mitigation Measure Requires a Mitigation Monitoring and Reporting Program

XVIII-1 Transportation/Traffic

TRAN-1: The following street improvement plans shall include:

- Striping changes to add an acceleration lane on southbound Cherry Avenue for vehicles making a left turn out of the project driveway,
- Striping changes to lengthen the southbound left turn pocket into the project driveway on Cherry Avenue,
- Remove or relocate any signage which was identified on the street improvement plans as restricting sight distance out of the northerly project driveway.

[Mitigation Measure XVIII-1] Building Permits/Public Works

TRAN-2: Regional Transportation Facilities Fee. This project falls within the Regional Transportation Development Mitigation Plan. The applicable fee shall be paid by a cashier's check to the Department of Public Works Business Office prior to issuance of a building permit.

[Mitigation Measure XVIII-2] Building Permits/Public Works

GENERAL REFERENCES (List author or agency, date, title)

Alquist-Priolo Special Studies Zone Act Map Series (PRC 27500)

California Department of Conservation Farmland Mapping & Monitoring Program. San Bernardino County Important Farmland (Sheet 2 of 2).

California Department of Conservation. Land Conservation (Williamson Act) Maps San Bernardino County (Sheet 2 of 2).

California Department of Water Resources, Bulletin #118 (Critical Regional Aquifers), 1975

CEQA Guidelines, Appendix G

County of San Bernardino Development Code, 2007 and revised 2013.

County of San Bernardino, Greenhouse Gas Emissions Reduction Plan, January 6, 2012.

County of San Bernardino General Plan, adopted 2007 and Amended 2013.

County of San Bernardino. 2006 General Plan Program Final Environmental Impact Report. Adopted 2007.

County of San Bernardino, June 2004, *San Bernardino County Stormwater Program, Model Water Quality Management Plan Guidance*.

Federal Emergency Management Agency Flood Insurance Rate Map and Flood Boundary Map

Kimley Horn- Focused Traffic Evaluation April 1, 2016

Landrum & Brown, Initial CEQA Noise Analysis for the Drive Time Dealership Facility, City of Fontana, California, May 27, 2016

State of California, Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, *San Bernardino County Important Farmland 2000*, December 2001.

South Coast Air Quality Management District, CEQA Air Quality Handbook, November 1993

University of California Davis Interactive Soils Map. Accessed (April 2016)