

# SAN BERNARDINO COUNTY INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

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

## PROJECT LABEL:

<b>APN:</b>	0234-181-12
<b>APPLICANT:</b>	Wemer Enterprises, Inc.
<b>COMMUNITY:</b>	Fontana
<b>LOCATION:</b>	10317 Calabash Avenue
<b>PROJECT NO:</b>	P201500377
<b>STAFF:</b>	Aron Liang
<b>REP(S):</b>	Vicky Valenzuela
<b>PROPOSAL:</b>	Minor Use Permit to construct a 44,294-square foot warehouse facility on a 23.56-acre parcel.

**USGS Quad:** Fontana  
**T, R, Section:** T: 1S R: 6W Sec.22

**Planning Area:** Fontana Sphere of Influence  
**Land Use Zoning:** Community Industrial (IC)

**Overlays:** Burrowing Owl (SE)

## PROJECT CONTACT INFORMATION:

**Lead agency:** County of San Bernardino  
Land Use Services Department - Current Planning  
385 North Arrowhead Avenue  
San Bernardino, CA 92415-0182

**Contact person:** Aron Liang, Planner  
**Phone No:** (909) 387-0235

**Project Sponsor:** Vicky Valenzuela  
Thatcher Engineering & Associates  
1461 Ford Street, Suite 105,  
Redlands, CA 92374  
**Phone No:** (909) 748-7777

## PROJECT DESCRIPTION:

This project consists of a Minor Use Permit to construct a 44,294-square foot warehouse facility for truck and trailer maintenance and warehousing for an existing industrial truck terminal with trailer parking facility on a 23.56-acre parcel (APN: 0234-181-12). The site contains two existing structures totaling 18,559 square feet with related paved parking and landscaping improvements. The proposed maintenance facility consists of 6,118 square feet of offices, 11,130 square feet of parts/storage area, 10 service repair bays, a cross dock, with associated shower and locker room facilities, to make up the balance of the proposed 44,294-square foot warehouse maintenance facility. Access to the site is provided on Calabash Avenue.

Additional parking, landscaping and an underground infiltration basin for water quality treatment purposes will be constructed as part of the proposed project, in accordance with the County of San Bernardino General Plan/Zoning and Development Code. Development Code Section 83.11.050, Table 83-15, Parking Requirements by Land Use requires that on-site parking be provided at a rate of one space for each 250 square feet for the office area, one space per 1,200 square feet for parts/storage area, and 2 spaces per bay. This equates to 54 spaces for the proposed maintenance facility and 54 spaces are provided.

The proposed project is located in an urbanized area, zoned for industrial use. The project scope will consist of site preparation, appurtenant improvements, construction of a maintenance warehouse building located in the southwest corner of the project site. Following construction, the building will be used to provide additional storage capacity and the ability to perform vehicle maintenance on-site, rather than off-site as it is currently performed. Although the size and building area is expanding, no expansion of operations is planned for the

facility that would increase the amount of truck trips to or from the facility. Exhibit 1 illustrates the regional location. Exhibit 2 illustrates the vicinity location and Exhibit 3 illustrates the proposed project site.

**ENVIRONMENTAL/EXISTING SITE CONDITIONS:**

The project site is an existing truck terminal and trailer parking facility, located 10317 Calabash Avenue, in the unincorporated area of San Bernardino County in the Sphere of Influence of City of Fontana. The entire project site is disturbed and contains existing industrial warehouse structures, totaling approximately 36,618 square feet.

Surrounded the project site to the north, east and west abutting the subject site are industrial uses. To the south of the project site is the I-10 Freeway. The natural topography of the site is relatively flat with a natural grade of approximately 1.5% descending from north to south.

AREA	EXISTING LAND USE	LAND USE/OVERLAY DISTRICT
Site	Truck Terminal and Trailer Parking Facility with four warehouse structures	Community Industrial (IC)
North	Industrial uses	Community Industrial (IC)
South	Freeway I-10	Caltrans
East	Industrial uses	City of Fontana
West	Industrial uses	Community Industrial (IC)

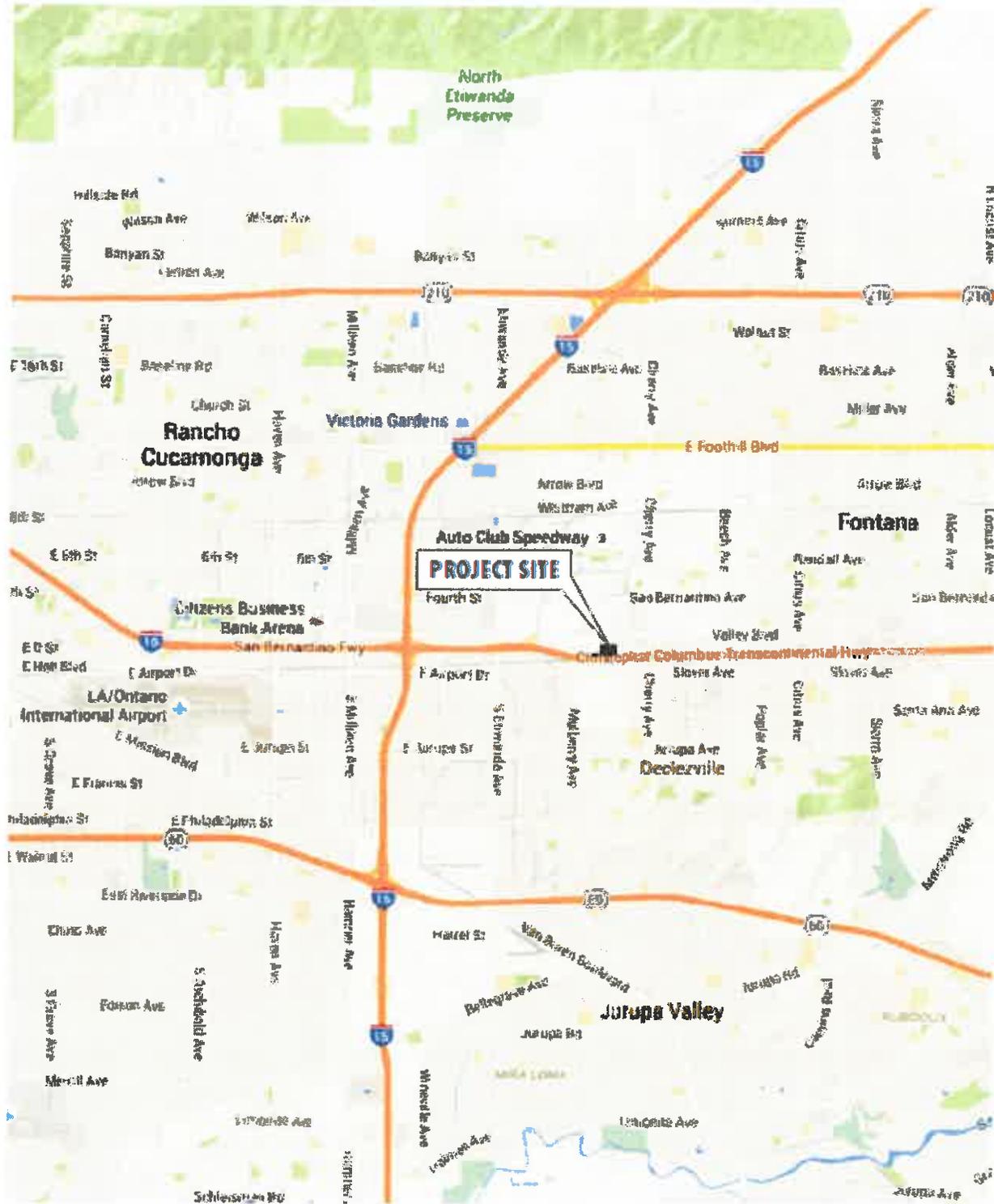
Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):

STATE: Regional Water Quality Control Board (RWQCB) – Santa Ana Region

COUNTY: Land Use Services-Building and Safety and Land Development, County Fire; Public Health-Environmental Health Services (DEHS), Public Works, AND

LOCAL: Fontana Water Company

**Regional Vicinity Map**  
**Exhibit A**



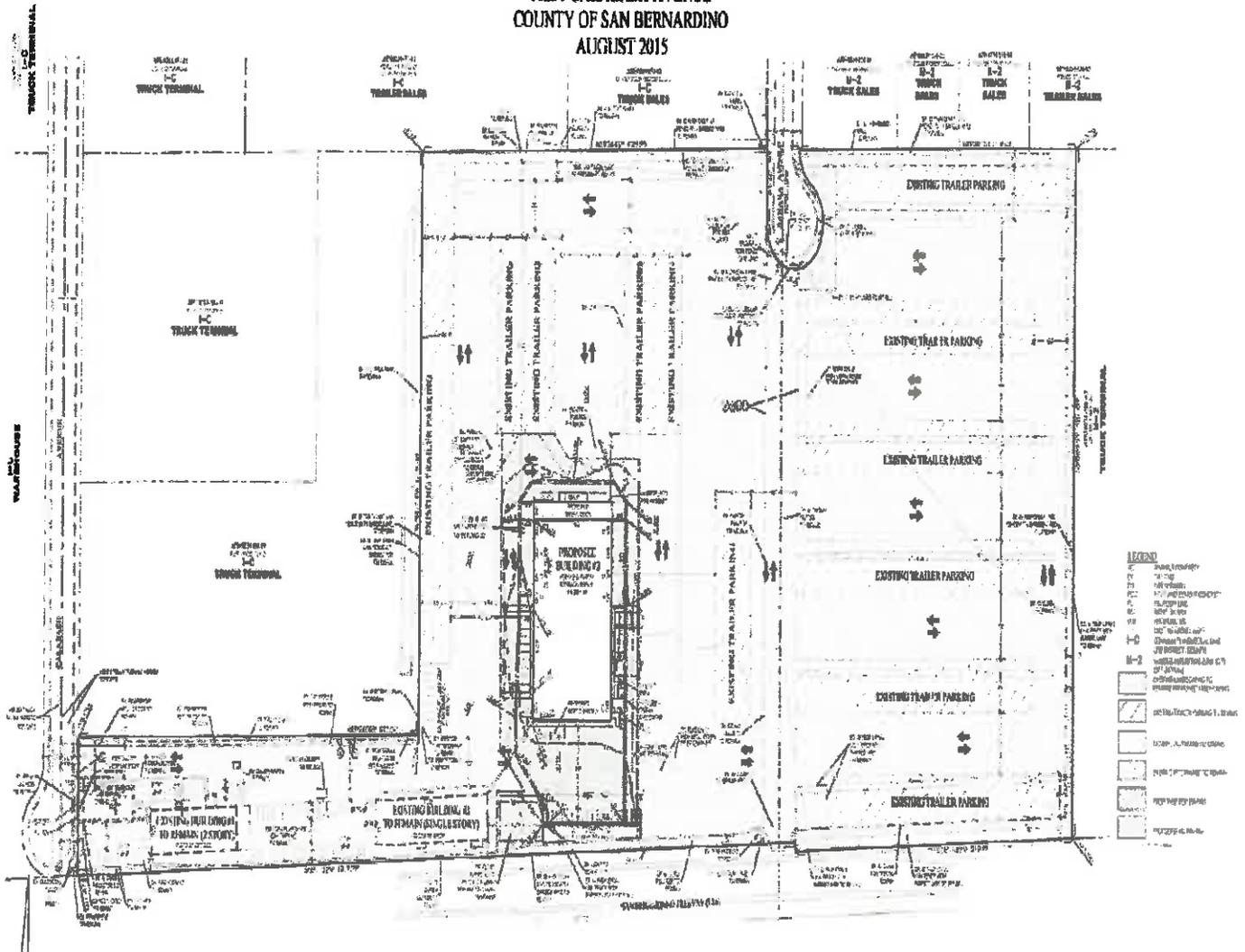
**Local Vicinity Map**  
**Exhibit B**



**Site Plan  
Exhibit 3**

**REVISION TO APPROVED ACTION  
PROPOSED EXPANSION TO EXISTING TRUCK TERMINAL FACILITY -  
PROPOSED CONSTRUCTION OF 44,294 SF BUILDING FOR TRUCK/TRAILER SERVICE & REPAIR**

APN 0234-181-12  
10251 CALABASH AVENUE  
COUNTY OF SAN BERNARDINO  
AUGUST 2015



**LULBURN**  
ENGINEERING & DESIGN

**SITE PLAN**  
Werner Enterprises - Air Quality  
Expansion to Existing Truck Terminal Facility - APN: 0234-181-12  
10251 Calabash Avenue, County of San Bernardino, California

**FIGURE 3**

**EVALUATION FORMAT**

This initial study is prepared in compliance with the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21000, et seq. and the State CEQA Guidelines (California Code of Regulations Section 15000, et seq.). Specifically, the preparation of an Initial Study is guided by Section 15063 of the State CEQA Guidelines. This format of the study is presented as follows. The project is evaluated based 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:** No significant adverse impacts are identified or anticipated and no mitigation measures are required.
3. **Less than Significant Impact with Mitigation Incorporated:** Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are: (List of mitigation measures)
4. **Potentially Significant Impact:** Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts, which are (List of the impacts requiring analysis within the EIR).

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

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

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

**DETERMINATION:** (To be completed by the Lead Agency)

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

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

Signature: prepared by Aron Liang, Senior Planner

Signature: David Prusch, Supervising Planner

6.29.2016  
 Date

6.29.2016  
 Date

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
<b>I. AESTHETICS - Would the project</b>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 the 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 of the surrounding development to the north, south, east and west.

- I a) **No Impact.** The proposed project is located within an area where surrounding lands are already substantially developed with industrial uses. The applicant's Minor Use Permit proposes similar industrial buildings similar to immediate existing industrial building to the east, west, north and south that will further blend the development with the surrounding viewshed. The project is located in an urban area and is not located within a designated scenic vista. No impact will occur.
- I b) **No Impact.** The proposed project will not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. The site is not adjacent to a state scenic highway. There are no protected trees, rock outcroppings, or historic buildings on the project site. No impact will occur.
- I c) **No Impact.** The proposed project will not substantially degrade the existing visual character of the site and its surroundings. The project is consistent with the existing visual character of the area. The subject property is located within an area that is surrounded by existing development, primarily with industrial uses to the north, south, east, and west.
- I d) **Less than Significant.** The proposed project will not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Lighting proposed on site will be hooded and down-shielded to protect surrounding properties from any resultant glare.

**Mitigation Measures:**

No significant adverse impact is anticipated; therefore, no mitigation is required.

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
<p><b>II. AGRICULTURE AND FORESTRY RESOURCES</b> - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?  | <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 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 land on the latest (2010) Farmland Mapping and Monitoring Program (FMMP) map for San Bernardino County, Sheet 2 of 2; therefore development of the project site will not result in the loss of conversion of Prime Farmland, Unique Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use. No impact will occur.
- II b) **No Impact.** The subject property is not designated or zoned for agricultural use and the proposed project does not conflict with any agricultural land use or Williamson Act land conservation contract.
- II c) **No Impact.** The proposed project will not involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to a non-agricultural use because, although the project involves the development of an industrial building, the site is currently not used for agricultural purposes. The subject property, and surrounding areas, are predominately developed with industrial related uses. Impacts are considered less than significant.
- II d - e) **No impact.** There is no forest land associated with the Project site

**Mitigation Measures:**

No significant adverse impact is anticipated; therefore, no mitigation is required.

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

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

The following summaries are based on the project CalEEMod Version 2013.2.2 prepared by Lilburn Corporation on October 2015.

iii a) **No Impact.** – The project sites are located near the City of Fontana, California, which is part of the South Coast Air Basin (Basin) and is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). Based on the current air quality CalEEMod Version 2013.2.2, the proposed project’s air quality emission projections are well below SCAQMD established daily thresholds for all criteria air pollutants, and as such will not substantially increase pollutant concentration. Moreover, the proposed project is consistent with the County’s General Plan and the SCAQMD’s Air Quality Management Plan; therefore, will not conflict with or obstruct implementation of said plan. No impact will occur.

iii b) **Less Than Significant Impact With Mitigation Incorporated** Proposed site development and construction was screened using CalEEMod version 2013.2.2 prepared by Lilburn Corporation on October 2015. 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<sub>x</sub>), carbon monoxide (CO), and particulates (PM<sub>10</sub> and PM<sub>2.5</sub>). Two of these, ROG and NO<sub>x</sub>, are ozone precursors.

Emissions generated by the proposed project would be from short-term construction activities. Construction of the 44,294-square foot facility is proposed to be a slab on grade steel tilt-up. Approximately 110,116 square feet of asphalt/concrete is to be removed and hauled to the West Valley Transfer Station / MRF located at the Mid-Valle Sanitary Landfill. The criteria pollutants analyzed included reactive organic gases (ROG), Nitrous oxides (NOx), carbon monoxide (CO), particulates (PM10 and PM2.5), carbon dioxide (CO2), methane (CH4), and nitrous oxide (N2O). Construction emissions are screened and quantified to document the effectiveness of control measures. The removal of the asphalt/concrete was screened and quantified using SCAQMD Off-road Mobile Source Emission Factors 2015 and SCAQMD on-Road Heavy-Duty Diesel Trucks Emission Factors 2015. Tables A, B and C list the tentative construction emissions for the proposed projects based on the project plans.

**Table A**  
**Construction Emissions Summary**  
**(Pounds Per Day)**

Source/Phase	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Demolition	3.4	37.5	27.6	0.0	7.9	2.9
Site Preparation	2.7	30.8	18.5	0.0	3.2	1.6
Grading	2.9	30.0	20.0	0.0	8.3	5.0
Building Construction	3.8	25.3	18.6	0.0	1.9	1.6
Paving	1.8	18.0	12.9	0.0	1.3	1.1
Export of Material*	9.0	90.9	36.6	0.0	6.5	6.5
Highest Value (lbs/day)	9.0	90.9	36.6	0.0	8.3	6.5
SCAQMD Threshold	75	100	550	150	150	55
Significant	No	No	No	No	No	No

Source: CalEEMod 2013.2.2

Phases don't overlap and represent the highest concentration.

\* Refer to Appendix A-1 for calculations

**Table B**  
**Greenhouse Gas Construction Emissions**  
**MT Per Year**

Source/Phase	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O
Demolition	22.6	0.0	0.0
Site Preparation	3.4	0.0	0.0
Grading	5.8	0.0	0.0
Building Construction	234.7	0.0	0.0
Paving	8.2	0.0	0.0
Export of Material*	317.5	0.0	0.0
<b>Sub Total MT</b>		<b>592.2</b>	
<b>Total (CO<sub>2</sub>e)</b>		<b>592.2</b>	
<b>San Bernardino County Screening Threshold</b>		<b>3,000</b>	
<b>Significant</b>		<b>No</b>	

Source: CalEEMod 2013.2.2

\* Refer to Appendix A-1 for calculations

**Table C**  
**Operations Emissions Summary**  
 (Pounds Per Day)

Source	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area	1.2	0.0	0.0	0.0	0.0	0.0
Energy	0.0	0.4	0.3	0.0	0.0	0.0
Mobile	0.4	1.4	4.4	0.0	0.6	0.2
<b>Total Value (lbs/day)</b>	<b>1.6</b>	<b>1.8</b>	<b>4.7</b>	<b>0.0</b>	<b>0.6</b>	<b>0.2</b>
SCAQMD Threshold	55	55	550	150	150	55
Significant	No	No	No	No	No	No

Source: CalEEMod 2013.2.2

Projects with construction-related emissions that exceed any of these emission thresholds are considered to be significant under the SCAQMD guidelines. As shown in Table C, construction emissions would not exceed SCAQMD thresholds. Impacts would be less than significant. However, The proposed project will be required to comply with SCAQMD Rules 402 and 403 to control fugitive dust.

**Localized Impacts Analysis**

The SCAQMD has issued guidance on applying CalEEMod modeling results to localized impacts analyses. Combining this guidance with the CalEEMod output, Table D shows that daily regional construction emissions would not exceed the daily thresholds of any criteria pollutant emission thresholds established by the SCAQMD, and during construction; therefore, impacts will be less than significant.

**Table D**  
**Localized Significance Thresholds**  
 (Emissions in lbs/day)

	ROG	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Construction Emissions (Max. from Table 1)	9.0	90.9	36.6	8.3	6.5
Operational Emissions (Max. from Table 2)	1.6	1.8	4.7	0.6	0.2
LST Thresholds	*	263	2,738	42	12
Greater Than Threshold	N/A	No	No	No	No

Sources: SCAQMD Final Localized Significance Threshold Methodology, 2003; PM<sub>2.5</sub> Final Methodology to Calculate PM<sub>2.5</sub> and PM<sub>2.5</sub> Significance Thresholds, October 2006.

\* ROG emissions are not assessed per LST.

Both short-term and long-term emissions from the project do not exceed the SCAQMD established significance thresholds and the impact is considered less than significant with mitigation measures incorporated. The project will not violate any air quality standard or contribute substantially to an existing or projected air quality violation, because the proposed use(s) do not exceed established thresholds of concern as established by the District

- III c) **Less than Significant.** The project is required to comply with all applicable SCAQMD rules and regulations as the South Coast Air for ozone and suspended particulates Basin is in non-attainment status area for PM10. Germane to this non-attainment status, the project-specific evaluation of emissions demonstrates that the project will not exceed any applicable thresholds which are

designed to assist the region in attaining the applicable state and national ambient air quality standards. The project will be required to comply with SCAQMD's Rule 403 (fugitive dust control) during construction, as well as all other adopted AQMP emissions control measures. Per SCAQMD rule and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements would also be imposed on all projects Basin-wide, which would include all related projects. As such, cumulative impacts with respect to criteria pollutant emissions would be less than significant. In order to further reduce potential impacts to air quality, mitigation measures are set forth below

- III d) **Less than Significant.** The potential impact of Project-generated air pollutant emissions at sensitive receptor locations has also been considered. Sensitive receptors can include uses such as long term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, child care centers, and athletic facilities can also be considered as sensitive receptors.

Potential sensitive receptors in the project vicinity include existing residences and schools that may be located in close proximity to the Project site.

As discussed in the Localized Significance Thresholds (LST) analysis previously presented in this CalEEMod Version 2013.2.2, sensitive receptors were placed at a distance of 1,370 feet from the Project boundary. Results of the LST analysis indicate that the proposed Project will not exceed the SCAQMD localized significance thresholds during construction activity (after mitigation). Therefore sensitive receptors would not be subject to a significant air quality impact during project construction.

The proposed Project would not result in a significant CO "hotspot" as a result of project related traffic during ongoing operations, thus a less than significant impact to sensitive receptors during operational activity is expected.

- III e) **No Impact.** According to the CEQA Air Quality Handbook, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). The proposed warehouse does not produce odors that would affect a substantial number of people. No impact will occur.

#### **Mitigation Measures**

**MM#** *AQ-Dust Control Plan.* *The "developer" shall prepare, submit for review and obtain approval from County Planning of both a Dust Control Plan (DCP) consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/ subcontracts a requirement that project contractors adhere to the requirements of the DCP. The DCP shall include the following requirements:*

- a) *Exposed soil shall be kept continually moist to reduce fugitive dust during all grading and construction activities, through application of water sprayed a minimum of three times each day during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.*
- b) *The contractor shall ensure that traffic speeds on unpaved roads and the project site areas are reduced to 15 miles per hour or less to reduce PM10 and PM2.5 fugitive dust haul road emissions.*
- c) *Any portion of the site to be graded shall be pre-watered to a depth of three feet prior to the onset of grading activities.*
- d) *During high wind conditions (i.e., wind speeds exceeding 25 mph), areas with disturbed soil shall be watered hourly and activities on unpaved surfaces shall cease until wind speeds no*

- longer exceed 25 mph.*
- e) Any area that will remain undeveloped for a period of more than 30 days shall be stabilized using either chemical stabilizers and/or a desert wildflower mix hydroseed on the affected portion of the site.*
  - f) Storage piles that are to be left in place for more than three working days shall be sprayed with a non-toxic soil binder, covered with plastic or revegetated.*
  - g) Imported fill and exported excess cut shall be adequately watered prior to transport, covered during transport, and watered prior to unloading on the project site.*
  - h) Storm water control systems shall be installed to prevent off-site mud deposition.*
  - i) All trucks hauling dirt away from the site shall be covered.*
  - j) Construction vehicle tires shall be washed, prior to leaving the project site.*
  - k) Rumble plates shall be installed at construction exits from dirt driveways.*
  - l) Paved access driveways and streets shall be washed and swept daily when there are visible signs of dirt track-out.*
  - m) Street sweeping shall be conducted daily when visible soil accumulations occur along site access roadways to remove dirt dropped or tracked-out by construction vehicles. Site access driveways and adjacent streets shall be washed daily, if there are visible signs of any dirt track-out at the conclusion of any workday and after street sweeping.*

*[Mitigation Measure III-1] Prior to Grading Permits/Planning*

ISSUES	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorp.</i>	<i>Less than Significant</i>	<i>No Impact</i>
<b>IV. BIOLOGICAL RESOURCES - Would the project:</b>				
a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input 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 Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc...) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input 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 a truck terminal with trailer parking for Werner Truck Terminal Facility.

IV a) **No Impact.** The project site contains four industrial buildings. Due to the existing site as a truck terminal facility with related structures, no habitat for sensitive species occurs on the project site. No impact will occur.

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- IV b) **No Impact.** The project site contains no surface water bodies and no riparian habitat or other sensitive natural community is present. There are no regional conservation plans for the project site. No impact will occur.
- IV c) **No Impact.** This project will not 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, because there are no identified wetlands or streambeds on the project site.
- IV d) **No Impact.** This project will not 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, because there are no such corridors or nursery sites within or near the project site. Surrounding properties are substantially developed with commercial or industrial land uses. The few remaining vacant properties do not provide connectivity to open space that supports wildlife movement.
- IV e) **No Impact.** The project will not conflict with local policies or ordinances protecting native trees because the regulated plants identified within the Development Code for the Desert, Mountain, Valley, and Riparian areas are not applicable due to the lack of native trees on the project site. No impact will occur.
- IV f) **No Impact.** The project area is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. There would be no take of critical habitat and, therefore, no land use conflict with existing management plans would occur.

**Mitigation Measures:**

No significant adverse impact is anticipated; therefore, no mitigation measure is required.

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

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

The proposed project is not located in a Cultural or Paleontologic Resources Overlay area. A Cultural Resources Assessment was prepared for this area by LSA Associates, Inc. on February 2015. 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-d) **Less Than Significant.** Based on the Cultural Resources Assessment prepared by LSA Associates, Inc. and the associated field survey conducted for the area identified two previously unrecorded historic resources: there are no known unique ethnic or cultural values, or religious or sacred uses associated with the project site. No prehistoric sites have been previously recorded with the National Register of Historic Sites on or within one mile of the project site, and no fossil remains have been found. Thus no historic properties, paleontological resources, or archeological resources have been identified at the project site. Additionally, it is not anticipated that this project would disturb any human remains, including those interred outside of formal cemeteries, because no such burials grounds are known to exist on this project site. The California Health and Safety Code Section 7050.5 states that if human remains are discovered on-site, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. As adherence to State law is required for all development, no mitigation is required in the unlikely event human remains are discovered on-site.

**Mitigation Measures:**

No significant adverse impact is anticipated; therefore, no mitigation measure is required.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
<b>VI. GEOLOGY AND SOILS - Would the project:</b>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 181-B of the California Building Code (2001) creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

The project site is not located in a Geologic Hazard (GH) Overlay District.

VI a) **i) No Impact.** The project will not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, because the project site is outside of any Alquist-Priolo Special Studies Zone. The project site is not located within a County fault hazard overlay or on any known fault. No impact will occur.

**ii) No Impact.** The project will not expose people or structures to potentially substantial adverse effects, including the risk of loss injury, or death involving strong seismic ground shaking. Although the entirety of the County is subject to strong ground shaking, the project will be reviewed and approved by Bounty Building and Safety with appropriate seismic standards implemented. Adherence to standards and requirements in the building code for the design of the building

proposed structures will ensure that structures do not collapse during strong ground shaking. Impacts will be less than significant with implementation of existing regulations.

**iii) No Impact.** The project site is expected to experience earthquake activity that is typical of the Southern California area. The potential for liquefaction at this site is considered to be very low due to the regional depth of groundwater in excess of 50 feet. Additionally, the site is beyond the limits of the liquefaction zone for the aforementioned earthquake faults. Therefore, based on the information contained in the Phase I Environmental Site Assessment. No Impact will occur.

**iv) No Impact.** The proposed project would not have any risks associated with landslides. Landslides are the downslope movement of geologic materials. The stability of slopes is related to a variety of factors, including the slope's steepness, the strength of geologic materials, and the characteristics of bedding planes, joints, faults, vegetation, surface water, and groundwater conditions. The project area is relatively flat terrain where landslides have not historically been an issue. No impact will occur.

- VI b) **Less Than Significant.** The project will not result in substantial soil erosion or the loss of topsoil, because the site will be paved and landscaped. Erosion control plans will be required to be submitted, approved and implemented. Measures to reduce and control erosion of soil during construction and long term operation are required by SCAQMD through its Rule 403 for control of fugitive dust, the Regional Water Quality Control Board (RWQCB) under its administration of the State's General Construction Permit, and the County of San Bernardino Public Works Department through its Storm Water Management Program. Implementation of requirements under SCAQMD Rule 403 for control of fugitive dust would reduce or eliminate the potential for soil erosion due to wind. Implementation of Best Management Practices (BMPs) that would be included in the applicant's Storm Water Pollution Prevention Plan (SWPPP), would reduce soil erosion due to storm water or water associated with construction.
- VI c) **Less Than Significant.** The project is not located on a geologic unit or soil identified as being unstable or having the potential to result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse because the Natural Resources Conservation Service (NRCS) Soil Survey data does not identify any development restrictions associated with the potential for ground failure. Standard grading and building code requirements will ensure any impacts related to ground failure will be less than significant.
- VI d) **No Impact.** The project site is not located in an area that has been identified by the County Building and Safety Geologist as having the potential for expansive soils.
- VI e) **Less Than Significant.** The project site will be provided and processed through an on-site septic tank that would have been adequately designed and sized to ensure that the proposed project would not exceed wastewater treatment requirements as determined by County Public Health – Environmental Health Services. The project will comply with all regulation and requirements established by the Regional Water Quality Control Board, County Public Health – Environmental Health Services and Building and Safety Division. Therefore, adherence to applicable provisions of these requirements will reduce impacts associated with wastewater treatment requirements to less than significant

**Mitigation Measures:**

No significant adverse impact is anticipated; therefore, no mitigation measure is required.

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

***SUBSTANTIATION:***

The following summaries are based in part on the project CalEEMod Version 2013.2.2 construction analysis for the proposed project prepared by LSA Associates, Inc.

VII a) **Less than Significant.** According to the ARB's Scoping Plan, AB 32's goal of reducing GHGs to 1990 levels by 2020 would amount to an approximate 28.35% reduction in emissions below "business as usual" levels, accounting for growth in the state of California. "Business as usual" is defined as the emissions that would have occurred in the absence of reductions mandated under AB 32. Based on the latest guidelines and baseline emission calculations, for energy efficiency, "business as usual" is considered to be the equivalent of being as energy efficient as Title 24 requires as of 2005. The potential for significant impacts to global climate change for the Project were therefore evaluated on the basis of the Project's consistency with the goals of AB 32 to reduce GHG emissions to 1990 levels by 2020, and to implement those programs that will be required under AB 32 that are applicable to the Project.

The County of San Bernardino has published its Greenhouse Gas Emissions Development Review Processes (DRP). The DRP was developed to support the County's GHG emission reduction plan by identifying strategies for reducing GHG emissions from development projects within the County. The DRP identifies a uniform set of performance standards applicable to all development projects including those whose GHG emissions are less than a 3,000 MT CO<sub>2</sub>e threshold that the DRP indicates is an appropriate greenhouse gas threshold. As noted in the DRP, with the application of the GHG performance standards, projects that are exempt from CEQA and small projects that do not exceed 3,000 MTCO<sub>2</sub>e PER YEAR will be considered to be consistent with the Plan and determined to have a less than significant individual and cumulative impact for GHG emissions. The proposed project will not exceed 3,000 MTCO<sub>2</sub>e PER YEAR, pursuant to Tables C and D, above, as described in Section III, Air Quality, above.

The GHG-reducing performance standards were developed by the County to improve the energy efficiency, water conservation, vehicle trip reduction potential, and other GHG reducing impacts from all new development approved within the unincorporated portions of San Bernardino County. As such, the following Performance Standards establish the minimum level of compliance that a development must meet to assist in meeting the 2020 GHG reduction target identified in the in the

County GHG Emissions Reduction Plan. These Performance Standards apply to all Projects, including those that are exempt under CEQA, and will be included as Conditions of Approval for development projects.

The Performance Standards used for residential 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

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- 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 flag person 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:
- Compact fluorescent light bulbs or equivalently efficient lighting.
  - 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.
  - A 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.
  - c) Installation of both the identified mandatory and optional design features or equipment that have been constructed and incorporated into the facility/structure.

- VII b) **Less than Significant.** The proposed project is not anticipated to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. In January of 2012, the County of San Bernardino adopted a Greenhouse Gas Emissions Reduction Plan (GHG Plan). The proposed project is consistent with the GHG Plan and potential impacts are expected to be less than significant.

**Mitigation Measures:**

No significant adverse impact is anticipated; therefore, no mitigation measure is required.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS - Would the project:</b>				
a) Create a significant hazard to the public or the Environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 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 result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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:**

- VII a) **Less Than Significant.** The proposed project consists of a maintenance warehouse building that would be used by Werner Truck Facility to provide for additional storage capacity and the ability to perform vehicle maintenance on-site, rather than off-site as it is currently performed.

- VIII b) **Less Than Significant.** The proposed project will consist of a maintenance warehouse building that would be used by Werner Truck Facility to vehicle and truck trailer repair services.

The proposed project could result in the storing hazardous materials at the site for routine cleaning and maintenance purposes. The types of potentially hazardous materials that may be used during the course of future daily activities at the proposed project site are likely to be fuel, paint products, lubricants, solvents, and cleaning products in quantities that are not significant.

The construction of the proposed maintenance building will not include transporting and using potentially hazardous materials such as construction materials, paints, paving materials, fuels, etc. The transport and use of hazardous materials during the construction and operation of the site is required to be conducted in accordance with all applicable Federal and State laws, and local requirements. Compliance with all applicable laws and regulations will reduce the potential impact associated with the routine transport, use, or disposal of hazardous materials to a less than significant level.

- VIII c) **Less than Significant.** The project will not 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, because any proposed use or construction activity that might use hazardous materials is subject to permit and inspection by the Hazardous Materials Division of the County Fire Department.
- VIII d) **Less than Significant.** The future occupants of the proposed facilities will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, because the project does not propose the use of hazardous materials. In addition, all existing and proposed schools are more than one-quarter mile from the project site.
- VIII e) **Less than Significant.** The project site is not located on a known site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The proposed project shall not create a significant hazard to the public or the environment. No impacts to this topic shall occur as a result of implementing the proposed project and, therefore, no mitigation measures are required.
- VIII f) **No Impact.** The project site is not located within an Airport Safety Review Area as designated by the San Bernardino County Land Use Plan Hazard Overlay. No impact will occur.
- VIII g) **No Impact.** The proposed project area is not located within the vicinity of a private airstrip; therefore, it would not result in a safety hazard for people residing or working in the project area.
- VIII h) **No Impact.** The project will not expose people or structures to a significant risk of loss, injury or death involving wildland fires, because there are no wildlands adjacent to this site. The project site is in an urban area and is not located in a fire safety overlay district. Therefore, it is not adjacent to wildlands or near the wildlands/urban interface, and will not expose people, structures or infrastructure to risks of wildland fires.

**Mitigation Measures:**

No significant adverse impact is anticipated; therefore, no mitigation measure is required.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
<b>IX. HYDROLOGY AND WATER QUALITY -</b> 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 type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**SUBSTANTIATION:** (Check  if project is located in the Flood Hazard Overlay District):

The following is based on the Hydrology and Hydraulics Report prepared for this project by Land Development Design Company, LLC, on September 15, 2015. The project is not located in a Flood Hazard Overlay District or Flood Zone.

- IX a) **Less Than Significant Impact.** The project will not violate any water quality standards or waste discharge requirements, because the project's design will incorporate measures to diminish impacts to water quality to an acceptable level as required by state and federal regulations. The project requires the preparation of a Storm Water Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP) to determine the project's potential impacts on water quality caused by storm event runoff. Since project construction would encompass an area greater than an acre, the project would be subject to a General Construction Permit under the NPDES permit program of the federal Clean Water Act. As required under the General Construction Permit, the project applicant (or contractor) would prepare and implement a SWPPP. The SWPPP requires submittal of a Notice of Intent (NOI) to the Santa Ana RWQCB prior to construction activities. Implementation of the SWPPP would begin with the commencement of construction and continue through the completion of the project. The objectives of a SWPPP are to identify pollutant sources (such as sediment) that may affect the quality of storm water discharge and to implement Best Management Practices (BMPs) to reduce pollutants in storm water. The project applicant and/or its construction contractor would use BMPs as described in the WQMP. These BMPs would be used to prevent the degradation of water quality in the construction area and during operation of the project. The project is not subject to individual wastewater discharge requirements or other water quality standards. Impacts will be less than significant with implementation of existing regulations.
- IX b) **Less Than Significant Impact.** The project will not 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, because the project is served by an existing water purveyor that has indicated that there is currently sufficient capacity in the existing water system to serve the anticipated needs of this project.
- IX c) **Less Than Significant Impact.** The project will not substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site, because the project does not propose any substantial alteration to a drainage pattern, stream or river and the project is required to submit and implement an erosion control plan.
- IX d) **Less Than Significant Impact.** Pursuant to NPDES and County drainage requirements, no increase in runoff will be permitted from the project, thus the drainage design of the project will ensure that on- or off-site flooding impacts will not occur. Impacts will be less than significant.
- IX e) **No Impact.** Pursuant to NPDES and County drainage requirements, no increase in stormwater runoff will be permitted; therefore, no increase in flows in local or regional storm drains or flood control facilities will occur. No impact will occur.
- IX f) **No Impact.** The project will not otherwise substantially degrade water quality. No impact will occur.
- IX g) **No Impact.** The project will not place unprotected 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, because The subject property is not mapped as occurring within a flood hazard zone.
- IX h) **No Impact.** The project will not place within a 100-year flood hazard area structures which would impede or redirect flood flows, because the site is not located within a 100-year flood hazard area

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and any area identified as being potentially affected by a 100-year storm the structures will be subject to a flood hazard review and will be required to be elevated a minimum of one foot above the base flood elevation.

- IX i) **No Impact.** The project will not 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, because the project site is not within any identified path of a potential inundation flow that might result in the event of a dam or levee failure or that might occur from a river, stream, lake or sheet flow situation. No impact will occur.
- IX j) **No Impact.** The project will not be impacted by inundation by seiche, tsunami, or mudflow, because the project is not adjacent to any body of water that has the potential of seiche or tsunami nor is the project site in the path of any potential mudflow.

No significant adverse impact is anticipated; therefore, no mitigation measure is required.

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

**SUBSTANTIATION**

- X a) **No Impact.** The project will not physically divide an established community, because the project is within an urbanized and fully developed area. The property will be developed consistent with the General Plan with two industrial warehouse buildings of similar uses immediately abutting the project site to the north, east and west. No impact will occur
- X b) **No Impact.** The project includes no amendment or design feature that would circumvent County policies and standards designed to protect the environment. The project will comply with all land use regulations designed to protect the environment. No impact will occur.
- X-c) **No Impact.** The proposed project does not conflict with any applicable habitat conservation plans or natural community conservation plans. No such plan exists in the area.

**Mitigation Measures:**

No significant adverse impact is anticipated; therefore, no mitigation measure is required.

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

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

XI a) **No Impact.** The project will not result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state, because there are no identified important mineral resources on the project site and the site is not within a Mineral Resource Zone Overlay. Additionally, mineral extraction would be incompatible with existing and planned land uses in the area.

XI b) **No Impact.** The project will 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, because there are no identified locally important mineral resources on the project site. The underlying soils in the area could be recovered, but the surrounding area has already been developed with primarily industrial uses and it is impractical to recover those resources. As such the area has not been identified as a locally important mineral resource.

**Mitigation Measures:**

No significant adverse impact is anticipated; therefore, no mitigation measure is required.

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

**SUBSTANTIATION** (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 ):

The project site is not located in a Noise Hazard (NH) Overlay District and is not subject to severe noise levels according to the County General Plan Noise Element. The current contributor to ambient noise levels in the area is the traffic activity along Interstate 10 and the adjacent terminals to the north, east and west of the project site.

XII a) **Less Than Significant Impact.** Current noise levels for most of the surrounding area exceed County standards for residential uses, 60 dBA. The project will not notably change the existing noise levels. As such, projected noise levels would not expose persons to or generate noise levels significantly higher than ambient levels or increase them to such an extent as to be noticeable. Those areas that do not exceed noise ordinance standards would continue to remain below 60 dBA. Operation of the proposed maintenance warehouse will not exceed allowable stationary noise levels established by the County at neighboring uses. Therefore, no substantial impacts will occur. The project has been conditioned to comply with the noise standards of the County Development Code. Impacts will be less than significant.

XII b) **Less Than Significant Impact.** Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

The types of construction vibration impact include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. The vibration produced by construction equipment is presented in Table A.

**Table A: Typical Vibration Levels for Construction Equipment**

Equipment	Approximate peak particle velocity at 25 feet (Inches/second)
Large bulldozer	0.089
Loaded trucks	0.076
Small bulldozer	0.003

Notes:  
<sup>1</sup> Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006. Table 12-2.  
<sup>2</sup> Calculated using the following formula:  

$$PPV_{\text{equip}} = PPV_{\text{ref}} \times (25/D)^{1.5}$$
 where  
 PPV (equip) = the peak particle velocity in inch per second of the equipment adjusted for the distance  
 PPV (ref) = the reference vibration level in inch per second from Table 12-2 of the FTA Transit Noise and Vibration Impact Assessment Guidelines  
 D = the distance from the equipment to the receiver  
 Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006.

The nearest structures to the project site are the residential uses located approximately 1,370 feet to the northeast of the project site. Groundborne vibration decreases rapidly with distance. As indicated in Table A, above, based on the Federal Transit Administration (FTA) data, vibration velocities from typical heavy construction equipment operation that would be used during project construction range from 0.003 to 0.089 inch-per-second peak particle velocity (PPV) at 25 feet from the source of activity. For the proposed development, groundborne vibration would be generated primarily during grading activities. As construction activities would be limited and would not be concentrated to nearby structures for an extended period of time, vibration impacts would be less than significant.

XII c) **Less Than Significant Impact.** The proposed project would include normal operation of a maintenance facility with 6,118 square feet of offices, 11,130 square feet of parts/storage area, 10 service repair bays, a cross dock, with associated shower and locker room facilities. As such, there

would be a minor increase in ambient noise. Further, the project location is within an industrial zone and adjacent to other industrial and warehouse uses to the north, east and west. Per the General Plan, those industrial activities result in higher ambient noise levels. These noise levels are likely to be higher than those generated by the proposed project, and any impacts from the project are likely to be less than significant.

**Less Than Significant with Mitigation incorporated.** Temporary noise increases could be greatest during the demolition and grading activities. The use of construction equipment such as graders, tractors, dozers, and excavators could expose single family residences located abutting the project site to the west and east. Construction equipment could expose the single family residences located abutting the project site to the west and east to a noise level. Although construction noise is exempt pursuant to the municipal code, Mitigation Measure XII-1 has been incorporated to reduce the impact to neighboring uses during construction.

- XII d) Per Section 83.01.080(g) of the San Bernardino County Development Code, construction activities occurring between the hours of 7:00 AM and 7:00 PM on Mondays through Saturdays are exempt from noise standards. Because noise levels construction are anticipated to exceed the City's standards for stationary noise sources, mitigation measures will be necessary to minimize noise levels at nearby receptors. Mitigation Measure XII-1 will be incorporated to minimize noise associated with general construction activities. Mitigation Measure XII-1 requires preparation of a construction noise reduction plan to reduce temporary noise impacts by minimum of 20 dBA which is a feasible performance standard based on available technology. Engineered controls include retrofitting equipment with improved exhaust and intake muffling, disengaging equipment fans, and installation of sound panels around equipment engines. These types of controls can achieve noise level reductions of approximately 10 dBA.<sup>i</sup> <sup>ii</sup> Sound curtains and other noise barriers can be used for general construction noise and achieve reductions of up to 20 dBA.<sup>iii</sup> Implementation of Mitigation Measure XII-1 will reduce temporary noise impacts by a minimum of 20 dBA, resulting in a maximum construction noise level of 57.3 dBA at the commercial use to the west of the project site. Therefore, with implementation of Mitigation Measure XII-1, construction noise will feasibly be reduced to unsubstantial levels. Impacts will be less than significant with mitigation incorporated.
- XII e) **No Impact.** The project site is not located within the noise contours of any airport nor is located within the boundary of a County Airport Safety Review Area as designated by the San Bernardino County Land Use Plan Hazard Overlay. No impact will occur.
- XII f) **No Impact.** The proposed project area is not located within the vicinity of a private airstrip.

**Mitigation Measures:**

No significant adverse impact is anticipated; therefore, no mitigation measure is required.

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

- XIII a) **Less than Significant.** The proposed project is located within an urbanized area developed with industrial land uses; the 23.56-acre Project Site is an existing truck terminal. Implementation of the Proposed Project would not induce substantial population growth in the area; employees are anticipated to come from the local labor pool. No impact is identified and no mitigation measures are required.
- XIII b) **No Impact.** The project site is currently an existing truck terminal. Implementation of the Proposed Project would not reduce the number of existing housing units or necessitate the construction of replacement housing elsewhere. No impact is identified and no mitigation measures are required.
- XIII c) **No Impact.** The proposed project would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere because the project site is currently developed. No impact will occur.

**Mitigation Measures:**

No significant adverse impact is anticipated; therefore, no mitigation measure is required.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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**XIV. PUBLIC SERVICES**

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

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

**SUBSTANTIATION**

XIV a) **Less Than Significant Impact.** The proposed project will not 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, including fire and police protection, schools, parks or other public facilities. The project is located within the existing service areas of applicable service providers and will not require additional facilities to be constructed or services to be extended. Construction of the project will increase property tax revenues and is subject to the County's Regional Transportation Fee Program to provide a funding source to offset any project-related traffic improvements. Impacts will be less than significant.

**Mitigation Measures:**

No significant adverse impact is anticipated; therefore, no mitigation measure is required.

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

**SUBSTANTIATION**

XV a) **Less than Significant.** Implementation of the Proposed Project does not include the development or residential or other land uses that would cause a substantial increase in the use of existing neighborhood and regional parks or other recreational facilities. Substantial physical deterioration of local recreational facilities is not anticipated as a result of the Proposed Project. No impact is identified, and no mitigation measures are recommended.

XV b) **No Impact.** This project does not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. No impact will occur.

**Mitigation Measures:**

No significant adverse impact is anticipated; therefore, no mitigation measure is required.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
<b>XVI. TRANSPORTATION/TRAFFIC - Would the project:</b>				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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**

A traffic study was not required pursuant to the ITE trip generation for Land Use 110, Light Industrial and Chapter 10.2 of the County draft interim Traffic Impact Study Guidelines. Further, the intersections of Calabash and Banana with Valley Boulevard are currently signalized and it is not anticipated that this project will cause any concerns at these locations. The proposed project scope consists of site preparation and appurtenant improvements to construct a maintenance warehouse building located in the southwest corner of the project site. The building will be used to provide additional storage capacity and the ability to perform vehicle maintenance on-site. Although the size and building area is expanding, no expansion of operations is planned for the facility that would increase the amount of truck trips to or from the facility, pursuant to the ITE trip generation for Land Use 110, and Chapter 10.2 of the county draft interim Traffic Impact Study Guidelines.

XVI a-c) **No Impact.** The project includes no feature that could cause changes in air traffic patterns. No impact will occur.

- XVI d) **Less than Significant.** The project will not substantially increase hazards due to a design feature or incompatible uses because the project site is adjacent to an established road that is accessed at points with good site distance and properly controlled intersections. There are no incompatible uses proposed by the project that will impact surrounding land uses.
- XVI e) **No Impact.** The project will not result in inadequate emergency access, because there is a minimum of access points to the site. An emergency access plan has been prepared for this project and reviewed by the County Fire Department, and the project complies with all local and state Fire Code regulations with respect to access. No impact will occur.
- XVI f) **No Impact.** The project will not conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks). The project is not located adjacent to or near an existing bike path or pedestrian facilities, nor does the County have adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities that apply to the proposed project site. Impacts will be less than significant.

**MM# Mitigation Measures**

- XVI -1 *Regional Transportation Mitigation Fees.* *This project falls within the Regional Transportation Development Mitigation fee Plan Area for the Fontana Subarea. The Regional Transportation Development Mitigation Plan Fee (Plan Fee) shall be paid by a cashier's check to the Department of Public Works Business Office. The Plan Fee shall be computed in accordance with the Plan Fee Schedule in effect as of the date that the building plans are submitted and the building permit is applied for. Currently, the Plan Fee for industrial use is \$5.12 per square foot. There is one proposed building (44,294 sq. ft.) per the site plan prepared on 9/10/2015. The Plan Fee for the 44,294 sq. ft. building is \$226,785.28 (\$5.12 per sq. ft. x 44,294 sq. ft.). The Plan Fee is subject to change periodically. The current Regional Transportation Development Mitigation Plan and Fee Schedule can be found at the following website:*

[http://www.sbcounty.gov/dpw/transportation/transportation\\_planning.asp](http://www.sbcounty.gov/dpw/transportation/transportation_planning.asp)  
*[Mitigation Measure XVI-1] Prior to Building Permit/County Traffic*

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

**SUBSTANTIATION**

XVII a) **Less than Significant.** Wastewater sewer service for the project will be provided and processed through on-site septic tanks that would have been adequately designed and sized to ensure that the proposed project would not exceed wastewater treatment requirements as determined by County Public Health – Environmental Health Services. The project will comply with all regulation and requirements established by the Regional Water Quality Control Board, County Public Health – Environmental Health Services and Building and Safety Division. Therefore, adherence to applicable provisions of these requirements will reduce impacts associated with wastewater treatment requirements to less than significant.

XVII b) **Less Than Significant.** The project will not require construction of any new water service mains or sewer to serve the project. Typical water service connection and on-site septic tank to meet all regulations will be required resulting in the need for nominal trenching, pipe installation, and connection appurtenances during grading activities. Impacts will be less than significant.

- XVII c) **Less Than Significant.** Pursuant to NPDES and County Low Impact Development (LID) requirements, no increase in stormwater runoff will be permitted from the project site. Any increases in stormwater runoff will be required to be retained on-site. No impact to local storm drains or flood control facilities will occur.
- XVII d) **Less Than Significant.** The project will be served by the Fontana Water Company (FWC). FWC water supply sources include groundwater, local surface water, and imported surface water. According to the 2010 Urban Water Management Plan (UWMP), FWC will be able to meet service demand of 44,613 acre-feet per year (AFY) in 2020 and 53,741 AFY in 2035. The Fontana Water District has the ability to serve the project from existing water supplies. No new entitlements or supplies will need to be secured to serve the project. Impacts will be less than significant.
- XVII e) **Less Than Significant.** The project proposes a septic tank with adequate sizing and compliance with all regulations relating to septic tanks installation requirements. No increase in treatment capacity will be required to serve the project. Impacts will be less than significant.
- XVII f) **Less Than Significant.** The City of Fontana disposed of 137,290 tons of solid waste in 2013 at 15 different facilities with approximately 83 percent being disposed at the Mid-Valley Sanitary Landfill (Mid-Valley SLF). An additional 710 tons was transformed at the Commerce Refuse-To-Energy Facility and an additional 12,054 tons was used as alternative daily cover (ADC). According to the California Department of Resources Recycling and Recovery (CalRecycle) Facility Information Toolbox (FacIT), San Bernardino County will have adequate disposal capacity through 2025. Annual disposal limits between 2017 and 2025 will be permitted at an estimated 7.4 million tons. A maximum of 1.8 million tons will be disposed of annually. Based on the FacIT information, adequate capacity is available to serve the project. Impacts will be less than significant.
- XVII g) **No Impact.** The proposed project will comply with all pertinent federal, state, and local statutes and regulations related to solid waste and includes no policy or design feature that would conflict with implementation of such requirements. No impact will occur.

**Mitigation Measures:**

No significant adverse impact is anticipated; therefore, no mitigation measure is required.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
<b>XVIII. MANDATORY FINDINGS OF SIGNIFICANCE:</b>				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input 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**

- XVIII a) **Less Than Significant.** The project does not have the potential to significantly degrade the overall quality of the region's environment, or 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. 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 project construction, the project is conditioned to stop and identify appropriate authorities, who would properly record and/or remove any such finds for classification.
- XVIII b) **Less than Significant.** The project does not have impacts that are individually limited, but cumulatively considerable. Special studies prepared to analyze impacts of the proposed project consider and evaluate existing and planned conditions of the surrounding area and the region. Existing and planned infrastructure in the surrounding area has been planned to accommodate planned buildout of the area, including the project site.
- XVIII c) **Less than Significant.** The design of the project, with application of County policies, standards, and design guidelines ensure that there would be no substantial adverse effects on human beings, either directly or indirectly. Impacts of the proposed project would be less than significant.

## **XIX. MITIGATION MEASURES**

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

- III-1 AQ-Dust Control Plan. The "developer" shall prepare, submit for review and obtain approval from County Planning of both a Dust Control Plan (DCP) consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/ subcontracts a requirement that project contractors adhere to the requirements of the DCP. The DCP shall include the following requirements:
- a) Exposed soil shall be kept continually moist to reduce fugitive dust during all grading and construction activities, through application of water sprayed a minimum of three times each day during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.
  - b) The contractor shall ensure that traffic speeds on unpaved roads and the project site areas are reduced to 15 miles per hour or less to reduce PM10 and PM2.5 fugitive dust haul road emissions.
  - c) Any portion of the site to be graded shall be pre-watered to a depth of three feet prior to the onset of grading activities.
  - d) During high wind conditions (i.e., wind speeds exceeding 25 mph), areas with disturbed soil shall be watered hourly and activities on unpaved surfaces shall cease until wind speeds no longer exceed 25 mph.
  - e) Any area that will remain undeveloped for a period of more than 30 days shall be stabilized using either chemical stabilizers and/or a desert wildflower mix hydroseed on the affected portion of the site.
  - f) Storage piles that are to be left in place for more than three working days shall be sprayed with a non-toxic soil binder, covered with plastic or revegetated.
  - g) Imported fill and exported excess cut shall be adequately watered prior to transport, covered during transport, and watered prior to unloading on the project site.
  - h) Storm water control systems shall be installed to prevent off-site mud deposition.
  - i) All trucks hauling dirt away from the site shall be covered.
  - j) Construction vehicle tires shall be washed, prior to leaving the project site.
  - k) Rumble plates shall be installed at construction exits from dirt driveways.
  - l) Paved access driveways and streets shall be washed and swept daily when there are visible signs of dirt track-out.
  - m) Street sweeping shall be conducted daily when visible soil accumulations occur along site access roadways to remove dirt dropped or tracked-out by construction vehicles. Site access driveways and adjacent streets shall be washed daily, if there are visible signs of any dirt track-out at the conclusion of any workday and after street sweeping.

[Mitigation Measure III-1] - Prior to Grading Permits/Planning

- XVI-1 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 XVI-1] Building Permits/Public Works

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## **GENERAL REFERENCES**

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 Fish & Wildlife. Natural Community Conservation Planning Maps & California Regional Conservation Plans Map. Accessed October 2015.

California Department of Toxic Substances Control. Cortese List. Accessed September 2015.

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. Land Use Zoning Districts Map. Accessed September 2015.

Federal Emergency Management Agency. Flood Insurance Rate Map & Flood Boundary Map. Accessed September 2015.

Federal Emergency Management Agency. Flood Insurance Rate Map & Flood Boundary Map. Accessed October 2015.

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

## **PROJECT SPECIFIC STUDIES:**

City of Fontana, Department of Engineering, Sewer Non-availability, July 9, 2015, County of San Bernardino, California.

LOR Geotechnical Group, Inc., June 12, 2015, Percolation Feasibility Investigation, County of San Bernardino, California.

Lilburn Corporation, October 2015, Air Quality and Greenhouse Gas Assessment County of San Bernardino, California.

Fontana Water Company, March 13, 2015, County of San Bernardino, California.

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i United States Bureau of Mines. Mining Machinery Noise Control Guidelines. 1983

ii United States Bureau of Mines. Noise Abatement Techniques for Construction Equipment. August 1979

iii Sound Seal. Sound Seal Sound Curtains Exterior Grade Noise Control. <http://www.soundcurtains.com/exterior-grade-noise-control.pdf> [October 2014]

