SAN BERNARDINO COUNTY
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
ENVIRONMENTAL CHECKLIST FORM

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

PROJECT LABEL:

APNs:	0232-161-18 and 0232-161-19	***USGS Quad:***	USGS 7.5 Minute Fontana, California
Applicant:	Jonah Chodosh WPT Arrow Boulevard, LP 150 South 5th Street, Suite 2675 Minneapolis, MN 55402	***T, R, Section:***	Section 12, Township 1 South, Range 6 West, San Bernardino Base and Meridian
Location	15719 and 15755 Arrow Blvd., City of Fontana Sphere of Influence, Unincorporated San Bernardino County		
Project No:	PROJ-2020-00235	***Community Plan:***	N/A
Rep	Eliza Laws, Albert A. Webb Associates	***LUZD:***	Regional Industrial (IR)
Proposal:	A Conditional Use Permit request to allow the construction of an approximately. 209,759 square foot industrial non-refrigerated warehouse building with office space on 9.23 acres, located at 15719 and 15755 Arrow Route in the General Industrial (GI) Land Use Category (LUC) and the Regional Industrial (IR) Zoning District in the City of Fontana Sphere of Influence,	***Overlays:***	N/A

PROJECT CONTACT INFORMATION:

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

Contact person: Steven Valdez, Senior Planner
Phone No: (909) 387-4421 ***Fax No:*** (909) 387-3223
E-mail: steven.valdez@lus.sbcounty.gov

Project Sponsor Jonah Chodosh
WPT Arrow Boulevard, LP

150 South 5th Street, Suite 2675
Minneapolis, MN 55402

PROJECT DESCRIPTION:

Summary

The proposed 15719 and 15755 Arrow Route Warehouse Project (Project) consists of an application for a Conditional Use Permit (PROJ-2020-00235) to re-develop an approximately 9.23 net acre site with a single 209,759 square-foot (sf) building, in conjunction with a Lot Merger to combine APNs 232-161-18 and 232-161-19 into one parcel. The Project site is located in the unincorporated area of San Bernardino County and within the Sphere of Influence of the City of Fontana. Specifically, the Project site is located on 15719 and 15755 Arrow Route, which is west of Tokay Avenue and east of Lime Avenue. The Project site includes three former automotive dismantling/parts businesses which are currently unoccupied. On January 16, 2022, the All Auto Parts Office building located at 15755 Arrow Route was damaged by a structure fire caused by transients who illegally occupied the building. The fire caused structural damage that poses a risk to public safety, which requires the building to be demolished. To address public safety concerns and prevent further potential risk from unauthorized occupation, all structures are being demolished under a permit to be issued by the Building and Safety Department. The remainder of the on-site infrastructure will be demolished prior to site grading. The Project proposes to construct a non-refrigerated warehouse building with two potential office areas, loading docks, landscaping, and associated truck and passenger vehicle parking.

Project Location and Setting

The approximate 9.23 net acre Project site is located along the southern side of Arrow Route, west of Tokay Avenue, and east of Lime Avenue in an unincorporated area of San Bernardino County, immediately adjacent to the City of Fontana, California. The Project site is located within Section 12, Township 1 South, Range 6 West, San Bernardino Base and Meridian, on the Fontana, 7.5-minute topographical quadrangle map**. Figure 1 – Vicinity Map**, **Figure 2 – Aerial Map** and **Figure 3 – USGS Topographic Map** shows the regional location and local vicinity of the Project site, respectively.

The Project site, which consists of two parcels (Assessor's parcel number (APNs) 232-161-18 and 232-161-19), is relatively flat and is situated at an elevation approximately 1,230 feet (ft) to 1,250 ft above mean sea level. The Project site is within the City of Fontana's Sphere of Influence (SOI). The San Bernardino Countywide Plan Policy Plan Land Use Map categorizes the sites as General Industrial (GI) and the Development Code's Zoning District Map designates the Project site as "Regional Industrial" (IR) as shown on **Figure 4 – General Plan Land Use and Zoning Map.** The area surrounding the Project site is currently dominated by light industrial uses to the north, east, and west, and vacant undeveloped land to the south. The Project site contains three former automotive dismantling/parts businesses, including four single-story storage facilities with office space, and associated outbuilding/garages. The Project site was previously occupied by Riteway Auto Dismantlers, All Auto Parts, and Arrow Salvage (pallet storage and sales operations).

The Project site is located on land designated by the California Department of Conservation's Farmland Mapping and Monitoring Program as Urban and Built-Up Land.

The proposed Project site is located outside of the airport influence area (AIA) of the Ontario International Airport (ONT).

Project Description

The proposed 15719 and 15755 Arrow Route Warehouse Project (herein referred to as proposed Project or Project and as further described below) involves the demolition of the existing development and the construction and operation of an industrial non-refrigerated warehouse building.

Demolition of Existing Development

The former automotive dismantling/parts businesses, including the storage facilities with office space, and associated outbuilding/garages are currently unoccupied. On January 16, 2022, the All Auto Parts Office building located at 15755 Arrow Route was damaged by a structure fire caused by transients who illegally occupied the building. The fire caused structural damage that poses a risk to public safety. To address public safety concerns and prevent further potential risk from unauthorized occupation, all structures are being demolished under a permit to be issued by the Building and Safety Department. The remainder of the on-site infrastructure will be demolished prior to site grading, which includes the existing fence along the southern perimeter and within the Project site and the existing pavement and concrete within the Project site. The existing ornamental trees on the north portion of the Project site, along Arrow Route, will be removed.

Proposed Warehouse

The approximately 209,759-square-feet (sf), industrial non-refrigerated warehouse building includes 10,000-sf of potential office space on an approximately 9.23 net acre site (see **Figure 5 – Proposed Site Plan** and **Figure 6 – Proposed Elevations**). The proposed development includes paved circulation and parking areas, including semi-trailer parking, an underground chamber water quality infiltration system, septic system, and loading docks. The applicant is proposing a speculative building as there is no tenant identified at this time. The speculative warehouse building is assumed to operate 24 hours a day seven days a week.

The proposed development has been designed to comply with the applicable San Bernardino County Development Code (SBCDC) and Countywide Plan Standards for Regional Industrial (IR) uses. The warehouse building will provide approximately 28 dock doors on the western side of the proposed building. Landscaping, walls and fences would be provided on site as required for screening, privacy, and security as shown on **Figure 7 – Proposed Landscape Plan**. The Project also includes approximately 44,880 sf of on-site landscaping. The existing block wall along the west and east side of the Project site will remain and then transition to the proposed 8-foot-high steel tube fence that will be constructed along portions of the west and east side and the entire length of south side of the Project site. Truck loading docks and truck parking will be located on the western side of the Project site and will be accessed via two 8-ft high metal swing

door gates placed at the north and southeast side of the truck yard. Vehicle parking located on the north side of the building and the buildings frontage will be visible from Arrow Route.

The Project includes curb and gutter, and storm drains to convey on-site flows to the proposed perforated underground chamber infiltration system located along the western portion of the Project site, near the truck trailer parking stalls. The infiltration system is sized to fully capture the postconstruction water quality volume and to mitigate for increased runoff. During high intensity runoff events, the upstream head will push runoff above the water quality volume out of the chambers via an overflow curb weir in the southwest corner of the Project site and surface flow to the southwest draining into the West Fontana Channel before entering existing flood control Banana Basin.

Access to the Project site will be from Arrow Route via two driveways; the westerly driveway would be for truck and passenger vehicle access and the easterly driveway would be only for passenger vehicle access. As shown on **Figure 5 – Proposed Site Plan**, automobile and trailer parking will be provided on the site. A total of 105 standard parking stalls, seven American Disabilities Act-compliant (ADA) handicapped parking spaces, and nine vanpool/EV/ clean air stalls will be provided, for a total of 121 vehicle parking spaces. The Project will also include 37 trailer parking spaces. The number of parking spaces provided would be consistent with the parking requirements outlined in SBCDC, Chapter 83.11. In addition to the required parking spaces added, seven short term and long-term bicycle parking stalls will also be provided.

Arrow Route, according to the Countywide Plan, is considered a Major Highway. A Major Highway typically contains two to four lanes and a right-of-way (ROW) width of 104 ft minimum with a curb-to-curb separation of 80 feet. To meet the required Major Highway road widths, the proposed Project will be required to expand the existing 36 ft roadway to 40 ft, add curb and gutter, and add landscaping on the southerly portion of Arrow Route, along the Project site's frontage.

The Project's potable water pipeline will connect to existing connections in Arrow Route. Wastewater generated by the Project site will be treated by an on-site septic system. The existing power poles along Arrow Route, will be undergrounded or relocated within right-of-way.

The proposed Project would be constructed in a single phase, with construction expected to commence in January 2022 and be completed by November 2022.

Surrounding Land Uses and Setting

Existing Land Use and Land Use Zoning Districts			
Location	**Existing Land Use**	**Land Use Category**	**Land Use Zoning District**
Project Site	Unoccupied automotive dismantling/parts businesses	General Industrial (GI)	Regional Industrial (IR)
North	Manufacturing Shops	General Industrial (GI)	Regional Industrial (IR)
South	Vacant, Undeveloped	General Industrial (GI)	Regional Industrial (IR)
East	Industrial Uses- Sand, gravel and concrete operations	City of Fontana – General Industrial (I-G)	City of Fontana – Open Space (OS)
West	Auto Dismantlers	General Industrial (GI)	Regional Industrial (IR)

ADDITIONAL APPROVAL REQUIRED BY OTHER PUBLIC AGENCIES

Federal: None.

State of California: None.

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

Regional: South Coast Air Quality Management District, Santa Ana Regional Water Quality Control Board.

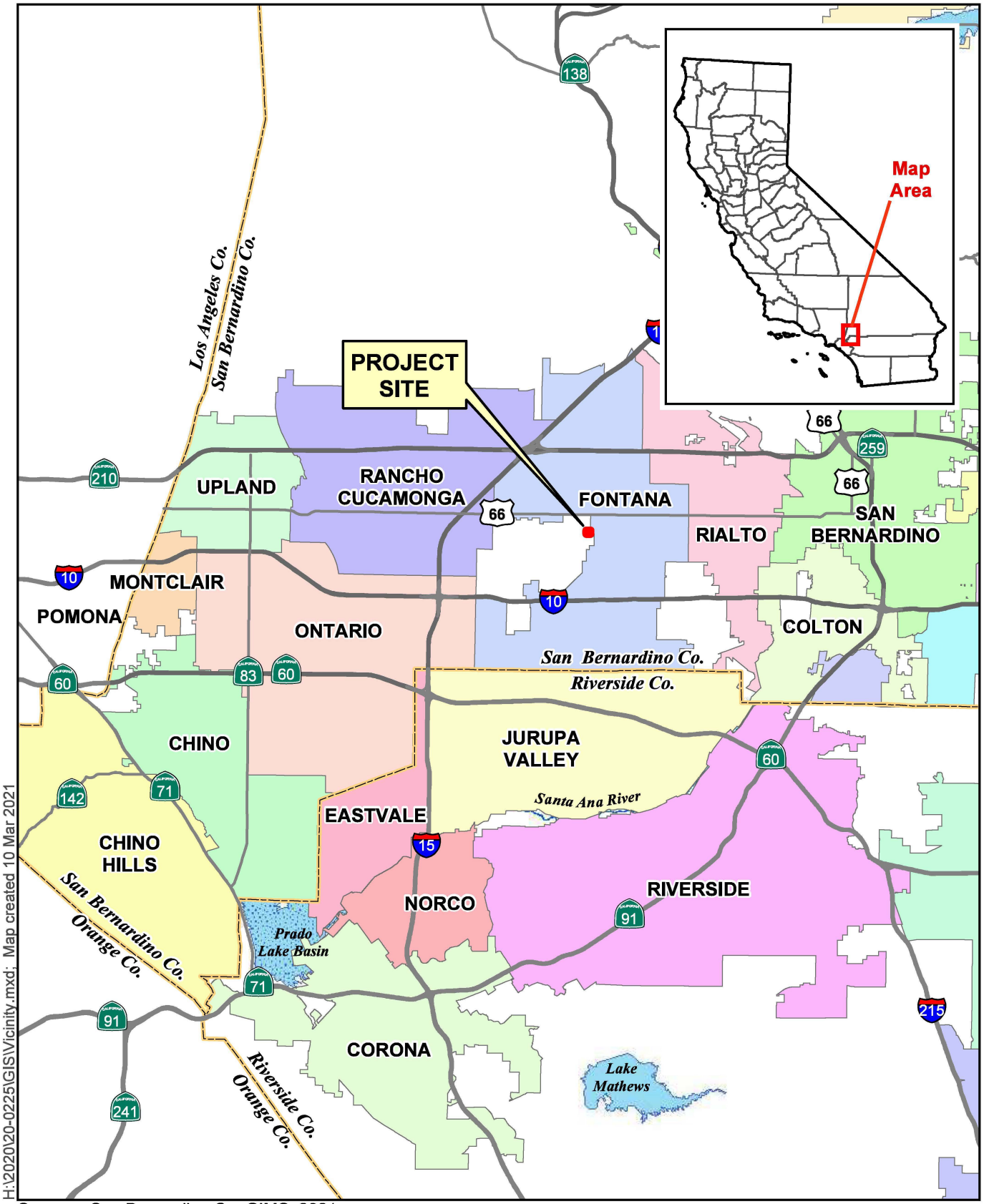
Local: None

CONSULTATION WITH CALIFORNIA NATIVE AMERICAN TRIBES

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

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

Yes. The County's compliance with Assembly Bill (AB 52) is discussed in Threshold XVIIIa(ii) of the IS/MND analysis.



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Sources: San Bernardino Co. GIMS, 2021; Riverside County GIS, 2021

0 2 4 6 Miles

Figure 1 – Vicinity Map

15719 and 15755 Arrow Route Warehouse

ALBERT A. WEBB ASSOCIATES

H:\2020\20-0225\GIS\Aerial.mxd; Map created 10 Mar 2021

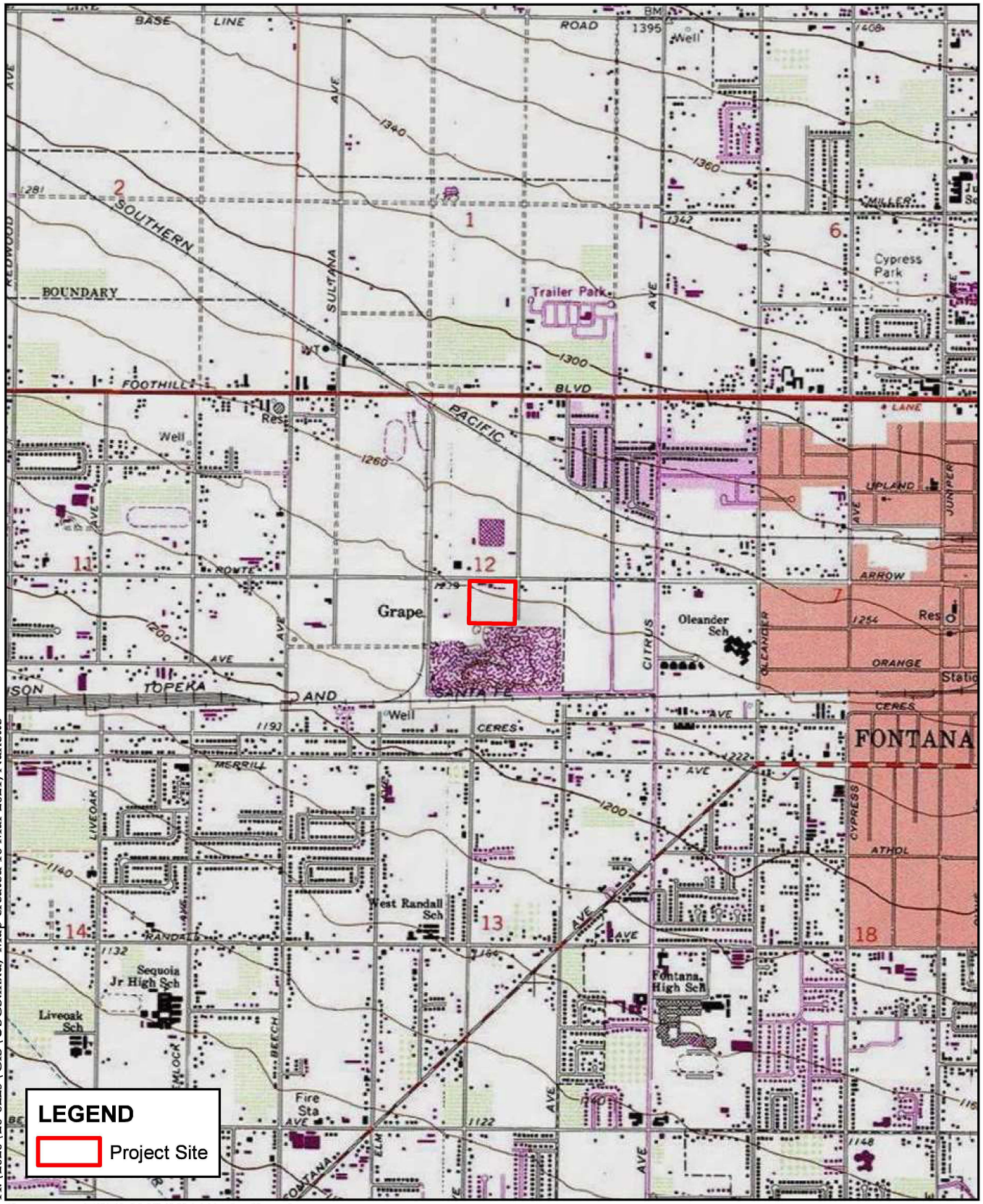
Sources: San Bernardino Co. GIS, 2021 (streets) and 2020 (imagery).

0 250 500 750 Feet

Figure 2 - Aerial Map

15719 and 15755 Arrow Route Warehouse

ALBERT A. WEBB ASSOCIATES



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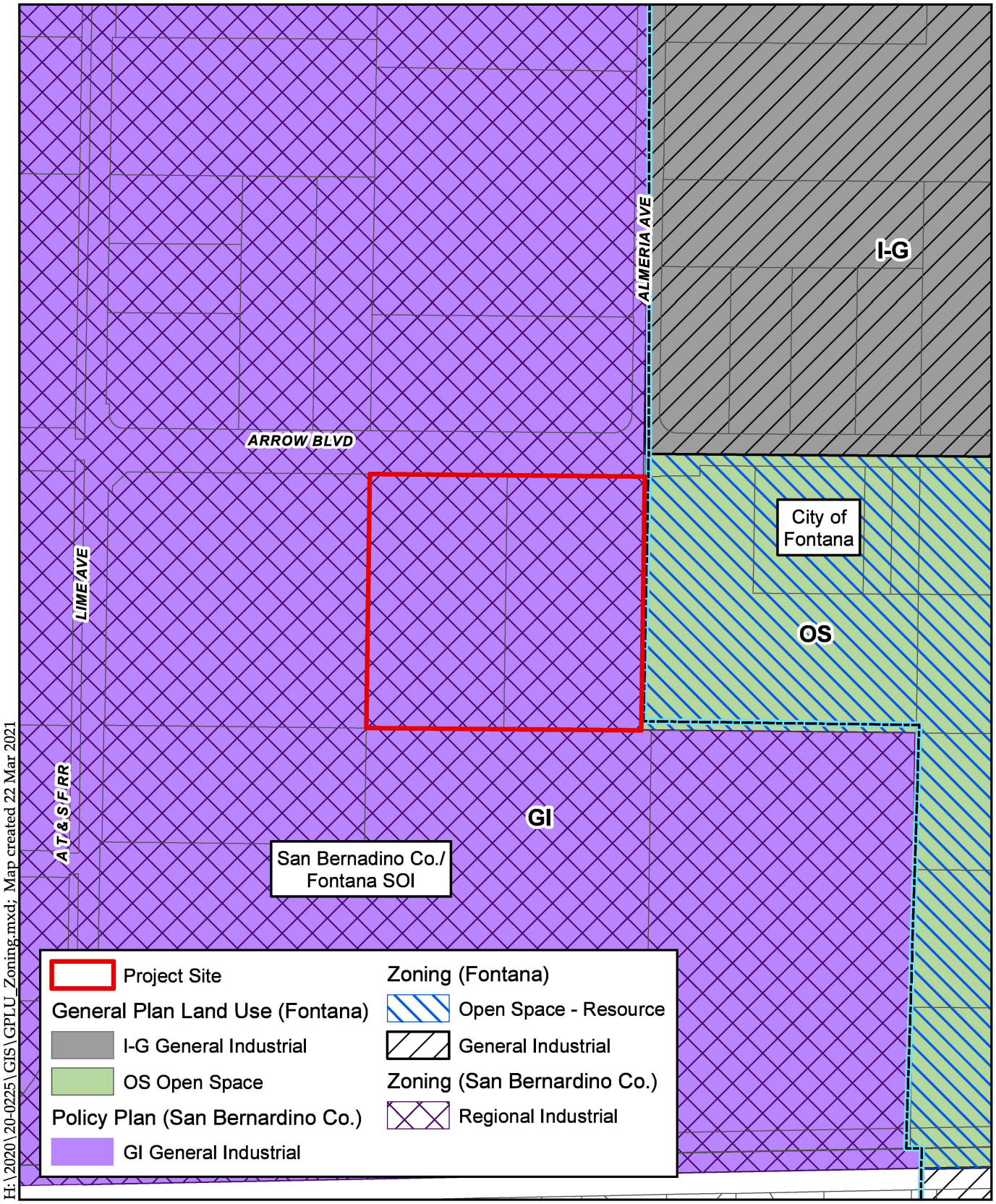
Sources: ESRI / USGS 7.5min Quad: FONTANA

0 1,000 2,000 3,000 Feet

Figure 3 - USGS Topographic Map

15719 and 15755 Arrow Route Warehouse

ALBERT A. WEBB ASSOCIATES



Sources: City of Fontana. 2020; San Bernardino Co., 2020

0 250 500 750 Feet

Figure 4 - General Plan Land Use

15719 and 15755 Arrow Route Warehouse

ALBERT A. WEBB ASSOCIATES

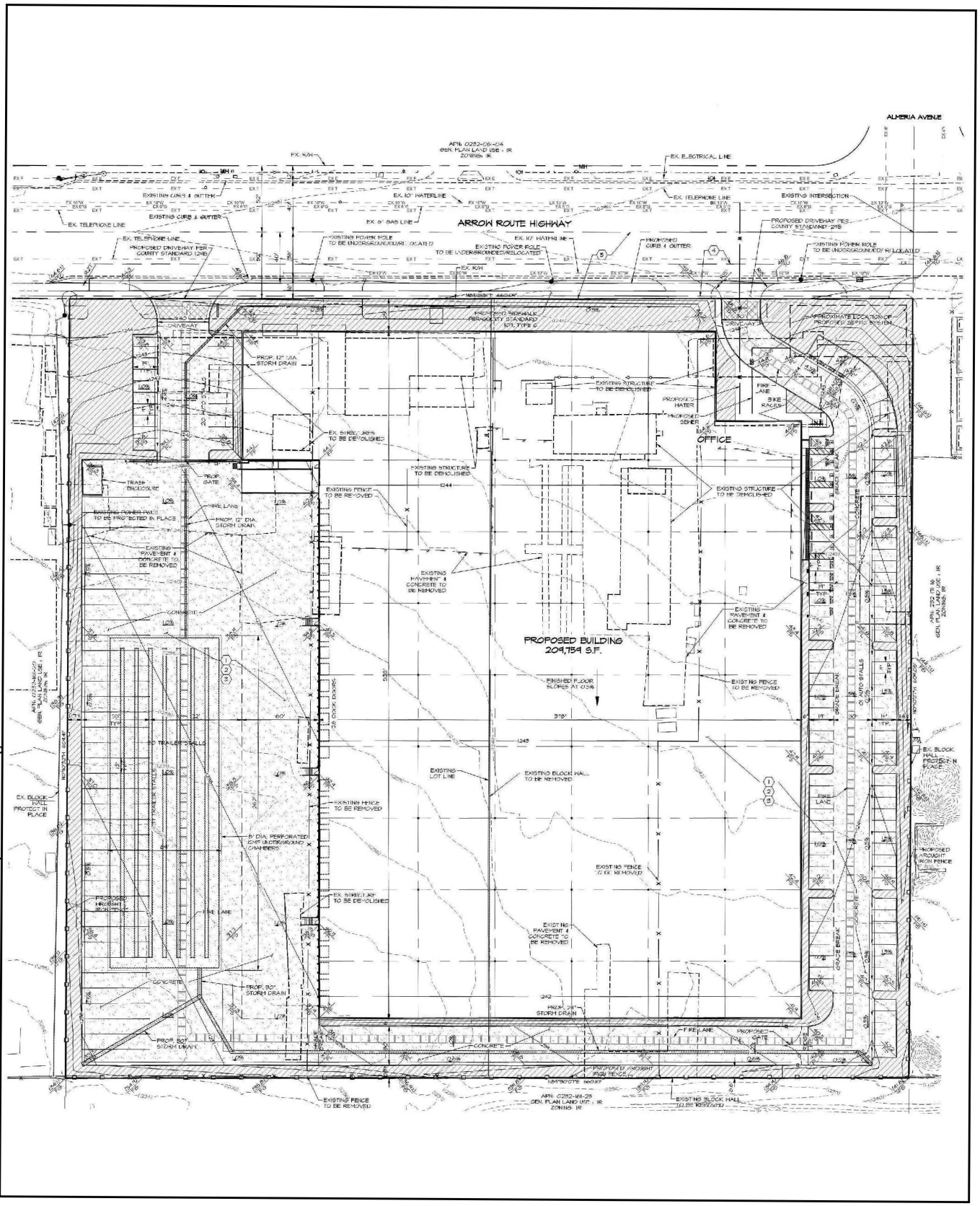


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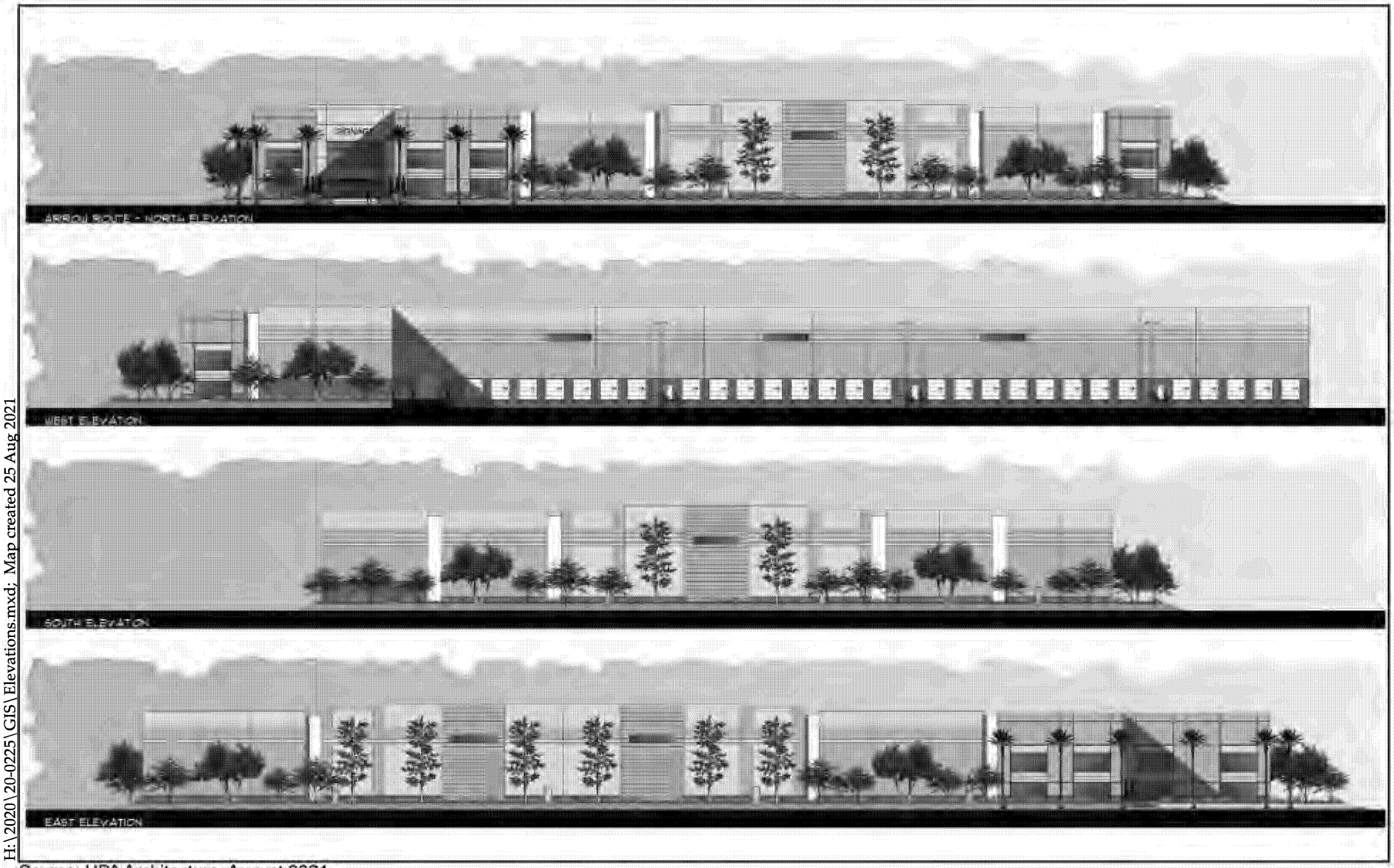
Figure 5 – Proposed Site Plan

15719 and 15755 Arrow Route Warehouse

Not to Scale

ALBERT A. WEBB ASSOCIATES



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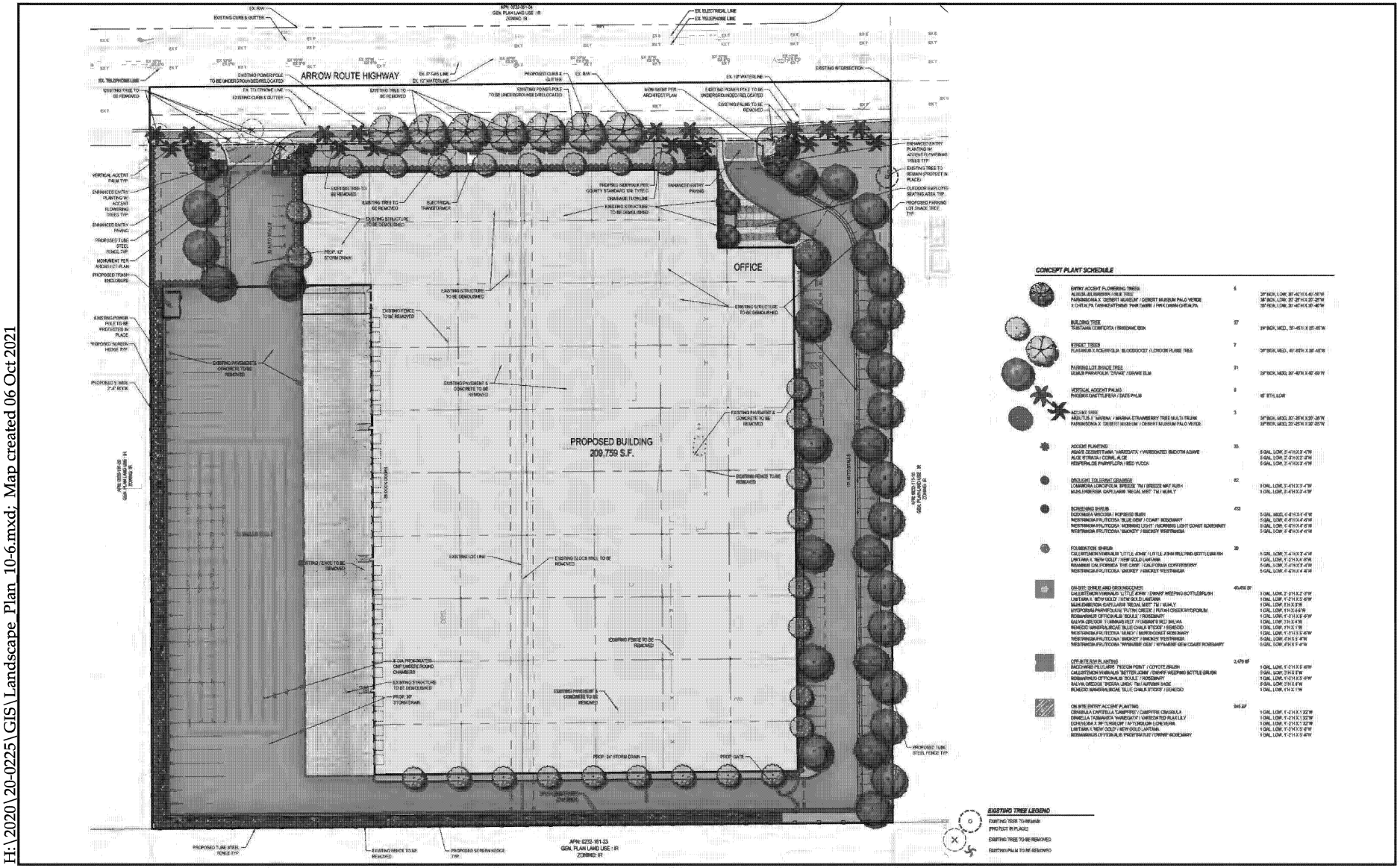
Source: HPA Architecture, August 2021.

Figure 6 – Proposed Elevations

15719 and 15755 Arrow Route Warehouse

Not to Scale

ALBERT A. WEBB ASSOCIATES



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Not to Scale

Figure 7 – Proposed Landscape Plan

15719 and 15755 Arrow Route Warehouse

ALBERT A. WEBB ASSOCIATES

EVALUATION FORMAT

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

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

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

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

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency)

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

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

Signature: (prepared by Steven Valdez, Senior Planner) — Date: March 14, 2022

David Prusch
Signature:(David Prusch, Supervising Planner) — Date: March 14, 2022

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
I.	***AESTHETICS*** – Except as provided in Public Resources Code Section 21099, would the project:				
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b)	Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c)	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d)	Create a new source of substantial light or glare, which will adversely affect day or nighttime views in the area?	☐	☐	☒	☐

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

Countywide Plan, 2020*; *Countywide Plan Final Environmental Impact Report, 2020; San Bernardino County Development Code*; *Submitted Project Materials

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

The Project site is within the Valley Region of the Countywide Plan and in the Sphere of Influence of the City of Fontana. Views from this area include the San Gabriel and San Bernardino Mountains and Jurupa Hills. The Project site is approximately five miles south from the San Gabriel Mountains, ten miles south from the San Bernardino Mountains, and approximately four miles north from the Jurupa Hills. Due to distance and intervening topography, the Project would not have an adverse effect on long-distance views of these mountain ranges. Moreover, as required by SBCDC *Chapter 82.06.060 Industrial and Special Purpose Land Use Zoning District Site Planning and Building Standards*, the proposed building would not exceed the 150 feet height limit in the IR Zoning District. Therefore, potential impacts associated with scenic vistas would be less than significant.

Less Than Significant.

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

The Project site is developed and does not contain rock outcroppings, historical buildings or landmarks. The existing trees along Arrow Route, which front the Project site, will be removed to expand the southerly portion of Arrow Route and to add a sidewalk. However, new trees will be planted onsite and in the right-of-way that will not impact scenic resources. There are no state scenic highways within the Valley Region; however, there are some roads that are eligible for the state scenic highways designation including Carbon Canyon Road/SR-142 in Chino Hills (approximately 25 miles from the Project site), SR-330/SR-210 in Highland and Redlands (approximately 15 miles from the Project site), and SR-38/Mentone Boulevard in Mentone (approximately 20 miles from the Project site) (CWP EIR, p. 5.1-16). Due to distance and intervening topography, these eligible state scenic highways will not be impacted by the proposed Project since the Project. Therefore, potential impacts associated with scenic resources would be less than significant.

Less Than Significant.

c) *In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality*?

The Project site is located in an industrial area that is predominantly developed. There are several automotive and manufacturing shops along Arrow Route, near the Project Site. Currently, the Project site has limited landscape and so the buildings and the parking lots are seen from Arrow Route. The proposed Project will improve the existing condition by screening the proposed warehouse and associated parking with manicured landscaping. Additionally, the Project would be designed to conform with Regional Industrial (IR) development standards, including setbacks, Floor Area Ratio (FAR), lot coverage, height limit, fencing, parking and loading standards, and lighting standards. With the approval of the proposed Conditional Use the proposed Project would be consistent with the IR Zoning District. Therefore, no potential impacts associated with the degradation of public views of the Project site would occur.

No Impact.

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

The Project site is located in an urbanized area within the County and experiences the highest levels of ambient light and light pollution. (CWP EIR, p. 5.1-23) Existing sources of light and glare in the immediate Project area include streetlights, along Arrow Route, outdoor safety and security lighting associated with adjacent developments, and vehicle

headlights. To ensure the Project does not create a new source of substantial light or glare, the Project would be designed to conform with SBCDCs *83.07.030 Glare and Outdoor Lighting- Valley Region* standards.

To address potential light and glare impacts, Project lighting would be directed inward and downward and/or shielded to minimize the light from adversely affecting adjacent properties. Perimeter walls and landscaping/trees would also serve to block and filter mobile light sources, such as from passenger vehicles and trucks, from adversely affecting adjacent properties. The exterior façade would consist of non-reflective materials, such as concrete. In addition, the windows would be comprised of blue reflective glazing, which reduces glare over other transparent surfaces. Through these design features and adherence with the San Bernardino Development Code, potential impacts associated with lighting that may affect day or nighttime views in the area would be less than significant.

Less Than Significant.

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

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
II.	**AGRICULTURE AND FORESTRY RESOURCES** - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

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

Countywide Plan, 2020 (CWP)*; *California Department of Conservation Farmland Mapping and Monitoring Program; Submitted Project Materials

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*?

The Project site is developed with industrial uses, not prime farmland. Moreover, the Farmland Mapping and Monitoring Program from the Department of Conservation (DOC), designates the Project site as "Urban and Built-Up land." (DOC-A). Therefore, the Project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, and no impacts would occur.

No Impact.

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

The Project site is developed with industrial uses and is zoned Regional Industrial (R). Moreover, there are no nearby properties zoned for agricultural land uses in the Project vicinity (see **Figure 4**). Therefore, implementation of the Project has no potential to conflict with existing zoning for an agricultural use and no impacts would occur.

According to Countywide Plan Environmental Impact Report (EIR) *Figure 5.2-1 Agricultural Resources, Valley Region*, the Project site is not under a Williams Act Contract. (CWP EIR, p. 5.2-8.) Therefore, implementation of the Project has no potential to conflict with a Williamson Act Contract. No impacts will occur.

No Impact.

c) *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?*

The Project site is zoned Regional Industrial and allows for industrial land uses. The property is not zoned for forest land, timberland, or Timberland Production, nor is it surrounded by forest land, timberland, or Timberland Production land. Therefore, implementation of the Project has no potential to conflict with or cause the rezoning of any areas currently zoned as forest, timberland, or Timberland Production and would not result in the rezoning of any such lands. No impacts would occur.

No Impact.

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

The Project site nor the surrounding area contain forest land. The area is mostly developed with various industrial developments. Therefore, implementation of the Project would not result in the loss of forest land or conversion of forest land to non-forest use and no impacts would occur.

No Impact.

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?*

"Farmland" is defined in Section II(a) of Appendix G of the CEQA Guidelines to mean "Prime Farmland," "Unique Farmland" or "Farmland of Statewide Importance." The Project site does not contain any soils mapped by the DOC as Farmland. (DOC-A.) Additionally, the Project site and surrounding areas do not contain forest lands or areas designated for forest land uses. Therefore, implementation of the Project would not result in the conversion of Farmland to non-agricultural use or the conversion of forest land to non-forest use. No impact would occur.

No Impact.

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

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
III.	**AIR QUALITY -** Where available, the significance criteria established by the applicable air quality management district or air pollution control district might be relied upon to make the following determinations. Would the project:				
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b)	Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d)	Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	☐	☐	☒	☐

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

Countywide Plan, 2020 (CWP)*; *Air Quality/Greenhouse Gas Analysis (WEBB-A, Appendix A*); *Air Quality/Greenhouse Gas Analysis/ Energy/HRA Evaluation (WEBB-G, Appendix A.1); Health Risk Assessment (WEBB-B, Appendix B); Submitted Project Materials

An Air Quality/Greenhouse Gas Analysis was prepared on May 20, 2021 (WEBB-A) for the Project. At the time the studies were prepared, the proposed Project included an approximately 196,654-square foot (sf) warehouse of which 4,000 sf was office space with 22 truck loading docks. The Project was designed to include two office areas and employee parking along Arrow Route and the loading dock and truck trailer parking lot were located on the south side of the building. The Project site was redesigned in August 2021. As a result, the building's orientation changed and the size of the warehouse building increased by 13,105 sf to a total of 209,759 sf and the loading dock number increased by 6 docks to 28 docks. The warehouse increased approximately 6.7 percent in building size and the loading docks increased by 27 percent compared to the smaller 196,654-sf building that was previously analyzed. The current Project site design includes one office area with 10,000 sf split between two levels, an employee parking area on the eastern portion of the Project site and loading docks and the truck trailer parking area on the west side of the Project site. These site plan revisions were evaluated in the *Air Quality/Greenhouse Gas Analysis/ Energy/HRA Evaluation for the 15719 and 15755 Arrow Route Warehouse Project (CUP No. 2020-00235* Memorandum dated September 2, 2021 (WEBB-G). The evaluation determined that the larger warehouse would not substantively change impacts

compared to the smaller warehouse previously analyzed and that the significance determined remains less than significant and no mitigation is required.

In January 2022, the All Auto Parts Office building was damaged by a structure fire. As a result, the demolition of the Project site will be done in two stages. The buildings are being demolished initially to ensure public safety, and the remainder of the on-site infrastructure improvements will be demolished prior to site grading. At the time the Air Quality/Greenhouse Gas Analysis was prepared, the demolition was assumed to occur in one phase. However, the demolition will now occur in two stages. For the purposes of the Air Quality/Greenhouse Gas Analysis, evaluating demolition in one phase results in higher emissions and is therefore more conservative as opposed to evaluating the demolition in two phases because the equipment usage would not increase, and the overall duration of demolition activities would be similar.

The following air quality analysis for the air quality impacts a-d, which incorporates the original Air Quality analysis prepared, determined that the Project would result in less than significant air quality impacts.

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

The Project site is located in the western portion of San Bernardino County which is located within the South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) prepares the Air Quality Management Plan (AQMP) for the Basin. The AQMP sets forth a comprehensive program that will lead the Basin into compliance with all federal and state air quality standards. The AQMP's control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Accordingly, if a project demonstrates compliance with local land use plans and/or population projections, then the AQMP would have taken into account such uses when it was developed.

The San Bernardino Development Code's Zoning District Map designates the Project site as "Regional Industrial" (IR) as shown on **Figure 4.** The Project Applicant proposes to operate the building as a non-refrigerated warehouse distribution facility which is a permitted use under the IR land use designation. Therefore, this land use and associated air quality emissions would have been accounted for in the SCAQMD's 2016 AQMP.

Population and employment estimates for the County are compiled by the Southern California Association of Governments (SCAG) in their Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The proposed Project will increase employment opportunities within the County. The employment projections in the RTP/SCS are based on information gathered from cities within SCAG's jurisdiction. Hence, because the proposed Project is consistent with the land use designation in the County's Zoning and the Countywide Plan, employment estimates associated with implementation of the proposed Project would have also been accounted for in SCAG's RTP/SCS. Therefore, because the proposed Project is compliant with local and use plans and population projections, the proposed Project would not conflict with or obstruct implementation of the AQMP. Thus, impacts will be less than significant.

Less Than Significant.

b) *Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?*

The portion of the Basin within which the proposed Project site is located is designated as a non-attainment area for particulate matter less than 10 microns in diameter (PM-10) under state standards, and for ozone and particulate matter less than 2.5 microns in diameter (PM-2.5) under both state and federal standards (CARB-A). The SCAQMD considers the thresholds for project-specific impacts and cumulative impacts to be the same (SCAQMD-A). Therefore, projects that exceed project-specific significance thresholds are considered by SCAQMD to be cumulatively considerable. Based on SCAQMD's regulatory jurisdiction over regional air quality, it is reasonable to rely on its thresholds to determine whether there is a cumulative air quality impact.

Air quality impacts can be described in a short- and long-term perspective. Short-term impacts occur during site grading and Project construction and consist of fugitive dust and other particulate matter, as well as exhaust emissions generated by construction-related vehicles. Long-term air quality impacts occur once the Project is in operation.

Construction Activities

The Project will be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. Compliance with this rule is achieved through application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites. In addition, projects that disturb 50 or more acres or more of soil or move 5,000 cubic yards of materials per day are required to submit a Fugitive Dust Control Plan or a Large Operation Notification Form to SCAQMD. Based on the size of this Project's disturbance area (approximately 9.53 acres), a Fugitive Dust Control Plan or a Large Operation Notification Form would not be required.

An Air Quality/Greenhouse Gas Analysis was prepared for the Project by Albert A. Webb Associates and is dated May 20, 2021 (WEBB-A). Short-term emissions from Project construction were evaluated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2. The results of this analysis are summarized in **Table A – Unmitigated Estimated Maximum Daily Construction Emissions**, below.

Table A – Unmitigated Estimated Maximum Daily Construction Emissions

Activity	Peak Daily Emissions (lbs/day)					
	VOC	NO_X	CO	SO_2	PM-10	PM-2.5
SCAQMD Daily Construction Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Demolition[1]	3.06	30.20	23.05	0.05	2.15	1.41
Grading	3.60	38.88	27.28	0.07	2.00	1.48
Building Construction	**5.15**	**43.67**	**53.01**	**0.11**	**4.15**	**1.75**
Paving	**0.97**	**9.25**	**12.22**	**0.02**	**0.63**	**0.47**
Architectural Coatings	**46.74**	**1.98**	**3.75**	**0.01**	**0.50**	**0.22**
Maximum[2]	**52.86**	**54.90**	**68.98**	**0.14**	**5.28**	**2.44**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Table 2 – Unmitigated Estimated Maximum Daily Construction Emissions, Appendix A of the Initial Study.
Notes: [1]The demolition phase assumed that all buildings and structures would be demolished at one time, a worst-case scenario. As a result of the structure fire (see Project Description), a two-discrete phase demolition will occur, which would not result in an increase in the equipment or duration of activities.
[2]Maximum emissions are the greater of either demolition alone or grading alone, or the sum of building construction, paving and architectural coating since these activities overlap. Maximum emissions are shown in bold.

As shown in **Table-A** above, the emissions from construction of the Project are below the SCAQMD daily construction thresholds for all the criteria pollutants

Operational Activities

Long-term operational emissions are evaluated at build-out of a project. The Project is assumed to be operational in 2022. Mobile source emissions refer to on-road motor vehicle emissions generated from the Project's traffic and based on the trip generation provided in the Project-specific Traffic Impact Analysis and Vehicle Miles Traveled Screening Analysis (hereinafter referred to as the Traffic Analysis) (WEBB-D). An average truck trip length of approximately 55 miles was assumed, which is based on the weighted average distance to the following destinations: the Ports of Los Angeles/Long Beach (70 miles), the Banning Pass (46 miles), the San Diego County line (61 miles), the Cajon Pass (30 miles), and Downtown Los Angeles (52 miles). On-site service equipment (i.e., forklifts) are assumed to be electric and therefore do not have any direct emissions of criteria pollutants.

Area source emissions from the Project include stationary combustion emissions of natural gas used for space and water heating (shown in a separate row as energy), yard and landscape maintenance, and an average building square footage to be repainted each year. CalEEMod computes area source emissions based upon default factors and land use assumptions. The Project's energy emissions were adjusted to reflect the improvements expected from 2019 Title 24 standards, which became effective January 1, 2020[1]. Separate emissions were computed for both the summer and winter and the results are summarized in **Table B – Unmitigated Estimated Daily Project Operation Emissions (Summer**) and **Table C – Unmitigated Estimated Daily Project Operation Emissions (Winter)**, below.

Table B – Unmitigated Estimated Daily Project Operation Emissions (Summer)

Source	Peak Daily Emissions (lb/day)					
	VOC	NO_X	CO	SO_2	PM-10	PM-2.5
SCAQMD Daily Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Area	4.49	0.00	0.02	0.00	0.00	0.00
Energy	0.01	0.08	0.06	0.00	0.01	0.01
Mobile	1.46	24.45	20.12	0.15	8.37	2.35
Total	**5.96**	**24.53**	**20.20**	**0.15**	**8.38**	**2.36**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: WEBB-A, Table 3 (Appendix A).
Note: Emissions reported as zero are rounded and not necessarily equal to zero.

Table C – Unmitigated Estimated Daily Project Operation Emissions (Winter)

Source	Peak Daily Emissions (lb/day)					
	VOC	NO_X	CO	SO_2	PM-10	PM-2.5
SCAQMD Daily Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Area	4.49	0.00	0.02	0.00	0.00	0.00
Energy	0.01	0.08	0.06	0.00	0.01	0.01
Mobile	1.39	24.87	17.77	0.14	8.37	2.35
Total	**5.89**	**24.95**	**17.85**	**0.14**	**8.38**	**2.36**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: WEBB-A, Table 3 (Appendix A).
Note: Emissions reported as zero are rounded and not necessarily equal to zero.

Evaluation of the data presented on the above tables indicates that criteria pollutant emissions from operation of this Project will not exceed the SCAQMD regional daily thresholds during summer or winter.

As discussed above the Project's construction emissions would not exceed the SCAQMD thresholds of significance. As shown in **Table B** and **Table C**, above, the Project's operational emissions would not exceed the applicable SCAQMD thresholds of significance. As such, the Project will not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in non-attainment. Therefore, cumulative impacts will be less than significant.

Less than Significant Impact.

c) *Expose sensitive receptors to substantial pollutant concentrations?*

For purposes of CEQA, the SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24 hours, such as residences, hospitals, or convalescent facilities (SCAQMD-B). Staff at the SCAQMD have developed localized

[1] The 2019 Title 24 standards are 7 percent more efficient for residential uses and 30 percent more efficient for non-residential uses than the 2016 standards in CalEEMod: https://www.energy.ca.gov/sites/default/files/2020-03/Title_24_2019_Building_Standards_FAQ_ada.pdf

significance threshold (LST) methodology that can be used by public agencies to determine whether or not a project may generate significant adverse localized air quality impacts (both short- and long-term). Additional analyses were conducted to evaluate impacts to sensitive receptors regarding Carbon Monoxide (CO) hot spots and health risk from mobile sources.

Localized Significance Threshold (LST)

The construction LST is estimated using the maximum daily disturbed area (in acres) and the distance of the Project site to the nearest sensitive receptors (in meters). The SCAQMD's Fact Sheet for Applying CalEEMod to Localized Significance Thresholds is used to determine the maximum site acreage that is actively disturbed based on the construction equipment fleet and equipment hours as estimated in CalEEMod. Based on this SCAQMD guidance and the Project's equipment list during grading (WEBB-A), the Project will disturb approximately four acres per day. The closest sensitive receptors to the Project site are existing residences to the south and east of the Project site, approximately 341 meters (1,120 feet) and 410 meters (1,345 feet). LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Therefore, a receptor distance of 200 meters (656 feet) was used ensure a conservative analysis. The results are summarized in **Table D – LST Results for Daily Construction Emissions**.

Table D – Unmitigated LST Results for Daily Construction Emissions

Source	Peak Daily Emissions (lb/day)			
	NO_X	CO	PM-10	PM-2.5
LST for 4-acre at 200 meters[1]	**450**	**7,803**	**98**	**32**
Demolition[2]	28.76	22.13	1.83	1.32
Grading	38.64	26.56	1.79	1.42
Building Construction	**36.96**	**45.26**	**1.74**	**1.68**
Paving	**9.03**	**11.70**	**0.47**	**0.43**
Architectural Coatings	**1.88**	**2.42**	**0.11**	**0.11**
Maximum[3]	**47.87**	**59.38**	**2.32**	**2.22**
Exceeds Threshold?	**No**	**No**	**No**	**No**

Source: WEBB-A, Table 5 (Appendix A).
Note: [1] LST for 4-acre site predicted using Appendix K of SCAQMD LST Methodology
[2]The demolition phase assumed that all buildings and structures would be demolished at one time, a worst-case scenario. As a result of the structure fire, a two-discrete phase demolition will occur, which would not result in an increase in the equipment or duration of activities.
[3]Maximum emissions are the greater of either demolition alone or grading alone, or the sum of building construction, paving and architectural coating since these activities overlap. Maximum emissions are shown in bold.

As shown in Table D, emissions from construction of the Project will be below the LST established by SCAQMD for the Project.

According to the LST methodology, LSTs only apply to the operational phase if a project includes stationary sources or attracts mobile sources that may spend long periods of time idling at the site, such as warehouse/transfer facilities. Because the proposed Project will operate as a warehouse distribution facility and has the potential to attract mobile sources that can reasonably be assumed to idle at the site, a long-term LST analysis was prepared for this Project. Although the Project site exceeds five acres, per SCAQMD, the LST lookup

tables can be used as a screening tool to determine if dispersion modeling would be necessary.

CalEEMod version 2016.3.2 was utilized to estimate the Project's emissions from trucks traveling on the Project site. An on-site distance of 031 miles was conservatively assumed to be traveled for each one of the Project's truck trips identified in the Traffic Analysis (WEBB-D). The output is attached to the Air Quality/Greenhouse Gas Analysis prepared for this Project (included as Appendix A) and summarized below. Idling emissions from trucks at loading docks is not available in CalEEMod; therefore, PM-10 and PM 2.5 idling emissions were calculated separately to account for 15-minutes of on-site idling per truck per day (included as Appendix A). The results were added to the total PM-10 and PM-2.5 emissions from CalEEMod and presented in the table below. As stated above, the closest sensitive receptors to the Project site are the existing residences to the south and east of the Project site, approximately 341 and 410 meters away. Therefore, a receptor distance of 200 meters (656 feet) was used to provide a conservative analysis. The results are summarized in **Table E – LST Results for Daily Operational Emissions**.

Table E – Unmitigated LST Results for Daily Operational Emissions

Source	Peak Daily Emissions (lb/day)			
	NO_X	CO	PM-10[1]	PM-2.5[1]
LST Threshold for 5-acre at 200 meters	**486**	**8,532**	**26**	**9**
On-Site Mobile	8.60	1.43	0.05	0.02
Exceeds Threshold?	**No**	**No**	**No**	**No**

Source: WEBB-A, Table 5 (Appendix A).
Note: The greater of summer or winter emissions from CalEEMod is shown. Output attached herewith.
[1] CalEEMod output emissions added to idling emissions

Health Risk Assessment (HRA)

A Health Risk Assessment (HRA) was prepared for the Project by Albert A. Webb Associates dated May 18, 2021 (WEBB-B) and included as Appendix B. HRAs are commonly used to estimate the health risks to the surrounding community from projects that significantly increase the number of diesel vehicles and hence increase the amount of diesel particulate matter (DPM) in the area. The correlation between project-specific emissions and potential health impacts is complex and the SCAQMD has determined the attempting to quantify health risks from small projects (such as this) would not be appropriate because it may be misleading and unreliable for various reasons including modeling limitations as well as where in the atmosphere the air pollutants interact and form. (SCAQMD-C, pp.9-15.) Notwithstanding, the analysis herein includes an HRA and a localized impact analysis, discussed above, for the immediate vicinity that is based on the potential to exceed the most stringent ambient air quality standards developed for the most sensitive individuals.

The proposed Project is a single warehouse distribution facility building, which will result in an increase in the number of diesel trucks in the Project vicinity. The estimation of health risks (both cancer and non-cancer) from DPM was performed following the guidelines established by the SCAQMD for health risk assessments from known DPM. Specifically,

cancer risks are a calculated probability of the number of people who will develop cancer after exposure to DPM at the same concentration, 24 hours a day, 350 days a year for a lifetime of 70 years.

Nine sensitive receptors and two off-site worker receptors were modeled in the HRA, as shown on **Figure 8 – Discrete Receptor Locations** at the end of Section III. Receptor 1 through Receptors 4, 6, and 9 are residential uses located adjacent to roadways the Project's trucks will use on Arrow Route and Citrus Avenue. Receptors 5, 7, and 8 are located at local schools (Citrus Elementary, Fontana High (and Truman Middle, respectively) on Citrus Avenue. Receptors 10 and 11 are existing industrial uses east and west of the Project site along Arrow Route. (WEBB-B, p. 16.)

DPM concentrations were predicted at modeled receptor locations for each age bin using the emission factors described above. The Project's anticipated increases in DPM and cancer risk were modeled to determine if the Project would result in excess cancer risk above the SCAQMD threshold of 10 in one million. (WEBB-B, p. 16.)

As shown in Table F – Project-Generated Cancer Risk, none of the modeled receptor locations are exposed to excess cancer risks from DPM on the modeled roadways that exceed the SCAQMD threshold of 10 in one million. (WEBB-B, p. 17.) The highest cancer risk at modeled receptor locations is 1.1 per million, located at Receptor 1, the property boundary of a sensitive receptor. The highest cancer risk at modeled off-site worker receptors is 0.2 per million, located at Receptor 10. The reported maximum modeled DPM concentration results in a cancer risk of 1.8 per million and is located within the loading area of the Project site.

Table F – Project-Generated Cancer Risk

Receptor	Cancer Risk (per million)
Sensitive Receptors	
1	1.1
2	0.8
3	0.8
4	0.7
6	0.8
9	0.7
School Child Receptor	
5	0.2
7	0.3
8	0.3
Off-site Worker Receptors	
10	0.2
11	0.1

Source: WEBB-B, Table 4 (Appendix B).

In terms of non-cancer risks, the Office of Environmental Health Hazard Assessment (OEHHA) has developed acute and chronic reference exposure levels (REL) for

determining the non-cancer health impacts of toxic substances. The non-cancer risks can be described as acute (short-term, generally 1-hour peak exposures) or chronic (long-term exposure, defined as 12 percent of a lifetime or about 8 years for humans) health impacts. Exceeding the acute or chronic REL does not necessarily indicate that an adverse health impact will occur; however, levels of exposure above the REL have an increasing but undefined probability of resulting in an adverse health impact, particularly in sensitive individuals. For DPM, there is no value for the acute REL and the chronic REL is 5 $\mu g/m^3$. (WEBB-B, p. 18).

The maximum DPM concentration is 0.03592 $\mu g/m^3$ is reported for the first age bin and it occurs on site, near the loading dock doors which results in a hazard index of 0.007 which is less than one percent of the allowed threshold of 1.

Based on the discussion above, the Project will not result in localized criteria pollutant impacts during construction or operation, will not generate a CO hot spots, and will not exceed SCAQMD cancer and non-cancer risk thresholds of significance. Therefore, impacts will be less than significant with mitigation.

Less Than significant Impact.

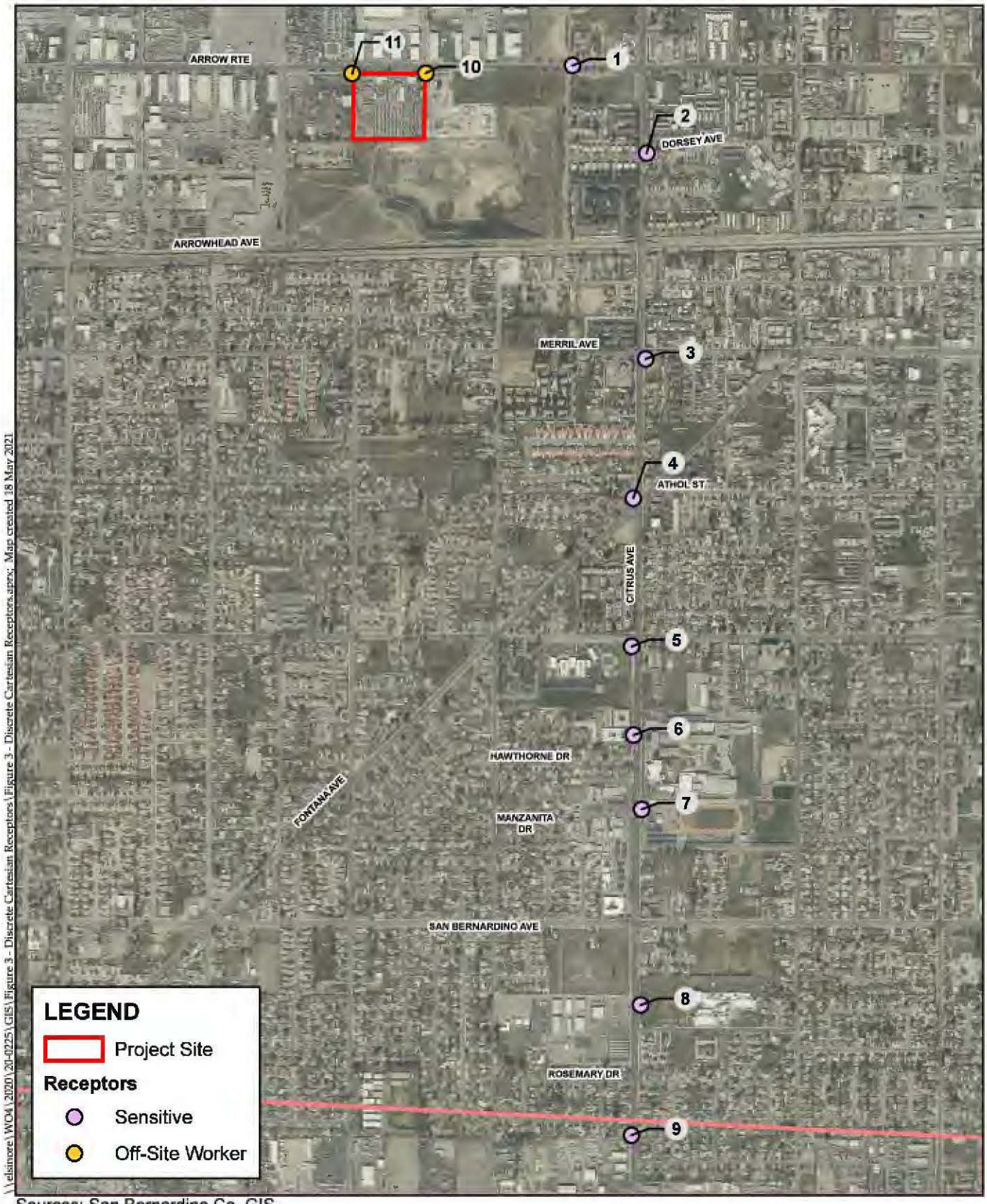
d) *Result in other emissions (such as those leading to odors adversely affecting a substantial number of people*?

The proposed Project presents the potential to result in other emissions, such as those leading to odors in the form of diesel exhaust during construction in the immediate vicinity of the proposed Project site. The closest sensitive receptors to the Project construction site are the existing residences to the south and east of the Project site, approximately 341 meters (1,120 feet) and 410 meters (1,345 feet) near Tokay Avenue and along Citron Avenue. However, odors generated during construction will be short-term and will not result in a long-term odorous impact to the surrounding area.

Additionally, the California Air Resources Board (CARB) has developed an Air Quality and Land Use Handbook to outline common sources of odor complaints, which include sewage treatment plants, landfills, recycling facilities, and petroleum refineries (CARB-B). The Project applicant proposes to operate the industrial building as a non-refrigerated warehouse distribution facility, which is not included on the CARB's list of facilities that are known to be prone to generate odors. Therefore, impacts will be less than significant.

Less Than Significant Impact.

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



\\elsinore\WO4\2020\20-0225\GIS\Figure 3 - Discrete Cartesian Receptors\Figure 3 - Discrete Cartesian Receptors.aprx; Map created 18 May 2021

Sources: San Bernardino Co. GIS, 2021 (streets) and 2020 (imagery).

Figure 8 - Discrete Cartesian Receptors

15719 and 15755 Arrow Route Warehouse

ALBERT A. WEBB ASSOCIATES

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

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

Countywide Plan, 2020 (CWP)*; *Submitted Project Materials; Biological Resources Technical Report (BRT, Appendix C)

As discussed in the Project Description, in January 2022, the All Auto Parts Office building was damaged by a structure fire. The fire caused structural damage that poses a risk to public safety and as a result, all structures are being demolished. The remainder of the on-site infrastructure will be demolished prior to site grading. At the time the biological analysis was prepared, the automotive salvage and dismantling businesses were still operating. No native habitat or disturbed vegetation was located on the Project site and no wetlands or jurisdictional resources were located on or adjacent to the Project site. No biological resources were located onsite; however, the ornamental trees within Arrow Route right-of-way represent potential nesting bird habitat. No applicable focused surveys or mitigation was required. Pre-construction surveys for nesting birds are required for work conducted during the nesting season. Conducting demolition in two stages does not change the results or conclusions previously analyzed.

The following biological resources impacts a-f, which incorporates the biological analysis prepared and updated site conditions, determined that the Project would not result in biological impacts.

a) *Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service*?

A *Biological Resources Technical Report for the 15719 and 15755 Arrow Route Warehouse Project, Unincorporated San Bernardino County, California*, dated April 2021 (included as Appendix C), was prepared by Cadre Environmental to document the existing biological resources at the site.

The following are the results of the pedestrian survey that Cadre conducted on January 13, 2021, prior to the structure fire. At the time of the survey the Project site was completely developed fenced and used as an automotive and wood pallet storage and dismantling facility. Prior to the pedestrian survey, Cadre conducted a literature review to determine the locations and types of biological resources having the potential to exist within the region. Federal register listings, protocols, and species data provided by the United States Fish and Wildlife Service (USFWS) were reviewed in conjunction with anticipated federally listed species potentially occurring within the region of the Project Site. The California Natural Diversity Database (CNDDB) a California Department of Fish and Wildlife (CDFW) Natural Heritage Division species account database, was also reviewed for all pertinent information regarding the locations of known occurrences of sensitive species in the vicinity of the property. As a result of the literature review, a habitat assessment was conducted for, but not limited to, the following target species/groups: Delhi flower loving fly; Coastal California gnatcatcher; Burrowing owl; San Bernardino kangaroo rat; Common and sensitive bat species; and Sensitive plants (BRT, pp. 2-3).

The Project site was fully developed, and no native or disturbed vegetation was located onsite. (BRT, p. 6.) During the pedestrian survey conducted by Cadre, no suitable habitat to support any state, federally listed threatened/endangered or regionally sensitive

species was present onsite (BRT, p. 14). Specifically, the Project site contained no suitable habitat for the burrowing owl (BRT, pp. 14, 19).

Therefore, impacts to 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 would not occur.

No Impact.

b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service*?

The Project site does not contain riparian, sensitive, or undisturbed native/natural habitats and is classified as developed vegetation community (BRT, pp. 6, 15, 23). Therefore, no impacts to riparian habitat or other sensitive communities would occur.

No Impact.

c) *Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

The Project contains no wetlands. or jurisdictional resources regulated by the United States Army Corps of Engineers (USACE), California Department of Fish and Wildlife (CDFW), or Regional Water Quality Control Board (RWQCB) within or immediately adjacent to the Project site (BRT, p. 24). Therefore, no impacts to protected wetlands would occur.

No Impact.

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*?

As described in the Biological Resources Technical Report, the Project site is currently completely developed and fenced. No native or disturbed vegetation is located onsite. As such, the Project site does not represent a wildlife movement corridor or route between open space habitats. The Project site does not contain suitable nesting habitat for birds or raptors onsite. Ornamental trees along Arrow Route ROW present a potential for nesting habitat. Loss of active nests is prohibited under by the Migratory Bird Treaty Act (MBTA) and regulated by California Department of Fish and Game Code sections (CDFG) 3503 and 3513. Direct impacts to nesting birds may occur during removal of ornamental trees and indirect impacts may occur as a result of noise or vibration associated with the use of heavy equipment during construction activities that potentially disrupts bird nesting, foraging, and breeding behavior during the nesting (or breeding) season for birds (generally, September 1 to January 31). If avoidance of construction-related activities during the nesting season is not feasible, then a qualified biologist shall conduct a pre-construction nesting bird survey to comply with CDFG Code 3503 and 3513. Pre-construction nesting bird surveys shall be conducted no more than three days prior to initiating construction activities. The survey will consist of full coverage of the

proposed disturbance limits and up to a 500-foot buffer area, determined by the biologist and taking into account the species nesting in the area and the habitat present. Occupied nests would be recorded and a buffer area around those nests would be designated to restrict construction or ground disturbance activities within that buffer area until nests are no longer active. (BRT, pp. 24, 26, 27) Through adherence to existing CDFG Code sections 3503 and 3513 regulations, impacts to wildlife movement corridors or nursery sites would be less than significant and no mitigation is required.

Less Than Significant.

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

The SBCDC *Chapter 88.01; Plant Protection and Management* protects native trees and plants from indiscriminate removal and regulates removal actions. However, the Project site is completely developed and no native or disturbed vegetation is located onsite or adjacent. Additionally, no trees were documented onsite (BRT, p. 24). Therefore, implementation of the Project would not conflict with local biological resources polices and no impacts would occur.

No Impact.

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?*

The Valley Region, which encompasses the Project site, overlaps the Upper Santa Ana River Habitat Conservation Plan (HCP). This HCP is currently being prepared and has not been approved. (CWP EIR, p. 5.4-71.) Since the HCP has not been adopted, the Project would not result in a conflict with the provisions of an adopted conservation plan. (BRT, p. 24). Moreover, the Draft HCP which is currently out for public review, identifies the Project site is as developed land. (HCP-2020) Therefore, no impacts would occur.

No Impact.

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

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
V.	**CULTURAL RESOURCES** - Would the project:				
a)	Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☒	☐
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c)	Disturb any human remains, including those outside of formal cemeteries?	☐	☒	☐	☐

SUBSTANTIATION: (Check if the project is located in the Cultural ☐ or Palaeontologic ☐ Resources overlays or cite results of cultural resource review): ***San Countywide Plan, 2020 (CWP); Cultural Resources Assessment (AE-A, Appendix D); CHSC; Submitted Project Materials***

A Phase I Cultural Resources Assessment dated April 2021 was prepared for the Project site by Applied EarthWorks, Inc. to identify potential cultural resources that may be affected by implementation of the Project. The Study includes the findings from an archaeological pedestrian survey; a cultural records search and sacred lands search and an inventory of all recorded archaeological and historical resources located on the Project site and within a one-mile radius of the Project site. This report is included as Technical Appendix D to this Initial Study and its findings are incorporated into the analysis presented herein.

As discussed in the Project Description, in January 2022, the All Auto Parts Office building was damaged by a structure fire. The fire caused structural damage that poses a risk to public safety and as a result, all structures are being demolished. The remainder of the on-site infrastructure will be demolished prior to site grading. At the time the cultural resources analysis was prepared, the automotive, salvage and dismantling businesses were still operating. No prehistoric or historic-period archaeological resources were encountered within the Project area during the field survey. However, two buildings potentially constructed over 50 years ago were identified and documented. These resources were evaluated according to California Register of Historical Resources significance criteria and found ineligible for listing. Conducting demolition in two stages does not change the results or conclusions previously analyzed.

The following cultural resources impacts a-c, which incorporates the cultural resources analysis and updated site conditions, determined that the Project would result in less than significant impacts and less than significant impacts with mitigation implemented.

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

As part of the Phase I Cultural Resources Assessment an archaeological survey, an archeological records search was conducted at the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System (CHRIS) at California State University, Fullerton. The records search included a review of recorded historic properties (prehistoric and historic archaeological sites, historic buildings, structures, objects or districts) within the Project site and a one-mile radius around the Project site, referred to as the Study Area, and are on file at the SCCIC.

According to records search results on file with the SCCIC, there has been 16 cultural resource studies conducted within a one-mile radius of the Project area. One of these studies encompassed the entire Project site. (AE-A, p. 20). Applied EarthWorks conducted a records search, utilizing the information obtained from the SCCIC. This records search did not identify any resources within the Project site; however, 15 resources on file with the SCCIC are located within one mile of the Project site. The resources identified include three historic-period archaeological sites and 12 built environment resources. The historical archaeological sites include a refuse scatter, road monument, rail line alignment, and structural foundations. The built environment resources consist of roads, water control system remnants, historical businesses, and historical residences. (AE-A, p. 20)

Applied EarthWorks also reviewed additional sources including: the National Register of Historic Places (NRHP) Index, the Office of Historic Preservation Archaeological Determinations of Eligibility, and the Office of Historic Preservation Built Environment Resource Directory. and did not identify any potential resources within the Project site. Based on the historical aerial photographs and maps of the area, The Study Area was primarily cultivated farmland from approximately 1938 to 1953. One structure located within the Project Site that was constructed by 1956 appeared to meet the age requirements for a historical resource. As such, this structured was further investigated during the archeological and built environment resource survey. (AE-A, pp. 22, 27)

The archeological and built environment resource survey of the Project site was conducted on March 3, 2021, by Applied EarthWorks' Senior Architectural Historian. At the time of the survey, the proposed Project site was developed with three automotive dismantling/parts businesses containing four single-story storage facilities with office space, and associated outbuilding/garages. Approximately two thirds of the Project site (southern two third of both parcels) is graded or covered in hardscape and serves as storage areas with rows of metal racks. Due to the layout of the Project site, the archaeological survey involved walking accessible, unpaved areas where the ground surface was visible. (AE-A, pp. 22, 27)

No prehistoric or historic-period archaeological resources were encountered within the Project area during the field survey. However, two buildings potentially constructed over 50 years ago were identified. These resources are identified as one structure located at 15719 Arrow Route within APN 232-161-18 (All-Auto Parts), built in 1956, and one structure located at 15755 Arrow Route within APN 232-161-19 (All Auto Parts Office), constructed between 1959 and 1966, which was recently damaged during a structure

fire. These structures were recorded on the California Department of Parks and Recreation (DPR) records. Parcel history was obtained through San Bernardino County Assessor Parcel Reports, First American Title Company Chain of Ownership Reports, and historic aerials and maps. (AE-A, p. 27)

The Project area is part of immigrant and scrap metal industry history, although on a much smaller scale The City of Fontana was transformed by World War II by the establishment of the Kaiser Steel Mill (Steel Mill) founded by Henry J. Kaiser. The Steel Mill drew workers from all over the country and facilitated the growth of another local industry which boomed in the post war years, scrap metal. Many multigenerational scrap metal businesses were started by immigrant families who were looking for a way to make a living. Nathan Frankel, a Russian emigrant established a scrap empire in Fontana after World War II that survives today as Advanced Steel Recovery, a company that supplies scrap metal around the world. Morris and Annie Swedlove, Russian immigrants via Canada, purchased two the Project site and established Morris Automotive Supply Company, an auto wrecking yard and auto parts supply company. (AE-A, pp. 18-19)

Applied EarthWorks conducted archival research on the associated parcels and studied local development to define ownership and occupant history and determine if the structures could be associated with a particular event, person, or building style of historic importance. The two subject structures, All Auto Parts building (15719 Arrow Route within APN 232-161-18) and All-Auto to Parts Office building (15755 Arrow Route within APN 232-161-19), are extant buildings associated with the Morris Automotive Supply Company, an auto dismantling and parts supply company, that operated between approximately 1953 and 1970. (AE-A, pp. 34-35)

Since these buildings are 50 years or older, these two buildings were analyzed for historical significance. A cultural resource is considered historically significant if it is included in a local register of historical resources, is listed on or determined eligible for listing on the California Register of Historical Resources (CRHR), or if it meets the requirements for listing on the CRHR under any one of the following criteria of significance (Title 14, California Code of Regulations [CCR], § 15064.5) and possesses integrity of location, design, setting, materials, workmanship, feeling, and/or association:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

2. Is associated with the lives of persons important in our past;

3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or,

4. Has yielded, or may be likely to yield, information important in prehistory or history.

Auto Parts building (15719 Arrow Route within APN 232-161-18)
The All-Auto Parts building was evaluated under the four CRHR criteria. Applied EarthWorks determined that the building does not qualify as a significant resource under

any of the four CRHR criteria and assessment of integrity is not necessary. The building is not associated with events that have made significant contribution to the broad patterns of California's history and cultural heritage (Criterion 1); the building is not associated with the lives of persons important in our past since the Swedlove family is not significant in history (Criterion 2); the building does not possess high artistic, it is a modest, vernacular, utilitarian style office building with modest Mission Revival elements and the designer and builder are unknown (Criterion 3); and building has not yielded and would not likely yield any important information related to the scrap metal industry in Southern California (Criterion 4). (AE-A, pp. 36-37) As such due to lack of significant, the site is recommended ineligible for inclusion in the CRHR and the demolition of this building would not have a significant impact on a historical resource.

All Auto to Parts Office building (15755 Arrow Route within APN 232-161-19)
The All-Auto Parts building, which was recently damaged during a structure fire, but was intact during the cultural resources survey as part of the Phase I Cultural Resources Assessment, was evaluated under the four CRHR criteria. Applied EarthWorks determined that the building does not qualify as a significant resource under any of the four CRHR criteria and assessment of integrity is not necessary. The building is not associated with events that have made significant contribution to the broad patterns of California's history and cultural heritage (Criterion 1); the building is not associated with the lives of persons important in our past sine the Swedlove family is not significant in history (Criterion 2); the building does not possess high artistic, it is a modest, unadorned ranch-plan style, utilitarian style office building and the designer and builder are unknown (Criterion 3); and building has not yielded and would not likely yield any important information related to the scrap metal industry in Southern California (Criterion 4). (AE-A, pp. 37-38) As such due to lack of significant, the site is recommended ineligible for inclusion in the CRHR and the demolition of this building would not have a significant impact on a historical resource.

As concluded by the Phase I Cultural Resources Assessment, no historical resources were identified within the Project site. Therefore, impacts to historical resource would be less than significant.

Less Than Significant.

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

According to the Phase I Cultural Resources Assessment, a total of 15 cultural resources were recorded within one-mile of the Project area; however, they are all historic and none were recorded inside the Project site. (AE-A, pp. 21-22) Applied EarthWorks requested a records search of the Sacred Lands File (SLF) of the Native American Heritage Commission (NAHC), which did not indicate the presence of any sacred sites or locations or religious or ceremonial importance within the Study Area. In accordance with the recommendations of the NAHC, Applied EarthWorks contacted all Native American representatives listed in the NAHC response letter and received three responses. The Quechan Tribe of the Fort Yuma Reservation indicated that the Project is located outside the Tribe's Traditional Use Area and, as such, the Tribe defers to other tribes in the area. The San Manuel Band of Mission Indians indicated that the area within the Project limits

is located within the Serrano ancestral territory and, therefore, is of interest to the Tribe. However, a review of SLF found no listed tribal properties within 2 miles of the Project area. Finally, Agua Caliente Band of Cahuilla Indians indicated that the Project is located outside the Tribe's Traditional Use Area. (AE-A, pp. 23-24) The Assembly Bill 52 (AB 52) consultation efforts by the City and discussion about the AB 52 consultation is addressed under Section VIII – Tribal Cultural Resources of this Initial Study.

An intensive pedestrian survey conducted by Applied EarthWorks did not identify any significant cultural resources. Due to the soil series identified in the Project area, the Project site has a low to moderate potential to contain buried archaeological deposits. (AE-A, p. 7) The maximum depth of disturbance for the Project is estimated at 8 feet. Although the exact depths of the prior disturbance are unknown, the terrain throughout the entire Project site has been disturbed by previous agricultural activity, and modern grading. The Project site's existing development likely disturbed at least the upper 3 feet of sediment in the northern portions of both parcels that constitute the Project site. Therefore, there is a low likelihood that archaeological deposits or features will be found, during the proposed Project's construction. (AE-A, p. 40).

As concluded by the Phase I Cultural Resources Assessment, no significant archaeological resources are within the Project site. Due to the Project site's previous uses and existing development, the likelihood of unearthing archaeological deposits or features is low. Nevertheless, the Project would adhere to mitigation measure **MM CR-1** to reduce impacts to unknown archaeological resource. `Therefore, impacts would be less than significant with mitigation incorporated.

Less than Significant with Mitigation.

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

The Project site does not contain a cemetery and no formal cemeteries are located within the immediate Project site vicinity. In the highly unlikely event that human remains are unearthed during Project construction, the construction contractor would be required to comply with **MM TCR-1,** which incorporates California Health and Safety Code, Section 7050.5 "Disturbance of Human Remains." According to Section 7050.5(b) and (c), if human remains are discovered, the County Coroner must be contacted and if the Coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, the Coroner is required to contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC). Pursuant to California Public Resources Code Section 5097.98, whenever the NAHC receives notification of a discovery of Native American human remains from a county coroner, the NAHC is required to immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. According to Public Resources Code Section 5097.94(k), the NAHC is authorized to mediate

disputes arising between landowners and known descendants relating to the treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials.(CHSC) With implementation of **MM TCR-1** that incorporates mandatory compliance with California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, any potential impacts to human remains, including human remains of Native American ancestry, would be less than significant with mitigation.

Less Than Significant with Mitigation.

Therefore, possible significant adverse impacts have been identified or are anticipated and the following mitigation measures are required as conditions of Project approval to reduce these impacts to a less-than-significant level:

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

MM TCR-1: Prior to the commencement of any ground disturbing activity at the Project site, the Project proponent/developer shall retain a Native American Monitor approved by the Gabrieleño Band of Mission Indians-Kizh Nation – the tribe that consulted on this Project pursuant to Assembly Bill AB52 (the "Tribe" or the "Consulting Tribe"). A copy of the executed contract shall be submitted to the County of San Bernardino Planning prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Tribal monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources. Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the qualified archaeologist and Tribal monitor approved by the Consulting Tribe. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public

Resources Code section 5097.98(d)(1) and (2). Work may continue on other parts of the Project Site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). If a non-Native American resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource," time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources.

Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

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

SUBSTANTIATION:

Countywide Plan, 2020 (CWP); San Bernardino County Development Code; Air Quality/Greenhouse Gas Analysis (WEBB-A, Appendix A); Air Quality/Greenhouse Gas Analysis/ Energy/HRA Evaluation (WEBB-G, Appendix A.1), WPT Energy Tables (WEBB-C, Appendix E); Submitted Materials

An Air Quality/Greenhouse Gas Analysis (WEBB-A) and WPT Energy Tables (WEBB - C) were prepared on May 20, 2021, for the Project. At the time the studies were prepared, the proposed Project included an approximately 196,654-square foot (sf) warehouse of which 4,000 sf was office space with 22 truck loading docks. The Project was designed to include two office areas and employee parking along Arrow Route and the loading dock and truck trailer parking lot were located on the south side of the building. The Project site was redesigned in August 2021. As a result, the building's orientation changed and the size of the warehouse building increased by 13,105 sf to a total of 209,759 sf and the loading dock number increased by 6 docks to 28 docks. The warehouse increased approximately 6.7 percent in building size and the loading docks increased by 27 percent compared to the smaller 196,654-sf building that was previously analyzed. The current Project site design includes one office area with 10,000 sf split between two levels, an employee parking area on the eastern portion of the Project site and loading docks and the truck trailer parking area on the west side of the Project site. These site plan revisions were evaluated in the *Air Quality/Greenhouse Gas Analysis/ Energy/HRA Evaluation for the 15719 and 15755 Arrow Route Warehouse Project (CUP No. 2020-00235* Memorandum dated September 2, 2021 (WEBB-G). The evaluation determined that the larger warehouse would not substantively change impacts compared to the smaller warehouse previously analyzed and that the significance determined remains less than significant and no mitigation is required.

At the time the Air Quality/Greenhouse Gas Analysis was prepared, the demolition was assumed to occur in one phase. However, the demolition will now occur in two stages. For the purposes of the energy consumption analysis, evaluating demolition in one phase results in similar energy usage as opposed to evaluating the demolition in two

phases because the equipment usage would not increase, and the overall duration of demolition activities would be similar.

a) The following energy consumption analysis for energy impacts a-b is the discussion of the original Air Quality and Energy Tables analysis prepared.

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

The analysis in this section addresses each of the six potential energy impacts identified in Appendix F of the State CEQA Guidelines and utilizes the assumptions from the Air Quality/Greenhouse Gas Analysis (WEBB-A). Because the California Emissions Estimator Model (CalEEMod) used in this technical report does not display the amount and fuel type for construction-related sources, additional calculations were conducted (WEBB-C) and are summarized below. These calculations are contained in Appendix E of this Initial Study.

Appendix F of the State CEQA Guidelines provides for assessing potential impacts that a project could have on energy supplies, focusing on the goal of conserving energy by ensuring that projects use energy wisely and efficiently. Pursuant to impact possibilities listed in State CEQA Guidelines Appendix F, an impact with regard to energy consumption and conservation will occur if implementation of the proposed Project will:

- Result in the wasteful, inefficient, or unnecessary consumption of energy. Impacts may include:

    1. The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal;
    2. The effects of the project on local and regional energy supplies and on requirements for additional capacity;
    3. The effects of the project on peak and base period demands for electricity and other forms of energy;
    4. The degree to which the project complies with existing energy standards;
    5. The effects of the project on energy resources;
    6. The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

The analysis below addresses each of the six potential energy impacts identified in Appendix F of the CEQA Guidelines

1. The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal.

Construction

Project construction would require the use of construction equipment for grading and building activities, as well as construction workers and vendors traveling to and from the Project site. Construction equipment requires diesel as the fuel source (see **Table G – Construction Energy Use)**.

Fuel consumption from on-site heavy-duty construction equipment was calculated based on the equipment mix and usage factors provided in the CalEEMod construction output files as part of the *Air Quality/Greenhouse Gas Analysis* included in Appendix A of this Initial Study. The total horsepower was then multiplied by fuel usage estimates per horsepower-hour included in Table A9-3-E of the SCAQMD CEQA Air Quality Handbook. Fuel consumption from construction worker and vendor/delivery trucks was calculated using the trip rates and distances provided in the CalEEMod construction output files. Total vehicle miles traveled (VMT) was then calculated for each type of construction-related trip and divided by the corresponding county-specific miles per gallon factor using California Air Resources Board's (CARB-B) EMFAC 2017 model. EMFAC provides the total annual VMT and fuel consumed for each vehicle type. Consistent with CalEEMod, construction worker trips were assumed to include 50 percent light duty gasoline auto and 50 percent light duty gasoline trucks. Construction vendor trucks were assumed to be medium-duty and heavy-duty diesel trucks. Please refer to Appendix E of the Initial Study for detailed calculations.

As shown below in **Table G**, a total of approximately 77,853 gallons of diesel fuel and approximately 17,045 gallons of gasoline are estimated to be consumed during Project construction.

Table G – Construction Energy Use[a]

Fuel	Fuel Consumption
Diesel	
On-Road Construction Trips[b]	10,397 Gallons
Off-Road Construction Equipment[c]	67,186 Gallons
Diesel Total	**77,583 Gallons**
Gasoline	
On-Road Construction Trips[b]	17,045 Gallons
Off-Road Construction Equipment[d]	-- Gallons
Gasoline Total	**17,045 Gallons**

Notes:
[a] Source: Table 1, Appendix E of the Initial Study.
[b] On-road mobile source fuel use based on vehicle miles traveled (VMT) from CalEEMod for construction in 2022 and fleet-average fuel consumption in gallons per mile from EMFAC2017 web-based data for San Bernardino County. See Table 2, Appendix E of the Initial Study for calculation details.
[c] Off-road mobile source fuel usage based on a fuel usage rate of 0.05 gallons of diesel per horsepower (HP)-hour, based on SCAQMD CEQA Air Quality Handbook, Table A9-3E.
[d] All emissions from off-road construction equipment were assumed to be diesel.

Fuel energy consumed during construction would be temporary in nature and would not represent a significant demand on energy resources. Construction equipment is also required to comply with regulations limiting idling to five minutes or less (13 CCR § 2449(d)(3)). Furthermore, there are no unusual Project site characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in other parts of the State. For comparison, the State of California consumed 14.0 billion gallons of gasoline and 3.0 billion gallons of diesel fuel in 2020, which is the most recent published data.[2] Thus, the fuel usage during Project construction would account for a negligible percent of the existing gasoline and diesel fuel related energy consumption in the State of California. Furthermore, it is expected that construction-related fuel consumption associated with the Project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region.

Operation

The Project will promote building energy efficiency through compliance with energy efficiency standards (Title 24 and CALGreen). The Project Applicant has committed to achieve LEED "Certified" status for the building. The Project also reduces vehicle fuel usage due to compliance with regulatory programs and Project design features that reduce VMT. AB 1493 ("the Pavley Standard") requires reduction in greenhouse gas (GHG) emissions from non-commercial passenger vehicles and light-duty trucks of model year 2009 and after. Executive Order S-01-07 went into effect in 2010 and requires a reduction in the carbon intensity of transportation fuels used in California by at least 10 percent by 2020. The Executive Order imposes fuel requirements on fuel that will be sold in California that will decrease GHG emissions by reducing the full fuel-cycle and the carbon intensity of the transportation fuel pool in California. The Advanced Clean Cars program, introduced in 2012, combines the control of smog, soot causing pollutants and greenhouse gas emissions into a single coordinated package of requirements for model years 2017 through 2025.

For operational activities, annual electricity and natural gas consumption were calculated using demand factors provided in the CalEEMod output as part of the greenhouse gas analysis included in Section VIII, Greenhouse Gas Emissions, of this Initial Study. The Project's electrical consumption was estimated to be approximately 593,575 kilowatt-hours (kWh) of electricity per year[3], this is the sum of the building electricity (518,801 kWh/year) and electricity related to the Project's water consumption (74,774 kWh/year). Additionally, the Project's natural gas consumption was estimated

[2] *California Energy Commission Fuel Data, Facts and Statistics* available at https://www.cdtfa.ca.gov/taxes-and-fees/spftrpts.htm
[3] Per Table 3 – Annual Energy Consumption from Operation, Appendix E of the Initial Study.

to be approximately 281,210 kilo-British thermal units (kBTUs) or approximately 2,812 therms.[2]

In comparison to the Project, Southern California Edison (SCE) one of the nation's largest electric utilities, provides service to the City, including the Project site, as reported by the California Energy Commission (CEC), SCE consumed approximately 81 billion kWh in 2019 (CEC-A). The Southern California Gas Company (SCG) provides natural gas service to the City. As reported by the CEC, SCG consumed approximately 5.4 billion therms in 2019 (CEC-B). At full build-out, the Project site's electricity demand would be a negligible amount of the existing electricity and the natural gas demand would be a negligible percent of the existing natural gas use in SCG's service area.

Energy impacts associated with transportation during operation were also assessed using the traffic data contained in the greenhouse gas analysis included in Section VIII, Greenhouse Gas Emissions, of this Initial Study. Based on the annual VMT, gasoline and diesel consumption rates were calculated using the San Bernardino County-specific miles per gallon in EMFAC2017. As shown below in **Table H – Annual Fuel Consumption**, a total of approximately 81,934 gallons of gasoline fuel and approximately 150,663 gallons of diesel fuel is estimated to be consumed each year. As stated above, the State of California consumed approximately 14.0 billion gallons of gasoline and 3.0 billion gallons of diesel fuel in 2020. Thus, the annual fuel usage during Project operation would account for a negligible percent of the existing gasoline and diesel fuel related energy consumption in California.

Table H – Annual Fuel Consumption[a]

Fuel Type[b]	Fuel Consumption (gallons/year)
Gasoline	81,934
Diesel	150,663

Notes:
[a] Source: Table 3 - Annual Energy Consumption from Operation, Appendix E of the Initial Study.
[b] Mobile source fuel use based on annual vehicle miles traveled (VMT) from CalEEMod output (Appendix A) for operational year 2022 and fleet-average fuel consumption in gallons per mile from EMFAC2017 data in San Bernardino County.

Regulations previously identified related to energy conservation and fuel efficiency include, but are not limited to, Title 24 requirements for windows, roof systems, and electrical systems, and Pavley standards and Advanced Clean Cars Program. Additionally, designing the building to achieve LEED "Certified" status also serve to reduce energy and fuel consumption. Moreover, the proposed Project will comply with San Bernardino County Development Code Section 83.01.040 which limits truck idling times to five minutes on the site. The Project also promotes the use of efficient transportation choices by including carpool/vanpool parking stalls.

Collectively, compliance with regulatory programs and design features would ensure that the Project would not result in the inefficient, unnecessary, or wasteful consumption of energy. Therefore, impacts to energy resources during construction or operation will be less than significant.

2. The effects of the project on local and regional energy supplies and on requirements for additional capacity.

As addressed above, the Project's anticipated electricity consumption is minimal in comparison to SCE's supply. The Project will comply with applicable state, SCE, and Countywide Plan goals and policies that require energy conservation within the Project site. As discussed above, SCE's total electricity consumption was approximately 81 billion kWh in 2019. The Project demand would be a negligible amount of SCE's existing electricity use. As such, there will be adequate capacity to serve the proposed Project.

As addressed above, the Project's natural gas consumption was estimated to be approximately 2,812 therms per year. The Project will comply with applicable California Public Utilities Commission (CPUC), state, SCG, and Countywide Plan goals and policies that require energy conservation within the Project area. As discussed above, the Project demand would be a negligible percent of SCG's existing natural gas use. As the proposed Project's overall consumption of natural gas use is comparatively insignificant to existing SCG-wide use and as SCG continuously expands its network, as needed, to meet the need in Southern California, there will be adequate capacity to serve the proposed Project. The Project would therefore not have a significant effect on local and regional energy supplies.

3. The effects of the project on peak and base period demands for electricity and other forms of energy.

As described above, SCE produced approximately 81 billion kWh in 2019, and the Project is expected to have a negligible impact to SCE's total electricity usage. Therefore, it can be stated that the Project will not have a substantial effect on energy supplies.

The Project will meet Title 24 regulatory standards for windows, roof systems, and electrical systems. The Project will install efficient lighting and lighting control systems. The site and buildings will be designed to take advantage of daylight, such that use of daylight is an integral part of the lighting systems in buildings. Lighting will incorporate motion sensors that turn them off when not in use. Trees and landscaping will be used to reduce energy use. Light colored "cool' roofs over office area spaces and cool pavements will be installed. With regards to peak hour demands, purveyors of energy resources, including SCE, have established long standing energy conservation programs to encourage consumers to adopt energy conservation habits and reduce energy consumption during peak demand periods. The proposed Project' s design supports these efforts and the Countywide Plan policies identified above that will not only reduce energy consumption during peak hour demands, but also during the base period. To this end, the Project will not substantially affect peak and base period demands for electricity or other forms of energy, such as natural gas.

4. The degree to which the project complies with existing energy standards.

The proposed Project would be required to comply with Countywide Plan, state and federal energy conservation measures related to construction and operations. Many of the regulations regarding energy efficiency are focused on increasing building efficiency and renewable energy generation, promoting sustainability through energy conservation

measures, as well as reducing water consumption and VMT. As described above, the proposed Project will meet and/or exceed these regulatory requirements.

The California Energy Code building energy efficiency standards include provisions applicable to all buildings, residential and non-residential, which are mandatory requirements for efficiency and design. The proposed Project will comply with Title 24. This would be accomplished through, among other things, implementation of energy reduction measures, such as energy efficient lighting and appliances, installation of light colored "cool" roofs over office spaces, installation of cool pavements, and installation of barriers between conditioned and unconditioned spaces. The Project would comply fully with existing energy standards.

In addition, the Project will be consistent with applicable goals and polices within the Countywide Plan. Through implementation of energy conservation measures and sustainable practices, the Project will not use large amounts of energy in a manner that is wasteful or otherwise inconsistent with adopted plans or policies.

5. The effects of the project on energy resources.

The effects of the Project on energy supplies and resources from a capacity standpoint are described above in the preceding analysis. In regard to the effects of the Project on energy resources, the Project is required to ensure that the Project does not result in the inefficient, unnecessary, or wasteful consumption of energy. Notable regulatory measures that are discussed above include compliance with California Title 24 and CalGreen Standards, Renewable Portfolio Standards (RPS), Pavley standards and the Advanced Clean Cars Program.

6. The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

As stated above, energy impacts associated with transportation during construction and operation of the Project would not result in the inefficient, unnecessary, or wasteful consumption of energy through adherence to existing regulations and Countywide Plan policies and implementation of design features. Regarding efficient transportation alternatives, the Project will provide alternative transportation choices because the Project area is near transit agency Omnitrans. The nearest bus stop to the Project site, Route 10, is located on Arrow Boulevard in the City of Fontana, approximately 0.40 miles east of the Project site, near the intersection of Arrow Boulevard and Citrus Avenue. Additionally, the Project will comply with CalGreen requirements and provide bike racks, and carpool/vanpool and EV parking stalls.

For the reasons described above, environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources will be less than significant.

Less than Significant Impact.

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

The proposed Project would be required to comply with Countywide Plan, state and federal energy conservation measures related to construction and operations, as noted above. Many of the regulations regarding energy efficiency are focused on increasing building efficiency and renewable energy generation, promoting sustainability through

energy conservation measures, as well as reducing water consumption and VMT and increasing use of alternative fuels. The California Energy Code building energy efficiency standards include provisions applicable to all buildings, residential and non-residential, which are mandatory requirements for efficiency and design. Further, the proposed Project will comply with Title 24. This would be accomplished through, among other things, implementation of energy reduction measures, such as energy efficient lighting and lighting control systems, appliances, installation of light colored "cool" roofs over office spaces, installation of cool pavements, installation of barriers between conditioned and unconditioned spaces, and providing carpool /vanpool/EV parking stalls.

In addition, the Project will be consistent with applicable goals and polices within the Countywide Plan and the Renewable Energy and Conservation Element (RECE) which was adopted in August 8, 2017 and amended February 28, 2019. The RECE defines County goals and policies related to renewable energy and energy conservation. The proposed Project would comply Renewable Energy Goals by complying with CalGreen Code's energy efficiency measures including, but not limited to, vanpool/electric vehicle (EV)/ clean air stalls, and vanpool/EV/ clean air stalls. As such through compliance with Countywide Plan's RECE energy objectives and policies noted above, the proposed Project will meet and/or exceed these regulatory requirements. Therefore, impacts to obstructing a state or local plan for renewable energy or energy efficiency during construction or operation will be less than significant.

Less Than Significant.

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

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
VII.	**GEOLOGY AND SOILS** - Would the project:				
a)	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
	ii. Strong seismic ground shaking?	☐	☐	☒	☐
	iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
	iv. Landslides?	☐	☐	☐	☒
b)	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☒	☐

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

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

Countywide Plan, 2020 (CWP); Countywide Plan, 2020 EIR (CWP EIR); Preliminary Geotechnical Investigation (AGI-A, Appendix F); Onsite Wastewater Treatment System Feasibility Report (AGI-B, Appendix G); Paleontological Resources Assessment (AE-B, Appendix H); Submitted Project Materials

a) *Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving*:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Surface rupture presents a primary or direct potential hazard to structures built across an active fault trace. According to the Preliminary Geotechnical Investigation *Proposed Light Industrial Project 15719 and 15755 Arrow Route, Fontana, San Bernardino County, California*, dated December 2, 2020, prepared by Aragón Geotechnical Inc. (AGI-A) (included as Appendix F), the proposed Project site is approximately 4.8 miles from the Sierra Madre Fault, the closest known active regional fault. (AGI-A, p. 12.) The aerial photographic interpretations did not suggest visible lineaments or manifestations of fault topography related to active fault traces on or adjacent to the site. (AGI-A, p. 13.) In 2019, an earthquakes swarm occurred along the "Fontana Seismic Trend" which is generally located south of the 10 freeway along Country Village Road where more than 1,000 events were recorded in eight days. No surface traces are known for the fault. Hypothesized bedrock -to-ground-surface rupture zones would place a plotted surface trace southeast of the Project site, approximately 1.25 miles way. Surface fault rupture affecting the Project sire is considered low. (AGI-A, pp. 13-14.) Therefore, although seismic activity is known to exist throughout Southern California, there are no known faults through or near the Project site or off-site improvement area that would result in substantial effects. Further, the Project will be designed to meet or exceed the seismic standards in the current California Building Code. Therefore, potential impacts related to earthquake faults would be less than significant, and no mitigation is required.

Less Than Significant Impact.

ii) Strong seismic ground shaking?

In addition to the Sierra Madre Fault, mentioned above, the San Andreas Fault and the San Jacinto Fault, approximately 12 and 20 miles away respectively, can be considered potential significant source of lower frequency and longer–duration shaking at the Project site. (AGI-A, pp. 14, 17.) However, since ground shaking and earthquake activity is typical of the Southern California area, the proposed Project will be designed according to the current California Building Codes, which require structures to be designed to meet or exceed the seismic safety standards set forth therein. Therefore,

potential ground-shaking impacts would be less than significant, and no mitigation is required.

Less Than Significant.

iii) Seismic-related ground failure, including liquefaction?

Liquefaction occurs when shallow, fine to medium-grained sediments saturated with water are subjected to strong seismic ground shaking. It generally occurs when the underlying water table is 50 feet or less below the surface. The Countywide Plan does not classify the Project site for liquefaction potential. (CWP EIR, 5.16-17, 5.16-19). The Preliminary Geotechnical Investigation assessed the soil stability and determine the methodology used to implement the Project's design.

According to the geotechnical investigation, permanent groundwater at the Project site is very deep. The alluvial fan environment is not favorable for shallow and continuous impermeable layers (aquicludes) that could promote perched-water horizons. Also, the Project site is not within State-delineated "Zones of Required Investigation" for either liquefaction potential or land sliding. The results of this investigation determined that the Project site has no liquefaction-susceptibility material and zero liquefaction opportunity. (AGI-A, p. 19.) Therefore, potential impacts due to liquefaction would be less than significant and no mitigation is required.

Less Than Significant.

iv) Landslides?

A combination of geologic conditions leads to landslide vulnerability. These include deep-seated landslides or shallow earth flows, slumps, slides, or rockfall. According to the Preliminary Geotechnical Investigation, because the Project site is flat and is more than 3 miles from rocky mountain slopes. (AIG-A, p. 20) Earthquake-induced hazards from slope instability or tumbling rocks are believed to be zero. (AIG-A, p. 20.) Therefore, no potential impacts related to landslide would not occur.

No Impact.

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

Once construction of the proposed Project is complete, most of the Project site will be paved and developed with a warehouse/distribution facility; therefore, no soil erosion is anticipated from long-term operation of the Project.

Construction activities have the potential to result in soil erosion or the loss of topsoil. However, erosion will be addressed through the implementation of existing State and Federal requirements and minimized through compliance with the National Pollutant Discharge Elimination System (NPDES) general construction permit, which requires that a Storm Water Pollution Prevention Plan (SWPPP) be prepared prior to construction activities and implemented during construction activities. The SWPPP will identify BMPs to be implemented to address soil erosion. Through compliance with

these standard regulatory requirements, the construction of the proposed Project is not anticipated to result in substantial soil erosion or the loss of topsoil. Therefore, potential impacts would be less than significant, and no mitigation is required.

Less Than Significant.

c) *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse?*

The proposed Project site is in an area that has been previously determined to have a low potential for liquefaction. (AGI-A, p. 19.) Likewise, landslides do not pose a significant risk at the Project site. (AGI-A, p. 20.)

Lateral spreading is a phenomenon in which soils move laterally during seismic shaking and is often associated with liquefaction. The amount of movement depends on the soil strength, duration and intensity of seismic shaking, topography, and free face geometry. According to the Preliminary Geotechnical Investigation, there is low potential for liquefaction to occur within the Project site and related permanent ground deformation phenomena such as lateral spreading have also been ruled out as hazards (AIG-A, pp. 19). Therefore, potential impacts would be less than significant.

Seismic ground subsidence (not related to liquefaction induced settlements) occurs when strong earthquake shaking results in the densification of loose to medium density sandy soils above groundwater. The Preliminary Geotechnical Investigation report indicates that the bottom subsidence from heavy equipment is predicted to be almost undetectable in the deep cemented soils, but on a site-wide average inclusive of paved areas should fall near 0.1 foot. (AGI-A, p. 25.) Adherence to the measures identified in the California Building Code, applicable grading standards of the SBCDC Section 83.04, and the recommendations in the Preliminary Geotechnical Investigation will reduce impacts resulting from unstable soil conditions to less than significant and no mitigation is required.

Less Than Significant.

d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

The Preliminary Geotechnical Investigation indicates that the Project as-built pad soils can fall into the expansive soil category and recommends design parameters for floor slab design to accommodate proposed uses. (AGI-A, pp. 21-23, 27–29.) The Project applicant will be required to prepare and submit detailed grading plans and building plans for the proposed Project prior to issuance of grading permits, which must be prepared in conformance with applicable grading standards of the of the SBCDC Section 83.04 and the recommendations in either the Preliminary Geotechnical Investigation or a subsequent geotechnical report. Development of the Project site consistent with the recommendations included in the Preliminary Geotechnical Investigation (or a subsequent geotechnical report) will reduce potential impacts from expansive soils to a less than significant level and no mitigation is required.

Less Than Significant.

e) *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

The proposed Project is in an area that does not provide sewer system connections and will require the use of a standard leach-line onsite wastewater treatment system (OWTS). An On-site Wastewater Treatment System Feasibility Report *15719 and 15755 Arrow Route, Fontana, San Bernardino County, California*, dated November 23, 2020, was prepared by Aragón Geotechnical Inc. (AGI-B) (included as Appendix F) to determine if the Project site's soils are capable to support an OWTS. The Feasibility Report was based on regulatory requirements of the San Bernardino County Division of Environmental Health Services (DEHS) Local Agency Management Program (LAMP).

The results of the surface inspections, subsurface exploration, field percolation testing, and engineering and geologic analyses indicate that the Project site, specifically the northern portion of the Project near the center of the landscaping area, contains soils with slow percolation rate that will support the leach-line OTWS. (AGI-B, p.10.) The Project applicant will be required to prepare and submit a geotechnical plan check of the OTWS once a specific OTWS design is available to the County in accordance with applicable standards of the SBCDC. Therefore, impacts related to soils incapable of supporting a wastewater disposal system, would be less than significant and no mitigation is required.

Less than Significant.

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

A Paleontological Resource Assessment dated April 2021 was prepared for the Project site by Applied EarthWorks, Inc (AE-B) (included as Appendix H). Mapping shows that young alluvial-fan deposits are mapped across the ground surface of the entire Project site and the immediate vicinity. Holocene Epoch and late Pleistocene-age deposits mapped in the Project site and the surrounding includes very young alluvial-fan deposits (Qf), late Holocene young alluvial-fan deposits, unit 5 (Qyf_5), and early Holocene to late Pleistocene young alluvial fan deposits, unit 1 (Qyf_1). Holocene sediments of the Lytle Creek alluvial fan (Qyf_5) comprise the mapped surficial geology of the entire Project area. (AE-B, p.14.) Specifically, the Project site is within Qyf_5 sediments that have a low likelihood of preserving significant paleontological resources. As such, the Project site was assigned a Low Potential ranking where young alluvial deposits are present at the depths of 28 feet bgs. (AE-B, p.14.)

The closest recorded fossil localities to the Project site, as reported from the San Bernardino County Museum, are 4.5 miles southwest from the Project site. These recorded fossil localities include a variety of vertebrate and invertebrate taxa. Only two

of the eight localities' depths are known which were found at 5 feet below the ground surface (bgs) and 21 bgs. (AE-B, pp.17-18.)

The Valley Region contains younger alluvium (Q) across the valley floor which is too young to preserve fossil resources in the upper layers, but the deeper layers and underlying sediments have high paleontological sensitivity, as do the Miocene Marine Sediments (M). (CWP EIR, p. 5.5-19.). According to Countywide Plan EIR *Figure 5.5-1 Paleontological Sensitivity Valley Region*, the Project site is within a geologic unit that has a low sensitivity for paleontological resources.

Because of the Project site has a low potential for paleontological resources at depths up to 28 feet bgs and since the Project excavation is not anticipated to exceed 8 feet bgs, then the likelihood to find paleontological resources at the Project site is low. While paleontological resources are not likely expected to be discovered during construction, it is possible that significant fossils could be discovered during excavation activities, even in areas with a low likelihood of occurrence. Paleontological resources encountered during excavation could be inadvertently damaged. If a unique resource is discovered, the impact to the resource could be substantial. To reduce this potential significant impact to less a less than significant impact, all construction related activities shall be monitored in accordance with mitigation measure **MM CR-1.** Therefore, impacts would be less than significant with mitigation incorporated.

Less Than Significant with Mitigation.

Therefore, possible significant adverse impacts have been identified or are anticipated and the following mitigation measures are required as conditions of Project approval to reduce these impacts to a less-than-significant level:

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

	Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
VIII.	**GREENHOUSE GAS EMISSIONS –** Would the project:				
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b)	Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

SUBSTANTIATION:

Countywide Plan, 2020 (CWP); Air Quality/Greenhouse Gas Analysis (Appendix A); Air Quality/Greenhouse Gas Analysis/ Energy/HRA Evaluation (WEBB-G, Appendix A.1);

An Air Quality/Greenhouse Gas Analysis was prepared on May 20, 2021 (WEBB-A) for the Project. At the time the studies were prepared, the proposed Project included an approximately 196,654-square foot (sf) warehouse of which 4,000 sf was office space with 22 truck loading docks. The Project was designed to include two office areas and employee parking along Arrow Route and the loading dock and truck trailer parking lot were located on the south side of the building. The Project site was redesigned in August 2021. As a result, the building's orientation changed and the size of the warehouse building increased by 13,105 sf to a total of 209,759 sf and the loading dock number increased by 6 docks to 28 docks. The warehouse increased approximately 6.7 percent in building size and the loading docks increased by 27 percent compared to the smaller 196,654-sf building that was previously analyzed. The current Project site design includes one office area with 10,000 sf split between two levels, an employee parking area on the eastern portion of the Project site and loading docks and the truck trailer parking area on the west side of the Project site. These site plan revisions were evaluated in the *Air Quality/Greenhouse Gas Analysis/ Energy/HRA Evaluation for the 15719 and 15755 Arrow Route Warehouse Project (CUP No. 2020-00235* Memorandum dated September 2, 2021 (WEBB-G). The evaluation determined that the larger warehouse would not substantively change impacts compared to the smaller warehouse previously analyzed and that the significance determined remains less than significant and no mitigation is required.

At the time the Air Quality/Greenhouse Gas Analysis was prepared, the demolition was assumed to occur in one phase. However, the demolition will now occur in two stages. For the purposes of the Air Quality/Greenhouse Gas Analysis, evaluating demolition in one phase results in higher emissions and is therefore more conservative as opposed to evaluating the demolition in two phases because the equipment usage would not increase, and the overall duration of demolition activities would be similar.

a) The following greenhouse gas emissions analysis for the greenhouse gas impacts a-b, which incorporates the original Air Quality/Greenhouse Gas Analysis prepared, determined that the Project would result in less than significant greenhouse gas emissions impacts.

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

The County of San Bernardino adopted the Greenhouse Gas Reduction Plan (GHG Plan) in 2011, which provides guidance on how to analyze GHG emissions and determine significance during the CEQA review of proposed development projects within the County of San Bernardino. The reduction strategies in the GHG Plan correspond to reduction measures. Measurable reductions in GHG emissions are achieved through adherence to the County's Development Review Process (DRP) procedures.

The County's DRP specifies a two-step approach in quantifying GHG emissions. First, a screening threshold of 3,000 MT CO_2E per year is used to determine if additional analysis is required. Projects that exceed the 3,000 $MTCO_2E$ per year are required to either achieve a minimum 100 points per the Screening Tables or will be required to quantify project-specific GHG emissions that achieve the equivalent level of GHG emissions efficiency as a 100-point project. The Air Quality /Greenhouse Gas Analysis prepared by Albert A. Webb Associates, dated May 20,2021 (WEBB-A) (included as Appendix A), utilized this screening threshold and estimated greenhouse gas (GHG) emissions from construction (inclusive of all road and off-site improvements), area sources, energy, mobile sources, solid waste and water-related energy usage.

Evaluation of the data presented in **Table I – Total Project-Related Equipment GHG Emissions**, indicates that the total GHG emissions generated from the Project is approximately 2,738.39 $MTCO_2E$/yr which includes construction-related emissions amortized over a typical project life of 30 years. The *Air Quality/Greenhouse Gas Analysis/ Energy/HRA Evaluation* Memorandum indicated that the increased building size would increase emissions a nominal amount and would not be exceed the County's screening level.

Table I – Total Project-Related Equipment GHG Emissions

Source	Metric Tons per year (MT/yr)			
	CO_2	CH_4	N_2O	Total CO_2E
Amortized Construction	--	--	--	33.26
Vegetation	--	--	--	-3.23
Area	0.01	0.00	0.00	0.01
Energy	140.07	0.01	0.00	140.75
Mobile	2,480.69	0.10	0.00	2,483.11
Solid Waste	23.64	1.40	0.00	58.57
Water	19.85	0.19	0.00	25.92
Total	**2,664.26**	**1.70**	**0.00**	**2,738.39**

Source: Table 9, Appendix A of the Initial Study.

The total GHG emissions from the Project is below the County's GHG Plan screening level of 3,000 $MTCO_2E$/yr for industrial projects. Therefore, the proposed Project will not

generate GHG emissions, directly or indirectly, that have a significant effect on the environment and impacts will be less than significant.

Less Than Significant.

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

CEQA allows lead agencies to consider whether regulatory programs are adequate to reduce a project's potentially significant environmental effects. Under Assembly Bill 32 (AB 32), the State's emission inventory must be reduced to 1990 levels by 2020. Most of the reductions required to reach AB 32's 2020 reduction target will be achieved by regulations that apply to both existing and new development, including the Renewable Portfolio Standard (RPS), Pavley standards, Low Carbon Fuel Standards (LCFS), landfill regulations, regulations and programs on high global warming potential (GWP) gases, initiatives on water conservation (such as SB X7-7), and the indirect influence of the Cap and Trade system on electricity and transportation fuel prices. These regulations are sufficient to achieve AB 32's goal to reduce statewide GHG emissions to 1990 levels by 2020. The CARB 2017 Scoping Plan includes a regulatory strategy that will result in the State achieving the SB 32 target by 2030. (CARB-C.)

Additionally, the County of San Bernardino adopted the GHG Plan in 2011. The GHG plan includes local measures that achieve the GHG reduction targets of AB 32 for target year 2020 for the County. Local measures in the GHG Plan in 2011 include, but are not limited to, energy measures that reduce citywide energy consumption; transportation measures that encourage alternative modes of transportation and reduced vehicle use; and solid waste measures that reduce landfilled solid waste in the County.

The Project would comply with the GHG Plan, which would lessen the Project's contribution of GHG emissions from both construction and operation. The Project would not conflict with local strategies and state/regional strategies listed in the County's GHG Plan. Moreover, the proposed Project will not generate a significant amount of GHG emissions. Therefore, the proposed Project does not conflict with and would not obstruct implementation any regulation adopted for the purpose of reducing the GHG emissions and any impacts will be less than significant.

Less Than Significant.

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

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
IX.	**HAZARDS AND HAZARDOUS MATERIALS –** Would the project:				
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

SUBSTANTIATION:

Countywide Plan, 2020 (CWP); California Code of Regulations (CCR); California Health and Safety Code (CHSC); Phase I Environmental Site Assessment (TCI, Appendix I); Ontario International Airport, Airport Land Use Compatibility Plan (ALUCP); California

Public Utilities Code (PUC); Calfire (CALFIRE-A; CALFIRE-B); Phase I ESA (TCI-A, Appendix I) Limited Site Investigation (TCI-B, Appendix I.1); Submitted Project Materials

a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

The proposed Project site will be developed within the Countywide Plan Land Use Zoning Districts that allows for assembly of non-hazardous products and materials. Because the exact tenants of the proposed building are unknown at this time, there is the potential that hazardous materials such as petroleum products, pesticides, fertilizer, and other household hazardous products may be stored and transported from the proposed facility. However, these hazardous materials would not be manufactured at the Project site and would only be stored short-term before transport.

Federal and state agencies prescribe strict regulations for the safe transportation of hazardous materials. Hazardous material transport, storage and response to upsets or accidents are primarily subject to federal regulation by the United States Department of Transportation (DOT) Office of Hazardous Materials Safety in accordance with Title 49 of the Code of Federal Regulations (CFR). California regulations applicable to Hazardous material transport, storage and response to upsets or accidents are codified in Title 13 (Motor Vehicles), Title 8 (Division 1, Chapter 3.2 Cal/OSHA), Title 22 (Division 4.5 Management of Hazardous Waste), Title 26 (Toxics) of the California Code of Regulations (CCR), and the Chapter 6.95 (Hazardous Materials Release Response Plans and Inventory) of the California Health and Safety Code (CHSC) which describes strict regulations for the safe transportation and storage of hazardous materials.

As the proposed Project will be required to comply with all applicable federal and state laws related to the transportation, use, storage and response to upsets or accidents that may involve hazardous materials would reduce the likelihood and severity of upsets and accidents during transit and storage, it is not expected to result in the use of large amounts of hazardous materials that would create a hazard to the public or environment. Therefore, potential impacts associated with the routine transport, use or disposal of hazardous materials would be less than significant.

Less Than Significant.

b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

There is a potential for hazardous materials and chemicals to be stored at the Project site for short periods of time prior to transport and distribution which could cause a release. However, the storage and transport of these products would be regulated by Federal, State, and local policies regarding storage and transportation of hazardous waste.

A Phase 1 Environmental Site Assessment dated December 3, 2020 (hereinafter the Phase I ESA) was prepared for the Project site by Terracon Consultants Inc. (Terracon) and is included as Appendix I of this Initial Study. The Phase I ESA was prepared in accordance with the ASTM E 1527-13 Standard Practice for environmental site

assessments (ESAs) to evaluate the Project site for potential recognized environmental conditions (RECs). A Limited Site Investigation dated December 3, 2020 (hereinafter the LSI) was prepared by Terracon Consultants and is included as Appendix I.1 of this Initial Study. The Site Investigation was prepared to further evaluate the RECs identified in the Phase I ESA.

Phase 1 Environmental Site Assessment

The Phase 1 ESA indicated that the Project site was previously used for agricultural purposes prior to 1949 and then for automotive dismantling activities to present day. The agriculture activities that occurred at the Project site may have included the use of pesticides and herbicides and if misapplied could leave residual trace amounts of the compounds in the sol and/or groundwater. However, these residual amounts are generally below risk-based screening levels. Therefore, the previous agricultural activities do not represent a REC to the site. (TIC-A, p. 8.) The prior and current on-site automotive dismantling activities that operated for over 60 years represents a REC in connection with the Project site since potential halogenated solvents may have been used in conjunction with onsite automotive repairs. (TIC-A, p 11.) A site reconnaissance was conducted by Terrecon on September 22, 2020. During the site reconnaissance, the Project site was observed to be occupied by Riteway Auto Dismantlers, All Auto Parts, and Arrow Salvage (pallet storage and sales operations). During the site reconnaissance air compressors, hydraulic lifts, drums, sumps, stained oil, stained concrete and sumps, and disposal areas were observed on site. (TIC-A, pp. 27-28.) Solid waste/recycling roll-away bins, sumps, trench drains, 55- gallon drums of new and used automotive fluids, an approximately 250-gallon waste oil AST, an approximately 250-gallon capacity waste anti-freeze, and approximately 500-gallon capacity non potable water tank (no longer in use), approximately eight aboveground hydraulic lifts, portable engine hoists, five air-compressors, and areas of heavily stained surfaces (within the automotive dismantling area), were observed. Based on the site reconnaissance, the long-term automotive dismantling operations (between 40 and 60 years), and areas of heavily stained surface, represent RECs in connection with the Project site. (TIC-A, p. 28-32)

A review of the Federal, State and local environmental databases was conducted as part of the Phase I ESA for information pertaining to documented and/or suspected releases of regulated hazardous substances and/or petroleum products of nearby off-sites. Terracon also reviewed unmappable sites listed in the environmental database report by cross-referencing addresses and site names. Terracon identified twelve off-sites in these environmental databases located within one mile of the Project site. These twelve off-sites were not considered recognized environmental condition to the Project site due to the nature of the regulatory database listings, distance of the off-site listed properties from the Project site, orientation of the listed properties relative to the Project site, interpreted direction of groundwater flow and/or regulatory case status information for the various properties as described in their respective databases (TIC-A, pp.12-19). The Project site was listed in several databases and due to the historical and continued on-site operations as a dismantling/salvage facility (approximately 60 years), the Project site represents a REC. (TIC-A, p. 19.)

Limited Site Investigation

Since the Phase I ESA identified RECs for on-site auto dismantling/salvage facilities and inaccessible areas of the site, further investigation was conducted. The LSI of the LSI

was to evaluate the presence of petroleum hydrocarbons, volatile organic compounds (VOCs), and metals commonly associated with the identified RECs at concentrations above laboratory reporting limits in on-site soil. Groundwater in the vicinity of the site was estimated to be at an approximate depth of 75 feet below ground surface (bgs) based on data from a nearby facility; therefore, an evaluation of groundwater was not specifically prepared for the LSI. Based on the field observations and laboratory data, historical and/or current automotive dismantling operations on the Project site have impacted surfaces and shallow soils; however, evidence of significant impairment were not identified in the areas accessible and investigated, and at the time the investigation was conducted. Concentrations of detected analytes were all below applicable residential and commercial screening levels. (TIC-B, pp. 4-6.) As such, impacts related to release of hazardous material are low. Moreover, the Project would be required to adhere to local, state, and federal regulations that mandates soil identified for disposal or export.

Limited Asbestos and Lead Survey
Terracon Consultants performed a Limited Asbestos and Lead Survey. Asbestos was not identified in any of the samples collected from the structures on the four properties. However, due to the non-destructive nature of the survey, twelve (12) materials were not sampled and assumed to contain asbestos. During demolition, the contractor is required to comply with asbestos National Emissions Standards for Hazardous Air Pollutants (NESHAP), and Cal-OSHA Asbestos in the Construction Industry Standard, 8 CCR 1529. These regulations require all Regulated Asbestos-containing Materials (RACM) be removed prior to demolition. Also, any Category I and Category II non-friable asbestos containing materials that may become friable as a result of demolition work and that will be affected by the planned demolition, would be removed prior to demolition. Therefore, with compliance with said existing regulations, asbestos related impacts would be less than significant.

Lead was detected in three (3) paint samples from the property located at 15765 Arrow Boulevard. However, due to the non-destructive nature of the survey, six (6) painted surfaces and materials were assumed to contain lead. (TIC-A, pp 31-32.). During demolition, the contractor is required to comply with Cal- OSHA 8 CCR 1532.1, Lead in the Construction Industry Standard which requires worker lead awareness training, provide a negative exposure assessment, and provide workers protection, including but not limited to, personal protective equipment (PPE). Therefore, with compliance with said existing regulations, lead related impacts would be less than significant.

As outlined above, the future users at the Project site will be required to comply with all existing hazardous waste regulations, and as such, impacts would be less than significant. Regarding the construction of the Project site, less than significant impacts occur through adherence to the required existing NESHAP and Cal OSHA regulations and no mitigation is required.

Less Than Significant.

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

The proposed Project site is not located within one-quarter mile of an existing or proposed school. The closest school is Hellen L. Dollahan Elementary School which is approximately 4 miles northeast of the proposed Project site. Thus, the proposed Project will not emit hazardous emissions or handling hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Therefore, no impacts would occur.

No Impact.

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?*

The Project sites is not listed on Cortese list, compiled pursuant to Government Code Section 65962. The environmental database resources consulted as part of the Phase I ESA identified one listing within one-half mile of the Project site: the Fontana Pit located at 8747 Lime Street (South Lime Avenue). The Fontana Pit is on the adjacent south and southwest of the Project site, in a topographic down-gradient position relative to the Project site. This site was listed in the Mines Site Location Listing (MINES), Cortese" Hazardous Waste & Substances Sites List (Cortese), Hazardous Waste & Substance Site List (Hist Cortese), Leaking Underground Storage Tanks (LUST), Waste Management Unit Database (WMUDS/SWAT), CA FID UST, SWEEPS UST, and EnviroStor regulatory databases. The Fontana Pit was identified as having a leaking underground storage tank in 1995, during the removal of two gasoline and one diesel fuel tanks. The case was closed in 1997 with the oversight of San Bernardino County Fire Department and no further action was required. Based on the case closure with soil only impact, the topographic down-gradient position relative to the Project site, and the expected depth to groundwater (approximately 490 feet below ground surface), the Fontana Pit does not represent a REC to the Project site. (TIC, pp 21-22.)

Based on the above discussion, potential impacts associated with posing a significant hazard to the public or the environment due to being located on a hazardous materials site would be less than significant.

Less Than Significant.

e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?*

The California State Aeronautics Act Section 21670 et seq of Public Utilities Code (PUC) requires that an Airport Land Use Compatibility Plan (ALUCP) be prepared for all public-use airports in the state to:

"*protect the public health, safety, and welfare by ensuring orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible land uses*."

State law also requires local land use plans and individual development proposals to be consistent with policies set forth in ALUCPs. The Ontario International Airport (ONT) Airport is a public use airport located approximately 7.40 miles southwest from the Project site. However, the Project site is located outside the boundaries Airport Influence Area (AIA) as defined in the ONT ALUCP. Therefore, the proposed development at the Project site is outside of ONT's Plan Safety Zone, Noise Impact Zone, and Airspace Protection Zone. Accordingly, the Project site would not be exposed to noise and safety hazards associated with ONT. Moreover, the Project site is not subject to ALUCP polices. Therefore, potential impacts associated with airport safety and noise hazards would be less than significant.

Less Than Significant.

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

The Project site does not contain any emergency facilities, nor does it serve as an emergency evacuation route. During construction and long-term operation, the proposed Project would be required to maintain adequate emergency access for emergency vehicles. Road closures would not occur for the implementation of the Project and all work associated with the Project will take place onsite. Moreover, the proposed improvements would be subject to County SBCDC *Chapter 83.09 – Infrastructure Improvement Standards*, and *Chapter 83.12 – Road System Design Standards* to ensure that adequate dimensions for emergency vehicles is met. As part of the Project's application review process, the County of San Bernardino reviewed the Project's application materials to ensure that appropriate emergency ingress and egress would be available to-and-from the Project site and that the Project would not substantially impede emergency response times in the local area. Therefore, no potential impacts associated with impairment or physically interference with an adopted emergency response plan or an emergency evacuation plan, would occur.

No Impact.

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

The Project site is not located within a State Responsibility Area or a very high fire hazard severity zone. The Project site and surrounding areas generally consist of developed properties, which are generally not associated with wildland fire hazards (CALFIRE-A; CALFIRE-B). Accordingly, the Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Therefore, no potential impacts associated with wildland fires would occur.

No Impact.

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

	Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
X.	**HYDROLOGY AND WATER QUALITY -** Would the project:				
a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
	i. result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
	ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite;	☐	☐	☒	☐
	iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of runoff; or	☐	☐	☒	☐
	iv. impede or redirect flood flows?	☐	☐	☒	☐
d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

SUBSTANTIATION:

Countywide Plan, 2020 (CWP); Countywide Plan, 2020 EIR (CWP EIR); Water Quality Management Plan (WEBB-E, Appendix J); Drainage Study (WEBB-F, Appendix J.1); Construction Stormwater General Permit; FEMA; Submitted Project Materials

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

The Santa Ana Regional Water Quality Control Board (SARWQCB) sets water quality standards for all ground and surface waters within the Santa Ana River Watershed, which includes the Valley Region of San Bernardino County. Water quality standards are defined under the federal Clean Water Act (CWA) to include both the beneficial uses of specific water bodies and the levels of water quality that must be met and maintained to protect those uses (water quality objectives).

The proposed Project site is located within the Santa Ana River Watershed and within the jurisdiction of the Santa Ana Regional Water Quality Control Board (RWQCB). Runoff from the Project area discharges into the West Fontana Channel before entering "Banana Basin" and out falling to the San Sevaine Channel, which is tributary to the Middle Santa Ana River, Prado Flood Control Basin, and Santa Ana Reach 3. Santa Ana Reach 3 is listed as an impaired waterbody on the CWA Section 303(d) List because it exceeds water quality objectives for nutrients, pathogens, lead, and copper. Prado Flood Control Basin is listed as an impaired waterbody due to water pH levels. (WEBB-E, p. 3-3.)

Activities associated with the construction of the proposed Project would include grading, which may have the potential to release pollutants (e.g., oil from construction equipment, cleaning solvents, paint) and sediment off-site which could impact downstream water quality. To address this, the Project developer is required to obtain coverage under the statewide Construction General Permit (NPDES General Permit No. CAS000002, Waste Discharge Requirements, Order No. 2009-0009-DWQ, adopted September 2, 2009, and effective as of July 2, 2010) issued by the State Water Resources Control Board (SWRCB) for construction projects. Compliance with this permit requires the applicant to prepare an effective SWPPP, which will reduce potential construction-related water quality impacts to a less than significant level.

Development of the proposed Project would add impervious surfaces to the site through the warehouse building and associated parking, loading areas, and drive aisles. By increasing the percentage of impervious surfaces on the site, less water would percolate into the ground and more surface runoff would be generated. Paved areas and streets would collect dust, soil and other impurities that would then be assimilated into surface runoff during rainfall events. Operation of the Project has the potential to release pollutants resulting from replacing vacant land with roadways, walkways, and parking lots. These improvements may potentially impact water quality.

According to the Water Quality Management Plan (WQMP), dated January 2022, prepared by Albert A. Webb Associates (WEBB-E) and included as Appendix E to this Initial Study, impervious area was minimized given the proposed site usage, required materials, and the landscaping pervious cover. Once constructed, the proposed Project site will include approximately 44,880 square feet of landscaping, which constitutes approximately 15.0 percent of the total Project site (1.03 acres), which meets the County's 15 percent landscaping requirement. Typical pollutants from commercial/industrial sites include bacteria, metals, nutrients, sediment, trash, oil/grease, toxic organics, and pesticides (WEBB-E, p. 2-3). Therefore, the methods of stormwater treatment used onsite should target these pollutants, which includes the method of retention and infiltration.

According to Preliminary Drainage Study, dated January 2022, prepared by Albert A. Webb Associates (WEBB-F) and included as Appendix J.1 to this Initial Study on-site flows generated by the proposed Project will surface flow through the Project site utilizing curb and gutter and will require minimal subsurface storm drains (WEBB-F, p. 1-1). The site is within an area that is deemed exempt by the RWQCB from considering Hydrologic Conditions of Concern (HCOC) (WEBB-E, p. 3-3), therefore stormwater treatment methods are sized to handle and treat just the water quality design volume. Runoff from the western portion of the Project site will surface flow and would be collected by Line-A, a 30-inch High Density Polyethylene (HDPE) storm drain. Line-A proposes to convey the 100-year peak flow rate to the underground chamber infiltration system and would act as an equalization pipe between the curb weir and underground storage during high intensity runoff events. The eastern portion of the Project site would surface flow and would be collected by Line-B, a 24-inch HDPE storm drain. Line-B proposes to convey the 100-year peak flow rate to the underground chamber infiltration system. The underground chamber infiltration system, located near the truck trailer parking stalls, is design to capture and infiltrate the entire water quality volume and larger flows (e.g. 100-Year storm event) would overtop the curb weir in the southwest corner. During high intensity runoff events, the upstream head will push runoff above the water quality volume out of the chambers via a weir on the southwest infiltration basin. The high intensity runoff will then surface flow to the southwest, draining into the West Fontana Channel. (WEBB-F, p. 3-1).

The underground chamber infiltration system on the Project have been designed to drawdown within 48 hours of a rainfall event. (WEBB-E, p. 4-9). The WQMP and Drainage Study have been submitted to the County Public Works Department for review. Prior to issuance of a grading permit, a final WQMP and Drainage Study will be required for the Project.

The proposed Project will also implement source control and operational BMPs such as designing landscape to minimize irrigation, runoff, and the use of fertilizers, maintaining landscaping using minimal or no pesticides, utilizing covered and leak proof trash dumpsters, sweeping and litter control of loading areas, and collecting wash water containing any cleaning agent or degreaser to prevent pollutants from entering runoff. (WEBB-E, pp. 4-1 – 4-7.)

The proposed Project incorporates site design, source control and treatment control BMPs to address storm water runoff generated onsite. Thus, through BMPs combined with compliance with existing regulations, the proposed Project will not violate water quality standards, waste discharge requirements, or otherwise degrade surface or ground water quality. Therefore, impacts will be less than significant.

Less Than Significant.

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

The Project does not propose to use groundwater and the proposed onsite underground chamber infiltration system will not change/alter recharge. Therefore, due to the onsite

subterranean infiltration, the Project would not significantly impact local groundwater recharge or impede sustainable groundwater management. Less than significant impacts would occur, and no mitigation is required.

Less than Significant.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site

According to the Drainage Study, there are no streams or rivers currently mapped at the Project site, and the Project site is not impacted by off-site flows (WEBB-F, p. 1-1). Further, the Project site is relatively flat and currently slopes at approximately 1.3 percent grade to the southwest. (WEBB-F, p. 1-1). The existing drainage pattern for the site and the general area is characterized by sheet flows that follow the slope to the southwest and ultimately to the existing West Fontana Channel. Development of the proposed Project will maintain the existing drainage pattern by conveying runoff utilizing curb and gutter, onsite subsurface storm drains which ultimately flow to the existing West Fontana Channel. (WEBB-F, p. 1-1.) Because the drainage pattern is not adversely impacted and water quality treatment mechanisms are being included in the Project, substantial erosion or siltation on- or offsite are not anticipated.

Therefore, the proposed Project will not 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 which would result in substantial erosion or siltation onsite or offsite. Thus, impacts will be less than significant.

Less than Significant.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite?

According to the Project Drainage Study, the rational method was used to determine peak flow rates (i.e. 10-Year and 100-Year storm events) in order to adequately size the proposed subsurface storm drain conveying flow through the site and into the existing West Fontana Channel (WEBB-F, pp. 1-1, 2-1). Therefore, the analysis in the Project Drainage Study shows the proposed Project will not cause flooding on- or off-site. Thus, the proposed Project will not 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 which would result in onsite or offsite flooding. Impacts will be less than significant.

Less Than Significant.

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of runoff?

Sources of polluted runoff are not anticipated because all runoff generated by the Project up to and including the water quality design volume will be treated through effective means of bioretention. Bioretention is one of the accepted Low Impact Development (LID) methods that provides high rates of pollutant removal according to the WQMP Guidance Document. Because the Project is exempt from HCOC it is required to treat only up to the water quality design volume. Flows in excess of that volume will bypass treatment.

Because the proposed Project will not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide additional sources of polluted runoff. Therefore, impacts related to the Project's runoff will be less than significant.

Less Than Significant.

iv. Impede or redirect flood flows?

As shown on Federal Emergency Management Agency (FEMA) Panel No. 06071C8652H, the proposed Project site is located within Zone X, which is an area outside the 0.2 percent annual change floodplain. According to the Preliminary Drainage Study, the proposed Project's drainage improvements will adequately convey flows to the underground chamber infiltration system and provide flood protection for the 100-year storm event (WEBB-F, pp. 1-1, 2-1). Thus, the proposed Project will not impede or redirect flood flows and impacts are less than significant.

Less Than Significant.

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

The Project is located approximately 40 miles east of the Pacific Ocean. As such, there is no risk of exposure to inundation by seiche or tsunami. The Project is relatively flat so the potential for a mudflow is unlikely. In addition, there are no dams, reservoirs or large water bodies near the Project site. The closest body of water is the Banana Basin, a San Bernardino County Department of Public Works Flood Control District facility, that is near the California Speedway, located approximately, 2.3 miles southwest of the Project site. The Project site is not within any flood zones. Therefore, no impacts would occur.

No Impact.

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

Substantial regulation currently exists that addresses stormwater runoff and keeping non-stormwater pollutants out of receiving waters, including the statewide construction general permit (CGP) (i.e. SWPPP) and the Municipal Separate Storm Water Sewer System (MS4) Permit (i.e. WQMP). The Project will be conditioned to comply with these regulations. Through compliance with said regulations, the Project will be consistent with the SARWQCB Water Quality Control Plan (Basin Plan). Furthermore, the Project does not propose to use groundwater and, the drainage would utilize underground chamber infiltration system, which would infiltrate and treat water prior to discharging into the West Fontana Channel. Therefore, in regard to conflicting or obstructing a water quality control plan, or sustainable groundwater management plan, impacts will be less than significant.

Less Than Significant.

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

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XI.	**LAND USE AND PLANNING** - Would the project:				
a)	Physically divide an established community?	☐	☐	☐	☒
b)	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

SUBSTANTIATION:

Countywide Plan, 2020 (CWP); Submitted Project Materials

a) *Physically divide an established community?*

The Project site is currently developed with industrial uses which are compatible uses with the surrounding Project area. The Project entails demolishing the existing automotive dismantling parts development previously occupied by Riteway Auto Dismantlers, All Auto Parts, and Arrow Salvage, and constructing and operating a non-refrigerated warehouse, an industrial use, within the Project site. As such, the proposed development would not physically disrupt or divide the arrangement of an established community. Therefore, no potential impacts associated with dividing an established community would occur.

No Impact.

b) *Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

The Project site is designated General Industrial (GI) by the Countywide Plan and Regional Industrial (IR) by the Countywide Plan Land Use Zoning Districts Map as shown in **Figure 4**. As a warehouse development, the proposed Project is consistent with the GI and IR designations. The proposed Project is designed to meet the development standards described in Table 82-19 – IC and IR Land Use Zoning District Development Standards of Section 82.06 of SBCDC. However, approval of a Conditional Use Permit (CUP), is required for the proposed warehouse building since it exceeds 80,000 sf in size.

The Countywide Plan designates the Project site as GI General Industrial and the San Bernardino Development Code's Zoning District Map designates the Project site "Regional Industrial" (IR) as shown on **Figure 4.** The Project Applicant proposes to operate the building as a non-refrigerated warehouse distribution facility which is a permitted use. Since the proposed Project's planned use is consistent with the

Countywide Plan, the proposed Project is also consistent with the Southern California Associated Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The Project site is not within the boundaries of the ONT ALUCP. The Project otherwise would not conflict with any goals, objectives, policies, or regulations of land use and planning documents applicable to the Project area, including the SCAQMD AQMP, SCAG RTP/SCS, and/or SCAG Regional Comprehensive Plan. Therefore, no potential impacts associated with conflict with any land use plan, policy or regulation would occur.

No Impact.

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

	Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XII.	**MINERAL RESOURCES** - Would the project:				
a)	Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?	☐	☐	☐	☒
b)	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

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

Countywide Plan, 2020 (CWP); Submitted Project Materials

a) Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?

According to the Countywide Plan EIR, the Project site is designated as Mineral Resource Zone 2 (MRZ-2), which corresponds to areas underlain by mineral deposits where geologic information indicates that significant inferred resources are present (CWP EIR, p. 5.11-3; Figure 5.11-1). The proposed Project would redevelop the existing industrial uses and construct and operate a non-refrigerated warehouse. Accordingly, the existing underlain mineral deposits would not be extracted. Therefore, no potential impacts to known mineral resources would occur.

No Impact.

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?

The Project sires is not a mineral recovery site; no loss of a mineral recovery site would occur. Therefore, no potential impacts to a mineral recovery site would occur.

No Impact.

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

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XIII.	**NOISE** - Would the project result in:				
a)	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b)	Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c)	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

SUBSTANTIATION: *(Check if the project is located in the Noise Hazard Overlay District ☐ or is subject to severe noise levels according to the General Plan Noise Element ☐):*

Countywide Plan, 2020 (CWP); Noise Study (ENTECH, Appendix K); Ontario International Airport, Airport Land Use Compatibility Plan (ALUCP); Submitted Project Materials

a) *Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Noise impacts are evaluated from two perspectives – impacts to the Project and impacts from the Project. Noise impacts to a project may occur as a result of excessive off-site noise sources. Noise impacts from a project may occur as a result of on-site activities or project-related traffic. To evaluate these impacts a Noise and Vibration Study was prepared for the Project by Entech Consulting dated August 2021 (ENTECH). This study is included as Appendix K to the Initial Study.

Existing Ambient Conditions

For this Project, noise monitoring was conducted for 24-hours on the northwest corner of Arrow Route and Tokay Street (Site 1) as shown on Figure 4 – Long Term Monitoring Location in the Noise Study (Appendix K). The noise monitoring location was selected based on the Proximity to nearby residential properties and local roadways. The 24-hour average noise level at Site 1 A is 63 CNEL as shown in Table J – Existing (Ambient) 24-hour Noise Level Measurements).

Table J – Existing (Ambient) 24-hour Noise Level Measurements.

Noise Monitoring Location ID	Address	Hourly Noise Levels (1 hr- L_{eq})				24-Hour CNEL Noise Level
		Daytime Minimum	Daytime Maximum	Nighttime Minimum	Nighttime Maximum	
Site 1	Arrow Route and Tokay Street	52.4	59.8	47.8	60.6	**63**

Source: Table 5.1, Appendix K

Construction Noise – Temporary

It was assumed that each construction activity would occur within a distance of 1,400 ft of the nearest residential receivers at the corner of Tokay Avenue and Arrow Route (Site 1). These receptors may be affected by short-term noise impacts associated with the transport of workers, the movement of construction materials to and from the Project site, ground clearing, excavation, grading, and building activities. Construction noise levels were based on typical noise levels generated by construction equipment published by the Federal Transit Administration. A worst-case construction noise scenario was developed to estimate the loudest activities occurring at the Project site. (ENTECH, p. 27.)

Construction noise will have a temporary or periodic increase in the ambient noise levels above existing within the Project vicinity. The highest construction noise levels of the Project site are anticipated to be 61.3 dBA Leq at the nearest sensitive receptors, with the loudest activity associated with the building construction phase of the Project. (ENTECH, p. 36.) However, the highest construction noise level of 61.3 dBA Leq is lower than the existing average ambient noise level of 63 CNEL. As such, noise impacts will be less than significant.

Construction noise is considered a short-term impact and would be considered significant if construction activities are undertaken outside the allowable times as described by the SBCDC Section 83.01.090. Construction is anticipated to occur during the permissible hours according of Monday through Saturday, except Federal Holidays, between 7:00 am and 7:00 pm. Section 18-63(b)(7) of the City of Fontana Municipal Code allows construction between the hours of 7:00 a.m. and 6:00 p.m. on weekdays and between the hours of 8:00 a.m. and 5:00 p.m. on Saturdays, except in the case of urgent necessity or otherwise approved by the City of Fontana. (ENTECH, p. 34.) The proposed Project will comply with said regulations and construct during allowable times. Therefore, since construction noise will be temporary and the construction will occur during allowable times, impacts will be less than significant.

Project-Generated Traffic Noise Impacts

A qualitative analysis was performed to evaluate the determine whether the Project would provide a net increase in vehicle trips compared to existing conditions that would have the ability to increase noise levels to a perceptible level of 3 dBA or greater. If increases are perceptible the Project would have a significant impact. (ENTECH, p. 27.)

Implementation of the Project would generate increased traffic volumes along nearby roadway segments. According to the Traffic Analysis prepared for the Project, the proposed Project would generate 365 truck daily trips. The Project's increase in traffic would result in noise increases on Project area roadways. The Scoping Agreement prepared for the Project modeled the truck distribution trips to go east on Arrow Route and south on Citrus Ave within the City of Fontana.

In general, a traffic noise increase of 3 dBA is barely perceptible to people, while a 5-dBA increase is readily noticeable. Traffic volumes on Project area roadways would have to approximately double for the resulting traffic noise levels to increase by 3 dBA. According to the Community Mobility Circulation Element of the Fontana General Plan, average daily traffic (ADT) volumes along Arrow Route Boulevard (the nearest roadway with available ADT volumes) are 16,900 ADT. As such, the Project's vehicle trip generation (365 daily trips) would represent an increase of less than two percent in vehicle trips along Arrow Route compared to existing conditions. (ENTECH, p. 29.) Therefore, the proposed Project would not generate enough traffic to result in a permanent 3-dBA increase in ambient noise levels and traffic noise would not exceed any local standards. Impacts would be less than significant in this regard.

Operational Noise

Stationary noise generated by Project implementation will result from noise sources associated with the project are HVAC equipment (mechanical equipment), the 28-bay loading dock (truck and loading dock), and on-site parking lot circulation (parking). To evaluate these noise sources at the nearest residential noise-sensitive receptors, reference noise levels are used to estimate operational noise levels at nearby sensitive receptors based on a standard noise attenuation rate of 6 dB per doubling of distance (line of- sight method of sound attenuation for point sources of noise). Noise level estimates do not account for the presence of intervening structures or topography, which may reduce noise levels at receptor locations. Therefore, the noise levels represent a conservative, reasonable worst-case estimate of actual noise. (ENTECH, p. 28.)

For the operational noise potion of this analysis, noise level standard of 55 dBA and 65 dBA was conservatively used to analyze potential noise impacts at off-site residential receptors within the County and within the City of Fontana. These noise standards are consistent with SBCDC and the City of Fontana's Municipal Code noise regulations. (ENTECH, pp. 17, 22.)

Mechanical Equipment Noise

Mechanical equipment (e.g., heating ventilation and air conditioning [HVAC] equipment) typically generates noise levels of approximately 52 dBA at 50 feet. As such, noise levels at the nearest sensitive receptor (a single-family residences 1,153 feet south of the Project site) would be approximately 25 dBA, which is below the County's and City of Fontana's noise standards of 55 dBA and 65 dBA, respectively, for residential uses. Operation of mechanical equipment would not increase ambient noise levels beyond the acceptable compatible land use noise levels. Therefore, the proposed Project would result in a less than significant impact related to mechanical equipment noise levels. (ENTECH, p. 30.)

Truck and Loading Dock Noise
During loading and unloading activities, noise would be generated by the trucks' diesel engines, exhaust systems, and brakes during low gear shifting braking activities; backing up toward the docks; dropping down the dock ramps; and maneuvering away from the docks. Loading/unloading activities would occur on the western portion of the proposed warehouse building in the western portion of the Project site. Driveways and access to the site would occur along Arrow Route.

The proposed warehouse building includes dock-high doors for truck loading/unloading and manufacturing/light industrial operations. Loading dock noise is approximately 68 dBA at 50 feet. Loading dock noise levels would be approximately 41 dBA at the nearest receptor (between Lime Avenue and Tokay Avenue south of the Project site near the railroad tracks) conservatively assuming a clear line of sight and no attenuation from intervening walls or structures. Furthermore, loading dock doors would also be surrounded with protective aprons, gaskets, or similar improvements that, when a trailer is docked, would serve as a noise barrier between the interior warehouse activities and the exterior loading area. This would attenuate noise emanating from interior activities, and as such, interior loading and associated activities would be permissible during all hours of the day. (ENTECH, p. 30.) Therefore, noise levels associated with truck loading/unloading activities would not exceed the County's and City of Fontana's noise standards of 55 dBA and 65 dBA, respectively, for residential uses.

Trucks at the Project site would also utilize backup alarms during loading/unloading activities. Backup alarms produce a typical noise level of 79 dB at 30 feet. At the nearest receiver at a of 1,153 feet, backup alarm noise levels would be approximately 47 dBA and would be below the County's and City's noise standards of 55 dBA and 65 dBA, respectively, for residential uses. (ENTECH, pp. 30-31.) Therefore, noise levels from trucks and loading/unloading activities would not exceed any local noise standards and a less than significant impact would occur.

Parking Noise
The Project provides 121 and 37 trailer parking stalls. Parking is located on the eastern and western portions of the Project site. Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time- averaged scale such as the CNEL scale. The instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys range from 53 to 61 dBA and may be an annoyance to adjacent noise-sensitive receptors. Conversations in parking areas may also be an annoyance to adjacent sensitive receptors. Sound levels of speech typically range from 33 dBA at 50 feet for normal speech to 50 dBA at 50 feet for very loud speech. Parking lot noises are instantaneous noise levels compared to noise standards in the hourly Leq metric, which are averaged over the entire duration of a time period. (ENTECH, p. 31.)

Parking and driveway noise would be consistent with existing noise in the vicinity and would be partially masked by background traffic noise from motor vehicles traveling along Arrow Route. Actual noise levels over time resulting from parking activities are anticipated to be far below the local noise standards. (ENTECH, p. 31.) Therefore, noise impacts associated with parking would be less than significant.

Less Than Significant.

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

Construction Vibration

Construction activity can result in varying degrees of ground vibration, depending on the equipment used on the site. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. The threshold at which there may be a risk of architectural damage to normal houses with plastered walls and ceilings is 0.20 inches/second. Primary sources of ground-borne vibration levels resulting from construction activities occurring within the Project site were estimated by data published by the Federal Transit Administration (FTA) and compared to the County's threshold. Construction activities that would occur within the Project site include grading, building construction, paving and painting. (ENTECH, pp. 33-34.) These activities have the potential to generate low levels of ground-borne vibration. As shown in **Table K – Construction Equipment Vibration Levels**, the vibration levels expected at the nearest residential land use at a distance of 1,153 feet is 0.00028 inches/second which is below the County's threshold of 0.20 inches/second. (ENTECH, p. 36.)

Table K – Construction Equipment Vibration Levels

Noise Receiver	Distance to Receiver's Property Line[a]	Large Bulldozer Reference Vibration Level (at 25 feet)[1]	Peak Vibration Level at 1,153 feet
Residence between Lime Avenue and Tokay Avenue south of the Project site near the railroad tracks	1,153 feet	0.089	0.00028

Source: Appendix K, Table 10-4
Notes:
[a]Reference noise level from the FTA *Noise and Vibration Manual*, Table 7-4

Based on the reference vibration levels provided by the FTA, a large bulldozer represents the peak source of vibration with a reference level of 0.089 inches/second at a distance of 25 feet. At 1,153 feet, construction vibration levels are expected to approach 0.00028 inches/second. Using the construction vibration assessment annoyance criteria provided by the County of San Bernardino of 0.2 inches/second, the construction of the project site will not result in vibration impact. Impacts at the site of the closest sensitive receptor are unlikely to be sustained during the entire construction period. Moreover, construction at the project site will be restricted to daytime hours, thereby eliminating potential vibration impacts during sensitive nighttime hours. (ENTECH, p. 36.) Therefore, impacts associated with construction vibration will be less than significant.

Operational Vibration

Project operations will increase auto and truck traffic within the Project area. Per the Caltrans Transportation Noise and Vibration Manual traffic, auto and heavy trucks traveling on roadways rarely generates vibration amplitudes high enough to cause structural or cosmetic damage. Nonetheless, a qualitative analysis is provided to

evaluate the likelihood of vibration impacts from the Project utilizing the empirical vibration curve developed by Caltrans. (ENTECH, p. 32.)

Based on the Caltrans vibration curve (Appendix K, Figure 5), vibration attenuates rapidly with distance. Based on the distance from the roadway centerlines to residential land use at a distance of 1,400, the maximum worse-case vibration levels expected at these locations are near 0.08 millimeters per second (mm/s) or 0.0032 inches/second or 70 VdB. Caltrans and the FTA provide a range of perceptible annoyance levels and this predicted vibration level falls well below the distinctly perceptible level of 0.08 inches/second), below the FTA damage criteria of 0.2 inches/second, and the human annoyance level of 75 VdB (ENTECH, pp. 13, 32.). Further this worst-case vibration level from truck traffic would not exceed the Caltrans threshold of 0.2 inches/second. It is expected that actual vibration levels within the Project area from truck traffic will be lower than this worst-case level when soil type and pavement conditions are considered. (ENTECH, pp. 32.) On this basis, the potential for the Project to result in exposure of persons to, or generation of, excessive ground-borne vibration would be less than significant.

Less Than Significant Impact.

c) *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels*?

ONT Airport is the closest airport to the Project site which is located approximately 7.40 miles southwest from the Project site. The Project site is located outside of boundaries of the ONT Airport Land Use Compatibility Plan and would be exposed to airflight noise operations less than 60 dBA CNEL (ALUCP, Map 2-3). As such, people working in the Project area would not be exposed to excessive noise levels from ONT. Therefore, potential impacts associated with airport noise will be less than significant.

Less Than Significant.

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

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XIV.	**POPULATION AND HOUSING** - Would the project:				
a)	Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b)	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

SUBSTANTIATION:

Countywide Plan, 2020 (CWP); Submitted Project Materials.

a) *Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

The proposed Project does not involve construction of any new homes and will not contribute to a direct increase in population. The proposed Project may indirectly contribute to population growth by creating jobs both during construction and operation. However, it is anticipated that the majority of new jobs would be filled by workers who already reside in the Project vicinity and that the Project would not attract a significant number of new residents to the area. Therefore, construction and operation of the proposed Project will not significantly induce substantial unplanned population growth either directly or indirectly. Therefore, impacts will be less than significant

Less than Significant Impact.

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

The Project site is currently developed with three automotive dismantling/parts businesses and does not contain any structures that provide housing. Therefore, the Project will not displace any existing housing and will not necessitate construction of replacement housing elsewhere. Thus, no impacts would occur.

No Impact.

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

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

SUBSTANTIATION:

Countywide Plan, 2020 (CWP); Submitted Project Materials

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?
The existing development at the Project site receives fire protection services by San Bernardino County Fire Department (SBCFD). Specifically, the Project site is serviced by San Bernardino County Fire Station No. 71, located at 16980 Arrow Boulevard, Fontana, CA 92335 (approximately 0.50 miles east of the Project site) and San Bernardino County Fire Station No. 72, located at 15380 San Bernardino Avenue, Fontana, CA 92335 (approximately 1.50 miles south of the Project site). The proposed Project would demolish the existing development to construct a non-refrigerated warehouse on the same site. The new development at the Project site would continue to receive services from the existing fire stations and no new or expanded unplanned facilities would be required. Therefore, no potential impacts related to fire protection would occur.

No Impact.

Police Protection?
The existing development at the Project site receives police protection services from the San Bernardino County Sheriff's Department. The Sheriff's Department would continue to provide police protection services to the Project site upon buildout of the Project. It is anticipated that the new warehouse building would increase the number of employees

on the Project site, however the incremental increase in demand for police protection services is not anticipated to require or result in the construction of a new or physically altered police facility. Furthermore, property tax revenues generated from development of the site would provide funding to offset potential increases in the demand for police services at Project build-out. Based on the foregoing, the proposed Project would receive adequate police protection service, and would not result in the need for new or physically altered police protection facilities. Therefore, potential impacts associated with police protection would be less than significant.

Less than Significant Impact.

Schools?

The Project does not include residential land uses and would not directly introduce new school-age children within the Fontana Unified School District boundaries. As discussed in detail in the *Response XIV (a)* above, the Project is not expected to draw a substantial number of new residents to the surrounding area as the result of unplanned population or housing growth and would not, therefore, indirectly increase unplanned enrollment at Fontana Unified School District schools. Because the Project would not directly generate students and is not expected to indirectly draw students to the area, the Project would not cause or contribute a need to construct new or physically alter existing public-school facilities. Although implementation of the Project would not create a direct demand for public school services, the Project Applicant would be required to contribute development impact fees to the Fontana Unified School District in compliance with the Leroy F. Green School Facilities Act of 1998, which allows school districts to collect fees from new development to offset the costs associated with increasing school capacity needs. Mandatory payment of school fees would be required prior to the issuance of building permits. Therefore, implementation of the Project would result in less-than-significant impacts to public schools.

Less than Significant Impact.

Parks?

The Project does not propose to construct any new on- or off-site recreation facilities or any type of residential uses that may generate a population that would increase the use of existing neighborhood and regional parks or other recreational facilities. Accordingly, the Project would not result in environmental effects related to the construction or expansion of recreational facilities or the increased use or substantial physical deterioration of an existing neighborhood or regional park. Therefore, impacts associated with parks would not occur.

No Impact.

Other Public Facilities?

The Project is not expected to result in a demand for other public facilities/ services, including libraries, community recreation centers, post officers, public health facilities,

and/ or animal shelters. Therefore, impacts associated with other public facilities would not occur.
No Impact.

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

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XVI.	**RECREATION**				
a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?	☐	☐	☐	☒
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

SUBSTANTIATION:

Countywide Plan, 2020 (CWP); Submitted Project Materials

a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?*

The Project would redevelop the existing development and construct a non-refrigerated warehouse building at the Project site. The Project does not propose residential development that may generate a population that would increase the use of existing neighborhood and regional parks or other recreational facilities. Accordingly, the implementation of the proposed would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park. Therefore, no potential impacts associated with existing recreation facilities would occur.

No Impact.

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?*

The Project does not involve the construction of any new on- or off-site recreation facilities. Additionally, the Project would not expand any existing off-site recreational facilities. Therefore, no potential impacts associated with the construction or expansion of recreational facilities would occur.

No Impact.

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

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XVII.	**TRANSPORTATION** – Would the project:				
a)	Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b)	Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?	☐	☐	☒	☐
c)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d)	Result in inadequate emergency access?	☐	☐	☒	☐

SUBSTANTIATION:

Countywide Plan, 2020 (CWP); Traffic Impact and Vehicle Miles Traveled Screening Analysis (WEBB-D, Appendix L); Submitted Project Materials

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

Arrow Route, which is adjacent to the Project site, is a Major Highway. According to the Countywide Plan, Major Highways typically contain two to four lanes and ROW width of 104 ft minimum with a curb-to-curb separation of 80 feet. The proposed Project will expand the existing 36 ft roadway to 40 ft, add new curb and gutter, reconfigure driveways, and add landscaping on the southerly portion of Arrow Route along the Project site's frontage. Arrow Route is not a designated a bike route. The sidewalks along the Project's frontage will be constructed according to County's standards.

Nearby bus transit services are provided by Omnitrans. The nearest bus stop to the Project site, Route 10, is located on Arrow Boulevard in the City of Fontana, approximately 0.40 miles east of the Project site, near the intersection of Arrow Boulevard and Citrus Avenue. The proposed Project would not conflict with the existing transit circulation system.

Therefore, the proposed Project would not conflict with transit, roadway, bicycle, or pedestrian facilities programs, plans, ordinances, or policies and impacts will be less than significant.

Less Than Significant.

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

Senate Bill 743 (SB 743) was passed by the California State Legislature and signed into law by Governor Brown in 2013. SB 743 required the Office of Planning and Research and the California Natural Resources Agency to develop alternative methods of measuring transportation impacts under the California Environmental Quality Act (CEQA). In December 2018, the California Natural Resources Agency finalized updates to the CEQA Guidelines, which included SB 743. CEQA Guidelines Section 15064.3 provides that transportation impacts of projects are, in general, best measured by evaluating the project's vehicle miles traveled (VMT). Automobile delay (often called Level of Service) will no longer be considered to be an environmental impact under CEQA. Automobile delay can, however, still be used by agencies to determine local operational impacts.

A *Traffic Impact Analysis and Vehicle Miles Traveled Screening Analysis* (Traffic Analysis) dated August 17, 2021, was prepared to determine if a full TIA and/or VMT analysis will be required for a proposed Project. This screening analysis was based on the County of San Bernardino Transportation Impact Study Guidelines (Guidelines) which were adopted on July 9, 2019.

Per the County Guidelines, projects can be exempted from conducting a full VMT analysis by:

1. Being considered a local-serving project, or
2. Being a small development generating less than 110 daily vehicle trips, or
3. Being located within a Transit Priority Area (TPA) as determined by the most recent SCAG RTP/SCS, or
4. Being located in an area that currently produces low VMT per the County screening map.

The screening analysis conducted for the proposed Project included utilizing the County traffic model, known as SBTAM, and analyzing project trips, origins, and destinations to determine estimated project VMT per capita, VMT per service population, or other

measurements. The SBCTA VMT Screening Tool was utilized to determine if the Project can be screened from conducting a full VMT analysis.

According to the VMT Screening Tool, the traffic analysis zone (TAZ) VMT is lower than the County's baseline VMT Per Worker metric by 11.79% in the year 2016, lower than the County's baseline VMT by 11.64% in the year 2021, and lower than the County's baseline VMT by 11.04% in the year 2040.

The VMT analysis concluded that the Project is eligible for VMT exemption because the Project site is located in a low VMT generating area in the base year 2016, present year 2021, and future year 2040 and VMT impacts are minimal. Therefore, the Project would not be in conflict with or inconsistent with CEQA Guidelines section 15064.3, subdivision (b) and impacts would be less than significant.

Less Than Significant.

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

All proposed improvements within the public right-of-way would be installed in conformance with County design standards. The County has reviewed the Project's application materials and determined that no hazardous transportation design features would be introduced through implementation of the Project. Accordingly, the Project's construction and operation would not create or substantially increase safety hazards due to a design feature. Moreover, the existing and proposed development are industrial uses which are compatible uses with the surrounding Project area. Therefore, no potential impacts associated with geometric design hazards or incompatible uses would occur.

No Impact.

d) *Result in inadequate emergency access*?

The Project would construct one warehouse building on the Project site, which would require the need for emergency access to-and-from the site. During the County of San Bernardino's review of the proposed Project, the County confirmed that the Project would provide adequate access to-and-from the Project site for emergency vehicles. The County also confirmed the layout of the Project's proposed warehouse building, drive aisles, parking lots, and truck courts was sufficient to provide adequate on-site circulation for emergency vehicles. Furthermore, the County of San Bernardino will review all future Project construction drawings to ensure that adequate emergency access is maintained along abutting public streets during temporary construction activities. Therefore, potential impacts associated with inadequate emergency access would be less than significant.

Less than significant.

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

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

SUBSTANTIATION:

Countywide Plan, 2020 (CWP); Cultural Resources Assessment (Appendix D); Submitted Project Materials

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

The Phase I Cultural Resources Assessment concluded that the Project site did not contain any resources listed or eligible for listing in the California Register of Historical Resources, or a local register of historical resources at the Project site. (AE-A, p. 27) Therefore, impacts to historical resource would be less than significant.

Less Than Significant.

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

As of July 1, 2015, Assembly Bill 52 (AB 52), signed into law in 2014, amends CEQA and establishes new requirements for tribal consultation. The law applies to all projects that have a notice of preparation or notice of negative declaration/mitigated negative declaration. It also broadly defines a new resource category of "tribal cultural resource" and establishes a more robust process for meaningful consultation that includes:

- •Prescribed notification and response timelines
- •Consultation on alternatives, resource identification, significance determinations, impact evaluation, and mitigation measures
- •Documentation of all consultation efforts to support CEQA findings

The County, as lead agency, is required to coordinate with Native American tribes through the Assembly Bill 52 Tribal Consultation process. On March 22, 2021, the County provided notification to the following 7 tribes in accordance with AB 52: the San Manuel Band of Mission Indians, Gabrieleño Band of Mission Indians – Kizh Nation, Gabrieleño Band of Mission Indians – Tongva Nation, Soboba Band of Luiseno Indians, Morongo Band of Mission Indians, Colorado River Indian Tribes, and AhaMakav Cultural Society. To date, the County has received a response from the Gabrieleño Band of Mission Indians – Kizh Nation. On May 6, 2021, the Kizh Nation recommended mitigation for the Project. As a result, the Project will implement mitigation measure **MM TCR-1**, which requires a Native American Monitor from the Gabrieleño Band of Mission Indians-Kizh Nation to monitor the initial grading of the Project site.

To date, none of the remaining tribes have responded to the AB 52 notification letter. Therefore, the County has concluded consultation. No evidence was provided to the County of the presence of tribal cultural resources at the Project site as a result of the AB 52 consultation efforts. As such, there are no officially designated tribal cultural resources at the Project site. Therefore, with implementation of mitigation measure **MM TCR-1**, impacts to tribal cultural resources will be reduced to a less than significant level.

Less Than Significant with Mitigation.

Therefore, possible significant adverse impacts have been identified or are anticipated and the following mitigation measures are required as conditions of Project approval to reduce these impacts to a less-than-significant level:

MM TCR-1: Prior to the commencement of any ground disturbing activity at the Project site, the Project proponent/developer shall retain a Native American Monitor approved by the Gabrieleño Band of Mission Indians-Kizh Nation – the tribe that consulted on this Project pursuant to Assembly Bill AB52 (the “Tribe” or the “Consulting Tribe”). A copy of the executed contract shall be submitted to the County of San Bernardino Planning prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Tribal monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day’s activities, including construction activities, locations, soil, and

any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources. Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the qualified archaeologist and Tribal monitor approved by the Consulting Tribe. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue on other parts of the Project Site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). If a non-Native American resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource," time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources.

Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

	Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XIX.	**UTILITIES AND SERVICE SYSTEMS -** Would the project:				
a)	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b)	Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c)	Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d)	Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e)	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

SUBSTANTIATION:

Countywide Plan, 2020 (CWP); Countywide Plan EIR, 2020 (CWP EIR); FWC UWMP; IEUA UWMP; CALRecycle; Submitted Project Materials

a) *Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

The existing power poles along the Project's frontage of Arrow Route, will be undergrounded or relocated within ROW. Existing electrical power, natural gas, and telecommunication facilities are available in Arrow Route to serve the Project site.

The Project's onsite runoff will be captured onsite via an underground chamber infiltration system, treated, and then discharge onto the existing west Fontana Channel. (See Figure 7 – Proposed Site Plan.) Construction or relocation of storm drainage facilities would be required.

The Project will connect to the existing water and sewer lines that are located in Arrow Route. There are no sewer connections available, so wastewater generated by the Project site will be treated by a septic system. Since these utility connections will be constructed within existing roadways (Arrow Route) or the Project boundary, any resulting impacts from said utility construction have been addressed in this Initial Study.

Therefore, the proposed Project would not cause significant effects with regard to the construction of water, sewer, storm water drainage, electrical power, natural gas, or telecommunications facilities and impacts will be less than significant.

Less Than Significant.

b) *Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?*

The Fontana Water Company (FWC) is a division of the San Gabriel Valley Water Company and is a retail water supplier for the City of Fontana, and portions of the City of Rialto, City of Rancho Cucamonga, and adjacent unincorporated areas of San Bernardino County, including the Project site. Domestic water supplies from this service provider are reliant on groundwater from the Chino Basin, Lytle Basin, Rialto-Colton Basin and No Man's Land Basin. The FWC also relies on surface water sourced from Lytle Creek and purchased/imported water from Inland Empire Utilities Agency (IEUA) and San Bernardino Valley Municipal Water District.

According to the FWC's 2015 Urban Water Management Plan (UWMP), water supply met water demand for the FWC coverage area through 2015 and is forecasted to continue to do so through 2040 (FCW UWMP, p. 4-4.). In addition, the projected supply of water is expected to equal demand through the year 2040 under a single dry-year scenario (FCW UWMP, p 7-6.) and multiple dry-year scenario. (FCW UWMP, p 7-7.)

The Project proposes an industrial/warehouse building with office space which is not a water-intensive use. To further minimize any potential groundwater depletion, the Project would include an underground chamber infiltration system along the western boundary of the site near the truck trailer parking stalls to assist with groundwater recharge. The Project proposes an approximately 209,759 square foot industrial/warehouse building with ancillary office space on approximately 9.23 net acres. According to IEUA 2015 UWMP, FWC's industrial land uses water demand is 0.33 acre-feet per acre per year for industrial use. Applying the same rate, the Project

would consume water at a rate of approximately 3.05 acre-feet per year. (IEUA UWMP, p. 4-3.)

The water supply available to the FWC will be sufficient to meet all present and future water supply requirements in the FWS's services area, which include the Project site for at least the next 20 years. Therefore, the supply would meet the demand of the Project during normal, dry, and multiple dry years and impacts would be less than significant.

Less Than Significant.

c) *Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments*?

No sewer services are available in the vicinity of the Project site. As such, the Project will include leach-line OTWS to collect and treat wastewater generated by the Project. The OTWS Feasibility Report prepared for the Project concluded that the Project site has soils capable of supporting an OTWS. In accordance with SBCDC, the Project applicant will be required to prepare and submit a geotechnical plan check of the OTWS once a specific OTWS design is available. Therefore, since the Project will not be serviced by a wastewater treatment provider, impacts would be less than significant.

Less Than Significant.

d) *Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals*?

Trash and recycling services for the Project Site are provided by Burrtec Waste and Recycling (CWP EIR, p. 5.18-53.) According to the CWP EIR the trash collected from the Project Vicinity would be taken to the Mid-Valley Sanitary Land Fill in Rialto. (CWP EIR, p 5.18-54.)

According to CalRecycle, the Mid-Valley Landfill has an estimated remaining capacity of 61,219,00 cubic yard and has a has a maximum throughput of 7,500 tons per day. The nearest Material Recovery Facilities (MRF) is West Valley Transfer Station in Fontana, which sorts and processes recyclable materials. The Project is anticipated to generate solid waste during the temporary, short-term construction phase, as well as the operational phase, but it is not anticipated to result in inadequate landfill capacity. According to CalRecycle's Estimated Solid Waste Generation Rates, a warehouse facility is estimated to produce 62.5 pounds of waste per 1,000 sf per day (CALRE-B). The warehouse building is approximately 209,759 sf and would generate 13,110 pounds, or 6.55 tons, of waste per day. That is approximately 0.09 percent of the Mid-Valley Sanitary Landfill's maximum daily throughput and would not substantially alter existing or future solid waste generation patterns or disposal services considering the maximum permitted throughput at the Mid-Valley Landfill and the availability of additional landfills in the region. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

The Proposed Project would also adhere to regional and state solid waste policies. The Proposed Project is subject to Assembly Bill 1327, Chapter 18, Solid Waste Reuse and Recycling Access Act of 1991 (Act). The Act requires that adequate areas be provided for collecting and loading recyclable materials such as paper products, glass, and other recyclables. Implementation of the waste reduction and recycling programs would reduce the amount of solid waste generated by the Proposed Project and diverted to landfills. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less Than Significant.

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

Federal, State, and local statutes and regulations regarding solid waste generation, transport, and disposal are intended to decrease solid waste generation through mandatory reductions in solid waste quantities (e.g., through recycling and composting of green waste) and the safe and efficient transport of solid waste. The proposed Project would be required to coordinate with Burrtec Waste and Recycling to develop a collection program for recyclables, such as paper, plastics, glass and aluminum, in accordance with local and State programs, including the California Solid Waste Reuse and Recycling Act of 1991. Additionally, the proposed Project would be required to comply with applicable practices enacted by the County under the California Integrated Waste Management Act of 1989 (AB 939) and any other applicable local, State, and federal solid waste management regulations.

The California Integrated Waste Management Act under the Public Resource Code requires that local jurisdictions divert at least 50 percent of all solid waste generated by January 1, 2000. In addition, the 2019 CalGreen Code requires to divert 65 percent of construction waste. Thus, the proposed Project will be required to comply with federal, state, and local statutes and regulations related to solid waste. Therefore, impacts will be less than significant.

Less Than Significant.

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

	Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XX.	**WILDFIRE:** If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d)	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

SUBSTANTIATION:

Countywide Plan, 2020 (CWP); Calfire (CALFIRE-A; CALFIRE-B); San Bernardino County Development Code (SBCDC); Drainage Study (WEBB-F, Appendix J.1);Submitted Project Materials

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

The State Responsibility Area (SRA) is the land where the State of California is financially responsible for the prevention and suppression of wildfires. The SRA does not include lands within city boundaries or in federal ownership. According to the California Department of Forestry and Fire Protection's (Calfire's) Very High Fire Hazard Severity Zones (VHFHSZ) in SRA, the Project site is not located within an SRA (CALFIRE-A). Additionally, based on a review of Calfire's VHFHSZ in Local Responsibility Area (LRA), the Project site is located within a non-VHFHSZ (CALFIRE-B). The Project's construction and operation would not interfere with an adopted emergency response plan. Road closures would not occur for the implementation of the Project and all work associated with the Project will take place on site. Moreover, the proposed improvements would be subject to County SBCDC *Chapter 83.09 – Infrastructure Improvement Standards*, and *Chapter 83.12 – Road System Design Standards* to ensure that adequate dimensions for emergency vehicles is met.

Because the Project is not within an SRA, it will not entail any road closures, and will be compliant with SBCDC standards, then impacts associated with impairing an adopted emergency response plan or emergency evacuation plan, would not occur.

No Impact

b) *Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire*?

The Project site is relatively flat and is situated at an elevation approximately 1,230 feet (ft) to 1,250 ft above mean sea level. There are no slopes or prevailing winds that would exacerbate wildfire. Moreover, the Project site is not within an SRA or lands classified as very high fire hazard severity zones and Project development would be complaint with SBCDC standards. (CALFIRE-A; CALFIRE-B) Therefore, potential impacts associated with wildfire or the uncontrollable spread of wildfire would not occur.

No Impact.

c) *Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

The Project site does not require the installation or maintenance of associated infrastructure such as roads, fuel breaks, or emergency water resources. Additionally, the Project site will connect to existing utilities. Therefore, no impacts would occur.

No Impact.

d) *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

The Project site is located within an a generally flat area and is not within an SRA or within lands classified as very high fire hazard severity zones and Project development would be complaint with SBCDC standards. (CALFIRE-A; CALFIRE-B) Further as discussed in Preliminary Drainage Study, the existing drainage flow would not change. (WEBB-F, p. 1-1.) Therefore, impacts related to post-fire slope instability or drainage changes would not occur.

No Impact.

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

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

a) *Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory*?

As discussed throughout the Initial Study, the proposed Project area does not contain sensitive biological resources that could potentially be affected by the proposed Project. All potentially significant impacts to biological resources would be avoided or reduced to a less than significant impact.

As discussed in *Response V (a) and (b), Response VII(f), and Response XVIII(b),* there are no known significant historic, archaeological, paleontological, or tribal cultural resources at the Project site. However, in the unlikely event that unknown cultural

resources may be impacted by ground disturbing activities **MM CR-1** and **MM TCR-1** would reduce impacts to less than significant levels.

Thus, the proposed Project will not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or an endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. Therefore, impacts are less than significant with mitigation incorporated.

Less Than Significant with Mitigation.

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)?*

Cumulative impacts are defined as two or more individual affects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related past, present, and reasonably foreseeable or probable future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period. The CEQA Guidelines, Section 15130 (a) and (b), states:

(a) Cumulative impacts shall be discussed when the project's incremental effect is cumulatively considerable.

(b) The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project. The discussion should be guided by the standards of practicality and reasonableness. Impacts associated with the proposed

The Project would not be considered individually or cumulatively adverse or considerable. Impacts identified in this Initial Study can be reduced to a less than significant impact. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less Than Significant.

c) *Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?*

Effects on human beings were evaluated as part of this analysis of this Initial Study under the aesthetics, air quality, cultural resources as it relates to human remains, geology and soils, GHG, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, transportation, tribal cultural resources, and utilities and services systems thresholds.

Based on the analysis and conclusions in this Initial Study, impacts for these topics were considered to have no impact, less than significant impact, or less than significant impact with mitigation incorporated. As discussed in *Response V (a) and (b), Response VII(f), and Response XVIII(b),* in the unlikely event that unknown cultural resources (historic, archaeological, paleontological, or tribal cultural resources) are discovered at the Project site during ground disturbing activities **MM CR-1** and **MM TCR-1** would reduce impacts to less than significant levels.

Therefore, potential direct and indirect impacts on human beings that result from the proposed Project are considered less than significant with mitigation incorporated.

Less Than Significant with Mitigation.

All potential impacts have been thoroughly evaluated and have been deemed to be neither individually significant nor cumulatively considerable in terms of any adverse effects upon the region, the local community or its inhabitants. At a minimum, the project will be required to meet the conditions of approval for the project to be implemented. It is anticipated that all such conditions of approval will further ensure that no potential for adverse impacts will be introduced by construction activities, initial or future land uses authorized by the project approval.

Therefore, possible significant adverse impacts have been identified or are anticipated and mitigation measures MM CR-1 and MM TCR-1 are required as conditions of Project approval to reduce these impacts to a less-than-significant levels.

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APPENDICES

Appendix A – Air Quality/Greenhouse Gas Analysis

Appendix A.1 - Air Quality/Greenhouse Gas Analysis/ Energy/HRA Evaluation

Appendix B – Health Risk Assessment

Appendix C – Biological Resources Tehcnical Report

Appendix D – Cultural Resources Assessment

Appendix E – Energy Tables

Appendix F – Preliminary Geotechnical Investigation

Appendix G – On-site Wastewater Treatment System Feasibility Study

Appendix H – Paleontological Resource Assessment

Appendix I – Phase I Environmental Site Assessment

Appendix I.1– Limited Site Investigation

Appendix J– Project Specific Water Quality Management Plan

Appendix J.1 – Preliminary Drainage Study

Appendix K – Noise and Vibration Study

Appendix L – VMT Screening Analysis