INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

STEWART ALMOND WAREHOUSE PROJECT

SAN BERNARDINO COUNTY, CALIFORNIA

PROJ-2022-00147

LSA

February 2023

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

STEWART ALMOND WAREHOUSE PROJECT

SAN BERNARDINO COUNTY, CALIFORNIA

PROJ-2022-00147

Prepared for:

County of San Bernardino
Land Use Services, Planning Division
385 North Arrowhead Avenue
San Bernardino, California 92415

Prepared by:

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1500 Iowa Avenue, Suite 200
Riverside, California 92507
(951) 781-9310

LSA Project No. LCI2204

LSA

February 2023

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 California Environmental Quality Act (CEQA) Guidelines*.

PROJECT LABEL

APNs:	230-131-010	***USGS Quad:***	Guasti and Fontana, California
Applicant:	Stewart Development, LLC. 1920 West 11th Street Upland, California 91786 909-946-6729	***T, R, Section:***	Township 1 South, Range 6 West, Section 10
Location:	8531 Almond Avenue, Fontana, San Bernardino County, California 92335		
Project No:	PROJ-2022-00147	***Community Plan:***	N/A
Rep:	Gregg Lord, Lord Constructors, Inc.	***LUZD:***	Multiple Residential
Proposal:	The proposed Project would develop a 40,000-square-foot warehouse building with 4,000 square feet of office space and 36,000 square feet of assembly/warehouse space on approximately 2 acres. The Project also includes an Amendment to the Countywide Plan to change the existing land use designation from Medium Density Residential (MDR) to Limited Industrial (LI) and a zoning amendment that would change the current zone, Multiple Residential (RM), to Community Industrial (IC).	***Overlays:***	Biotic

PROJECT CONTACT INFORMATION

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

Contact Person: *Jim Morrissey, Planner*
Phone No.: 909-723-3737 ***Fax No.:*** 909-387-3223
E-mail: ***Jim.Morrissey@lus.sbcounty.gov***

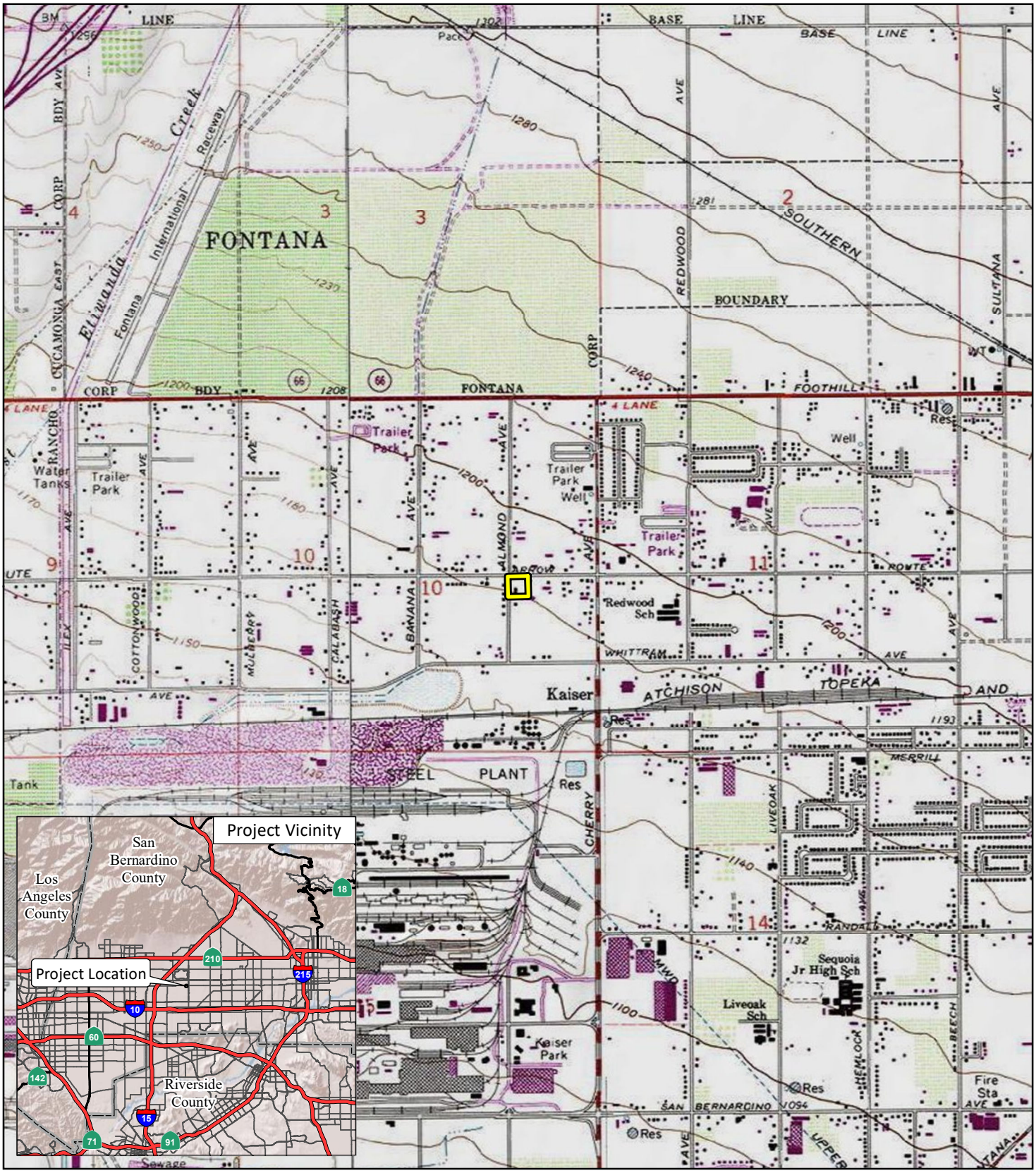
Project Sponsor: Stewart Development, LLC.
1920 West 11th Street
Upland, California 91786
909-946-6729

PROJECT DESCRIPTION

SUMMARY

The Stewart Almond Warehouse Project (herein referred to as either the "proposed Project" or "Project") is a request to construct a 40,000 square foot (sq. ft.) commercial building with office space on approximately 2 acres at 8531 Almond Avenue in San Bernardino County on Assessor's Parcel Number (APN) 230-131-010 (refer to Figure 1, Project Location and Vicinity). The Project site currently has a land use designation of Medium Density Residential (MDR) and is zoned Multiple Residential (RM). The proposed Project is seeking an Amendment to the Countywide Plan that would change the current land use designation from MDR to Limited Industrial (LI), a Zone Change that would change the current zone from RM to Community Industrial (IC), and a Conditional Use Permit.

The Project proposes to demolish the existing approximately 1,500 sq. ft. residential structure and concrete driveway and develop a 40,000 sq. ft. commercial building. The 40,000 sq. ft. building would consist of 38,000 sq. ft. on the first floor comprised of 2,000 sq. ft. of office space, 18,000 sq. ft. of open assembly area, and 18,000 sq. ft. of warehouse space. The second floor would consist of 2,000 sq. ft. of office space directly above the first-floor office. The concrete tilt-up building would have a maximum height of 39 feet. Vehicular access to the site would be provided via a full-access driveway at the southwest corner of the site along Almond Avenue and a right-out only exit at the northeast corner of the site along Arrow Route. The internal circulation system on the site would be composed of a 30-foot-wide lane that would run along the south and east sides of the building, providing access to the recessed loading dock at the southeast corner of the building. The proposed Project would include a surface parking lot along the southern boundary of the site with a total of 52 parking stalls, including three Americans with Disabilities Act (ADA) compliant stalls and three electric-vehicle-only stalls. Ingress/egress into the building would be provided by one door fronting Almond Avenue, two doors fronting Arrow Route (both fire access doors), one fire access door along the east side of the building adjacent to a 12- by 14-foot overhead door (OHD), three 9- by 10-foot OHDs at the recessed loading dock, two doors along the south side of the building including one door for the office space. Approximately 14,300 sq. ft. of drought-tolerant landscaping would be installed on-site along the western and northern sides of the building, and along the eastern Project site boundary. An existing 6-foot-heigh concrete masonry unit (CMU) wall along the southern boundary of the site would be retained and a 6-foot-high CMU wall would be constructed along the eastern boundary of the site. Proposed off-site improvements would include the construction of 6-foot-wide sidewalks and new curb and gutter along the project's frontage with Almond Avenue and Arrow Route, approximately 9-feet of asphalt widening along Almond Avenue and approximately 26-feet of asphalt widening along Arrow Route, and the installation of approximately 2,900 sq. ft. of drought-tolerant landscaping. Figure 2, Conceptual Site Plan, shows the proposed design of the Project.



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LEGEND

Project Location

FIGURE 1

N

0 1000 2000

FEET

Stewart Almond Warehouse Project

Project Location and Vicinity

SOURCE: USGS 7.5' Quad - Guasti (1981); Fontana (1980), CA

I:\LCI2204\GIS\MXD\ProjLoc_USGS.mxd (10/26/2022)

OWNER/APPLICANT: STEWART DEVELOPMENT, LLC.
1920 W. ELEVENTH STREET
UPLAND, CA 91786
PHONE: 909-946-6729
FAX: 909-946-3626

CONTACT: LORD CONSTRUCTORS, INC.
1920 W. ELEVENTH STREET
UPLAND, CA 91786
PHONE: 909-946-6729
FAX: 909-946-3626

APN: 0230-131-01

SUMMARY/ LOT COVERAGE (APPROXIMATES)

LAND AREA GROSS	(APPROX. 2.05 AC)	89,994 S.F.
LAND AREA NET	(1.90 AC)	82,558 S.F.
BUILDING FOOTPRINT		38,000 S.F.
F.A.R.		46%
AC PAVING		30,259 S.F. 37%
LANDSCAPE AREA – ONSITE		14,300 S.F. 17%
LANDSCAPE AREA – OFFSITE		2,905 S.F.
EXISTING ZONING		RM
PROPOSED ZONING		IC
EXISTING GENERAL PLAN		MDR
PROPOSED GENERAL PLAN		LIGHT INDUSTRIAL

PARKING REQUIREMENTS (APPROXIMATES)

BUILDING AREA:	
OFFICE 1st FLOOR	2,000 S.F.
OFFICE 2nd FLOOR	2,000 S.F.
FACTORY INDUSTRIAL/WAREHOUSE	36,000 S.F.
TOTAL	40,000 S.F.
PARKING REQUIRED:	
OFFICE 1st FLOOR (2000/250)	8 SPACES
OFFICE 2nd FLOOR (2000/250)	8 SPACES
WAREHOUSE (36000/1000)	36 SPACES
TOTAL	52 SPACES
PARKING PROVIDED:	
HANDICAP SPACES	3 SPACES
EV ONLY SPACES	3 SPACES
COMPACT SPACES	12 SPACES
STANDARD SPACES	34 SPACES
TOTAL	52 SPACES

WQMP NOTES:
1. MAXIMIZED ROOF DRAINAGE TO LANDSCAPE
2. DOWNSPOUTS DISCHARGE ONTO PAVED SURFACE AND ROUTED TO UNDERGROUND INFILTRATION SYSTEM
3. ULTIMATELY ALL ON SITE WATER IS COLLECTED AND TREATED IN UNDERGROUND INFILTRATION SYSTEM

SEPTIC NOTES:
1. THE REQUIRED DEPTH OF THE SEEPAGE PIT(S) SHALL BE MEASURED BELOW THE SEWER PIPING INLET.

TRASH ENCLOSURE NOTES:
1. THE WALLS OF THE TRASH ENCLOSURES SHALL BE A MINIMUM 24" AWAY FROM THE EXTERIOR DOORS.
2. ACCESSIBLE PATH OF TRAVEL SHALL NOT BE OBSTRUCTED BY TRASH ENCLSOURES OR PARKED VEHICLES.

SCOPE OF WORK:
NEW CONSTRUCTION OF A 40,000 S.F. TOTAL (INCLUDING SECOND FLOOR) CONCRETE TILT-UP INDUSTRIAL WAREHOUSE WITH A 2,000 S.F. 1ST FLOOR OFFICE AND A 2,000 S.F. 2ND FLOOR OFFICE. SITE WORK SHALL INCLUDE GRADING, LANDSCAPE, PARKING, TRASH ENCLOSURE, SITE WALL, EXT. A POLICY PLAN AMENDMENT FROM MDR TO IL AND A CHANGE OF ZONE FROM RM TO IC.

LEGAL DESCRIPTION:
LOT 168, FONTANA ARROW TRACT NO. 2102, AS NUMBERED AND DELINEATED ON THE MAP ENTITLED FONTANA ARROW ROUTE TRACT 2102, RECORDED IN BOOK 31 OF MAPS AT PAGES 11 TO 13, BOTH INCLUSIVE, IN THE OFFICE OF THE COUNTY RECORDER OF SAID SAN BERNARDINO, TOGETHER WITH 1&1/2 SHARES OF CAPITAL STOCK OF FONTANA UNION WATER COMPANY, A CORPORATION ORGANIZED AND EXISTING UNDER THE LAWS OF THE STATE OF CALIFORNIA.

WATER	FONTANA WATER P.O. BOX 987 FONTANA, CA 92334 909-822-2201	TELEPHONE	PACIFIC TELEPHONE CO. 3939 E. CORONADO ANAHEIM, CA 92807 714-666-5509
ELECTRIC	SOUTHERN CALIFORNIA EDISON 7951 REDWOOD AVENUE FONTANA, CA 92335 909-875-6420	CABLE T.V.	NONE
GAS	SOUTHERN CALIFORNIA GAS 1050 OVERLAND COURT SAN DIMAS, CA 91773 909-592-3311		

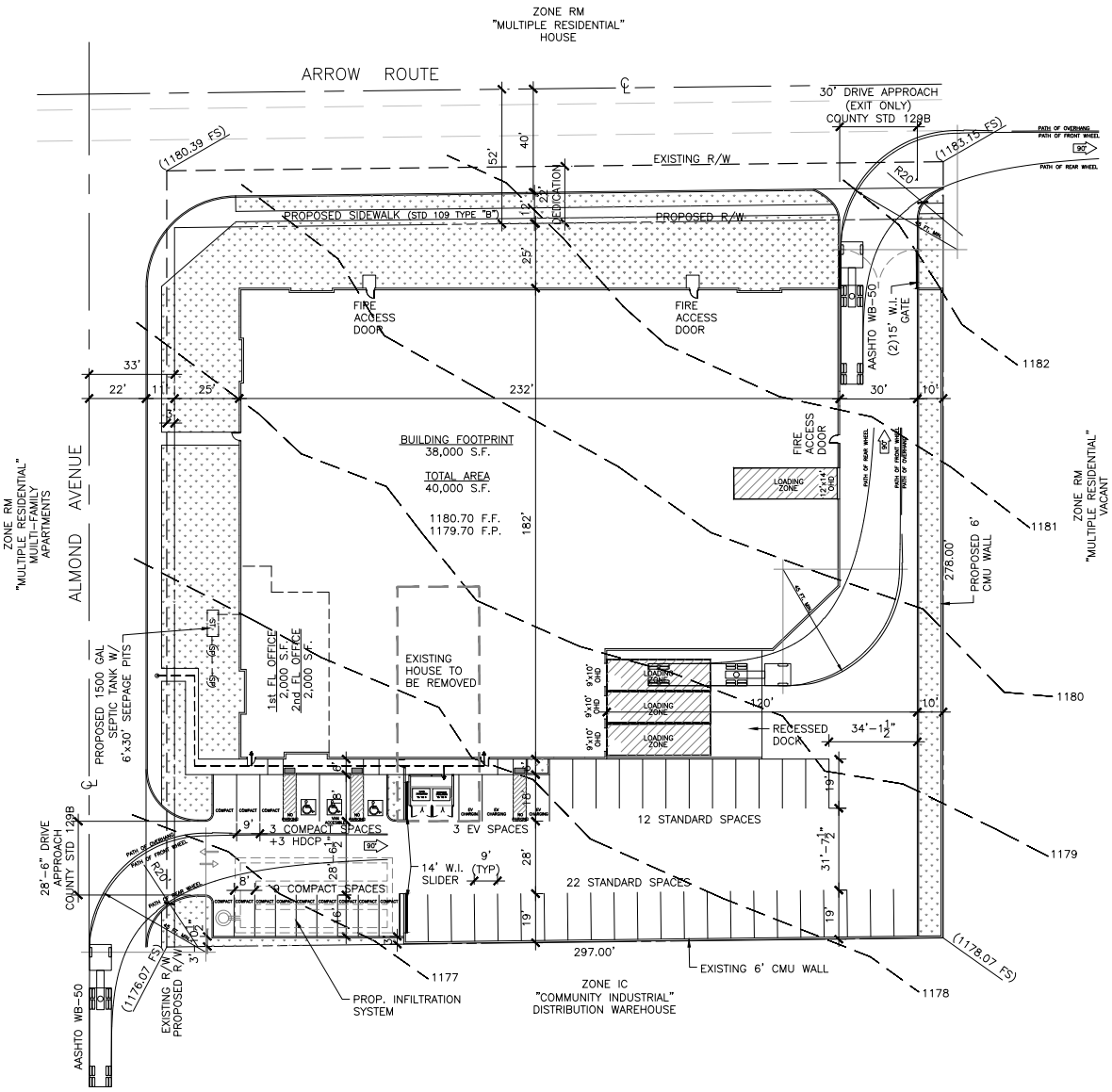

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FIGURE 2

0 37.5 75
FEET

SOURCE: Van Dam Engineering

Stewart Almond Warehouse
Conceptual Site Plan

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Surrounding Land Uses and Setting

Land uses on the Project site and surrounding parcels are governed by the San Bernardino County General Plan (Countywide Plan)/Development Code. The Project site is within the Valley Region of the San Bernardino County Policy Plan and has a land use designation of Medium Density Residential (MDR) and is zoned Multiple Residential (RM). As stated above, the proposed Project is seeking an Amendment to the Countywide Plan that would change the current land use designation from MDR to Limited Industrial (LI), a Zone Change that would change the current zone from RM to Community Industrial (IC), and a Conditional Use Permit.

The property to the north, immediately north of Arrow Route, is zoned RM and consists of single-family residences. The property to the east is zoned RM and consists of a graded vacant lot. The property to the south is zoned IC and consists of an approximately 186,000 sq. ft. warehouse building. The property to the west, immediately west of Almond Avenue, is zoned RM and consists of a vacant lot and multifamily residences. The following table lists the existing land uses and zoning districts.

Existing Land Use and Land Use Zoning Districts

Location	Existing Use Occupying the Site	Land Use Zoning District
Project Site	Residential building and concrete driveway	Multiple Residential (RM)
North	Residential	Multiple Residential (RM)
South	Warehouse building	Community Industrial (IC)
East	Graded vacant lot	Multiple Residential (RM)
West	Vacant lot and multi-family residential	Multiple Residential (RM)

Source: San Bernardino County Map Viewer (2022).

Project Site Location, Existing Site Land Uses and Conditions

The Project site is within the southwestern portion of San Bernardino County. This unincorporated area is bounded to the north, south, and east by Fontana and to the west by Rancho Cucamonga and Ontario. The Project site is on the southeast corner of the intersection of Almond Avenue and Arrow Route, north of Interstate 10, east of Interstate 15, and south of State Route 210.

The Project site currently consists of undeveloped graded land and an existing residential structure and concrete driveway in the southwestern corner of the site (see Photographs 1 through 4 on the following pages).

SITE PHOTOGRAPHS

Photograph 1: View of northwestern corner of the Project site taken from southeast corner of the intersection of Almond Avenue and Arrow Route, looking southeast.

Photograph 2: View of existing residential structure, looking southeast from Almond Avenue.

Photograph 3: View of northeastern corner of the Project site taken from Arrow Route, looking southwest.

Photograph 4: View of the southwestern corner of the Project site taken from Almond Avenue, looking northeast.

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.

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.?

Yes, please see Section XVIII of this Initial Study/Mitigated Negative Declaration for a full analysis on Tribal Cultural Resources.

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

EVALUATION FORMAT

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

- Potentially Significant Impact
- Less than Significant With Mitigation Incorporated

- Less than Significant Impact
- 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.

No Impact: No impacts are identified or anticipated and no mitigation measures are required.

Less than Significant Impact: No significant adverse impacts are identified or anticipated and no mitigation measures are required.

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)

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.

Jim Morrissey
Signature: (Prepared by Jim Morrissey, Planner)

2/28/23
Date

Signature: (Chris Warrick, Supervising Planner)

2/28/2023
Date

CEQA ENVIRONMENTAL CHECKLIST

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*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):*

San Bernardino County, Countywide Plan Draft EIR, 2019, Aesthetics; California Department of Transportation (Caltrans); United States Census Bureau

a) Less than Significant Impact. The Valley region of San Bernardino County encompasses the southwestern corner of the county west of the San Bernardino and Angeles national forest boundaries. The northern limits of the region are bounded by the San Bernardino Mountain range and the Yucaipa and Crafton Hills. The southern limits of the region are bounded by the La Loma Hills, Jurupa Hills, and Chino Hills. Elevations within the Valley region range from 500 feet above mean sea level on the Valley floor to 1,700 feet above mean sea level in Live Oak Canyon, to about 5,400 feet above mean sea level in the Yucaipa Hills. The majority of the County's Valley region is urbanized and close to other cities in Los Angeles, Riverside, and Orange counties. The visual character of the Valley region is primarily urban, but density decreases at the base of foothills of the surrounding mountain ranges and low-lying hills to the north and east. The surrounding mountain ranges and low-lying hills provide scenic vistas from various areas within the Valley region of San Bernardino County.

The Stewart Almond Warehouse Project (Project) site is within the unincorporated, southwestern portion of San Bernardino County. This unincorporated area is bounded to the north, south, and east by Fontana and to the west by Rancho Cucamonga and Ontario. This area is predominately residential with some parcels designed for commercial use. Distant views of the San Bernardino Mountains and surrounding foothills are present at the Project site. However, existing visual obstructions including structures and trees partially obscure

these views. The San Bernardino Mountains and foothills are the closest scenic vistas near the Project site.

The proposed Project will be developed consistent with applicable San Bernardino County Zoning development standards. The Project site currently has a land use designation of Medium Density Residential (MDR) and is zoned Multiple Residential (RM). As previously stated, the proposed Project is seeking an Amendment to the Countywide Plan that would change the current land use designation from MDR to Limited Industrial (LI), a Zone Change that would change the current zone from RM to Community Industrial (IC), as well as a Conditional Use Permit. The proposed warehouse would be consistent with the design and development standards for commercial/industrial structures within IC designations. The proposed building would be a maximum height of 39 feet and would cover approximately 46 percent of the Project site. The height and mass of the proposed building would be similar to the existing, surrounding commercial structures in the area and notably smaller than the adjacent warehouse immediately south of the Project site. Once developed, the proposed warehouse would not obstruct views of the San Bernardino Mountains and other surrounding foothill areas. Therefore, the proposed Project would not have a substantial adverse effect on a scenic vista. Impacts would be **less than significant,** and no mitigation is required.

b) No Impact. The proposed Project is not within, adjacent to, or in the vicinity of a State Scenic Highway. State Route 330 which turns into State Route 210 and portions of State Route 38 including the junction with Interstate 10 in Redlands are designated as an Eligible State Scenic Highway. However, the Project site is approximately 16.9 miles west of both State Route 210 and Interstate 10. Development of the proposed Project would include removal of the existing residential structure on the Project site. A Historical Resources Evaluation for the property at 8531 Almond Avenue (Appendix A) determined that the existing residence does not qualify as a historical resource as defined by the California Environmental Quality Act (CEQA). Therefore, development of the proposed Project would not substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a State Scenic Highway. **No impact** would occur, and no mitigation is required.

c) Less than Significant Impact. The proposed Project is within an urbanized unincorporated area of San Bernardino County surrounded by land within local city jurisdictions. Parcels immediately surrounding the Project site consist of residential uses, commercial uses, and vacant lots.

As previously stated, the Project site is currently zoned RM. Development of the proposed warehouse would be inconsistent with the site's current zoning. Therefore, the project applicant is seeking a Zone Change that would change the current zoning from RM to IC, along with a Conditional Use Permit and Amendment to the Countywide Plan. The proposed warehouse would be consistent with the design and development standards for commercial/industrial structures within IC zones. The proposed warehouse would be a maximum height of 39 feet and would cover approximately 46 percent of the property. Landscaping associated with the proposed Project as well as the development of surface

parking would also meet the development standards set forth by IC zoning. Landscaped area for industrial/warehouse land uses must be at least 15 percent of the project site or 1,000 square feet (sq. ft.). Industrial uses of all types, including warehouses, must have 1 parking space for each 1,000 sq. ft. of the first 40,000 sq. ft of gross floor area (GFA), 1 parking space for each 4,000 sq. ft. of GFA for the portion over 40,000 sq. ft. and 1 parking space for each facility vehicle. The proposed Project would include approximately 14,300 sq. ft. of drought-tolerant landscaping (approximately 17 percent of the project site), which would satisfy the landscaping development standards for industrial/warehouse land uses. Furthermore, the proposed Project would provide 52 parking stalls, including three Americans with Disabilities ACT (ADA) compliant stalls and three electric vehicle only stalls. The proposed parking would satisfy the surface parking development standards for the proposed use. Approval of the proposed Zone Change and Amendment to the Countywide Plan would render the proposed Project consistent with the Zoning Code and Countywide Plan.

The proposed Project's consistency with the Countywide Plan's aesthetic and visual goals and policies is discussed in Section XI, Land Use, of this Initial Study/Mitigated Negative Declaration (IS/MND). The consistency analysis shows that the proposed Project would not conflict with relevant aesthetic and visual goals and policies including compatibility with existing uses, compatibility with the natural environmental, native or drought-tolerant landscaping, and consistency with community identity. Therefore, the proposed Project would result in **less than significant** impacts related to applicable zoning and other regulations governing scenic quality, and no mitigation is required.

d) Less than Significant Impact. Currently, nighttime lighting is produced by the existing residential structure, as well as surrounding warehouse/commercial/industrial/residential development, street lighting, and vehicles on adjacent roadways. The proposed Project includes removal of the existing residential structure and construction of a 40,000 sq. ft. warehouse. Development of the proposed warehouse and associated vehicle trips would incrementally increase ambient nighttime illumination in the area. The proposed warehouse would operate during normal business hours (9 a.m. to 5 p.m.). The proposed warehouse would include security lighting on the sides of the building including lighting wall packs pursuant to County Fire Department and Sheriff's Department requirements. All lighting associated with the proposed Project would be shielded such that it would minimize light spillage onto adjacent properties in accordance with development standards for warehouse uses in accordance with California Building Energy Efficiency Standards and Chapter 83.07 of the San Bernardino County Development Code. Chapter 83.07 provides regulations and standards aimed at implementing: Outdoor lighting practices and systems that minimize light pollution, glare, and light trespass; conserve energy and resources while maintaining nighttime safety, visibility, utility, and productivity; and curtail the degradation of the nighttime visual environment. Specifically, Section 83.07.050 of the San Bernardino County Development Code provides standards for outdoor lighting in the Valley region, applicable to the proposed Project. In accordance with the County Development Code, outdoor lighting for industrial land uses shall be fully shielded to preclude light pollution or light trespass in excess of the maximum allowed foot-candles on any abutting residential land use zoning district, residential parcel, or public right of way. Additionally, direct or indirect light from any light

source shall not cause light trespass exceeding five-tenths foot-candles when measured at the property line of a residential land use zoning district, residential parcel, or public right-of-way. The proposed warehouse would be developed with non-glare materials including windows and would be painted in flat colors to reduce daytime glare. The proposed Project would not create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area. Impacts would be **less than significant**, and no mitigation is required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*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):*
San Bernardino Countywide Plan 2020*; *California Department of Conservation Farmland Mapping and Monitoring Program; Submitted Project Materials;* San Bernardino County, San Bernardino Countywide Plan Draft EIR, 2019; *San Bernardino County Williamson Act FY 2015/2016.

a) No Impact. The Project site is currently occupied by undeveloped graded land, an existing residential structure, and a concrete driveway. According to the San Bernardino Countywide Plan and the California Department of Conservation Farmland Mapping and Monitoring Program, the Project site is designated Urban and Built-Up Land. The Project site is not designated as Prime Farmland, Farmland of Statewide Importance, or Unique Farmland. Therefore, implementation of the proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use. **No impact** would occur, and no mitigation is required.

b) No Impact. The Project site is currently zoned Multiple Residential (RM). The Project site is not currently zoned for agricultural use. Based on review of San Bernardino County Williamson Act data, the Project site is not under a Williamson Act Contract.[1] Therefore, implementation of the proposed Project would not conflict with existing zoning for agricultural use, nor would it conflict with a Williamson Act Contract. **No impact** would occur, and no mitigation is required.

c) No Impact. As stated previously, the Project site is currently zoned Multiple Residential (RM). The Project site is not zoned as 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)). Therefore, implementation of the Project would not conflict with existing zoning for forest resources. **No impact** would occur, and no mitigation is required.

d) No Impact. The Project site is currently occupied by undeveloped graded land, an existing residential structure, and a concrete driveway. The Project site is not occupied by forest land. Therefore, implementation of the proposed Project would not result in the loss of forest land or the conversion of forest land to non-forest use. **No impact** would occur, and no mitigation is required.

e) No Impact. The proposed Project is not adjacent to farmland or forest land. Therefore, implementation of the proposed Project would not involve other changes in the existing environment which, due to its location or nature, could result in conversion of Farmland, to non-agricultural use or the conversion of forest land to non-forest use. **No impact** would occur, and no mitigation is required.

[1] County of San Bernardino. 2021. *Williamson Act Contracts and Agricultural Preserves*. San Bernardino Valley Agricultural Planning and Preservation Program. June 30.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*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: ***Air Quality, Greenhouse Gas, and Energy Technical Memorandum for the Stewart Almond Warehouse Project, LSA, January 2023; South Coast Air Quality Management District. Final 2016 Air Quality Management Plan; United States Census Bureau; California Code of Regulations Title 14***

The information and analysis in this section is based on the *Air Quality, Greenhouse Gas, and Energy Technical Memorandum* (LSA, January 2023) provided in Appendix B of this Initial Study.

The Project site is within the South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) is the regional government agency that monitors and regulates air pollution within the Basin. The federal Clean Air Act and the California Clean Air Act mandate the control and reduction of specific air pollutants. Under these acts, the United States Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB) have established ambient air quality standards for specific "criteria" pollutants, designed to protect public health and welfare. Primary criteria pollutants include carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO_X), particulate matter less than 10 microns in size (PM_{10}), sulfur dioxide (SO_2), and lead (Pb). Secondary criteria pollutants include ozone (O_3), and particulate matter less than 2.5 microns in size ($PM_{2.5}$). These ambient air quality standards are levels of contaminants, which represent safe levels that avoid specific adverse health effects associated with each criteria pollutant.

The Basin is in nonattainment for the federal and State standards for O_3 and $PM_{2.5}$. In addition, the Basin is in attainment/maintenance for the federal PM_{10}, CO, and nitrogen dioxide (NO_2) standards. The SCAQMD has established project-level thresholds for VOC, NO_X, and $PM_{2.5}$.

The SCAQMD has established thresholds of significance for criteria pollutant emissions generated during both construction and operation of projects as shown in Table A, below.

Table A: SCAQMD Construction and Operation Thresholds of Significance (lbs/day)

	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Construction Thresholds	75	100	550	150	150	55
Operation Thresholds	55	55	550	150	150	55

Source: South Coast Air Quality Management District (1993).
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_2 = sulfur dioxide
VOC = volatile organic compounds

The SCAQMD considers any projects in the Basin with construction- or operation-related emissions that exceed any of the emission thresholds below to have potentially significant impacts.

In addition, the SCAQMD published its *Final Localized Significance Threshold Methodology* in July 2008, recommending that all air quality analyses include an assessment of air quality impacts to nearby sensitive receptors.

[2] This guidance was used to analyze potential localized air quality impacts associated with construction of the proposed Project. Localized significance thresholds (LSTs) are developed based on the size or total area of the emission source, the ambient air quality in the source receptor area, and the distance between the Project and the nearest sensitive receptor. The SCAQMD defines structures that house persons (e.g., children, the elderly, persons with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise) or places where they gather as sensitive receptors (i.e., residences, schools, playgrounds, child-care centers, convalescent centers, retirement homes, and athletic fields).

LSTs are based on the ambient concentrations of that pollutant within the Project Source Receptor Area (SRA) and the distance to the nearest sensitive receptor. For the proposed Project, the appropriate SRA for the LST is the nearby Central San Bernardino Valley (SRA 34). SCAQMD provides LST screening tables for 25, 50, 100, 200, and 500-meter source-receptor distances. The closest sensitive receptors to the Project site are residential uses including the single-family homes approximately 100 feet (30 meters) west from the Project site boundary across Almond Street. Based on the anticipated construction equipment and based on the grading and ground-disturbing activities assumed in CalEEMod, it is assumed

[2] South Coast Air Quality Management District (SCAQMD). 2008. Final Localized Significance Threshold Methodology. July. Website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf (accessed December 2022).

that the maximum daily disturbed area for the proposed Project would be 3.5 acres.[3] Table B lists the SCAQMD emission LSTs that apply during Project construction and operation.

Table B: SCAQMD Localized Significance Thresholds

Emissions Source	Pollutant Emissions Threshold (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Construction	226.0	1,473.0	15.0	6.4
Operations	226.0	1,473.0	4.1	1.7

Source: South Coast Air Quality Management District (2008).
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
PM_{10} = particulate matter less than 10 microns in size
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
SCAQMD = South Coast Air Quality Management District

a) Less than Significant Impact. An Air Quality Management Plan (AQMP) describes air pollution control strategies to be undertaken by a city or county in a region classified as a nonattainment area to meet the requirements of the federal Clean Air Act. The main purpose of an AQMP is to bring an area into compliance with the requirements of federal and State ambient air quality standards (AAQS). The applicable air quality plan is the SCAQMD's adopted 2022 AQMP. The AQMP is based on regional growth projections developed by the Southern California Association of Governments (SCAG).

A consistency determination plays an essential role in local agency project review by linking local planning and unique individual projects to the air quality plans. A consistency determination fulfills the CEQA goal of fully informing local agency decision-makers of the environmental costs of the project under consideration at a stage early enough to ensure that air quality concerns are addressed. Only new or amended General Plan elements, Specific Plans, and significantly unique projects need to undergo a consistency review due to the air quality plan strategy being based on projections from local General Plans.

The County's Countywide Plan is consistent with the SCAG Regional Comprehensive Plan Guidelines and the SCAQMD AQMP. Pursuant to the methodology provided in the SCAQMD *CEQA Air Quality Handbook,* consistency with the Basin 2022 AQMP is affirmed when a project (1) would not increase the frequency or severity of an air quality standards violation or cause a new violation, and (2) is consistent with the growth assumptions in the AQMP. Consistency review is presented as follows:

1. The proposed Project would result in short-term construction and long-term operational pollutant emissions that are all less than the CEQA significance emissions thresholds established by SCAQMD, as demonstrated in Threshold III.b. below. Therefore, the proposed Project would not result in an increase in the frequency or

[3] SCAQMD. n.d. Fact Sheet for Applying CalEEMod to Localized Significance Thresholds. Website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/caleemod- guidance.pdf (accessed November 2022).

severity of an air quality standards violation or cause a new air quality standards violation.

2. The *CEQA Air Quality Handbook* indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plan elements, Specific Plans, and significant projects. Significant projects include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and offshore drilling facilities. As discussed in the Project Description, the proposed Project is seeking an Amendment to the Countywide Plan that would change the current land use designation from MDR to IC. However, the proposed Project would consist of a 40,000-square-foot warehouse building. Based on the proposed Project size, the proposed Project is not considered a project of statewide, regional, or areawide significance (e.g., large-scale projects such as airports, electrical generating facilities, petroleum and gas refineries, residential developments of more than 500 dwelling units, and shopping centers or business establishments employing more than 1,000 persons or encompassing more than 500,000 sq ft of floor space) as defined in the CCR (Title 14, Division 6, Chapter 3, Article 13, Section 15206(b)). Because the proposed Project would not be defined as a regionally significant project under CEQA, it does not meet the SCAG's Intergovernmental Review criteria.

   In addition, with respect to determining the proposed Project's consistency with AQMP growth assumptions, the projections in the AQMP for achieving air quality goals are based, in part, on assumptions in SCAG's RTP/SCS regarding population, housing, and growth trends, as well as assumptions and projections of local planning agencies to determine control strategies for regional compliance status. According to SCAG's 2020–2045 RTP/SCS, the unincorporated County's population, households, and employment are forecast to increase by approximately 45,000 residents, 17,900 households, and 14,100 jobs, respectively, between 2016 and 2045 and would total approximately 353,100 residents, 115,000 households, and 72,900 jobs by 2045.[4] As discussed in Section XI. Land Use and Planning, the proposed Project is anticipated to employ 20 employees. This increase would only represent approximately 0.1 percent of the unincorporated County's employment growth according to SCAG and would be within the parameters of expected growth in the County. As such, the generation of 20 employees would not be considered substantial or unplanned population growth forecasted by SCAG. Therefore, the proposed Project would not substantially increase population growth forecasts and is not expected to alter the demographic projections of SCAG or the AQMP. Therefore, the proposed Project is not defined as significant.

[4] Southern California Association of Governments (SCAG). 2020. Connect SoCal 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy. Website: https://scag.ca.gov/read-plan-adopted-final-connect-socal-2020 (accessed February 2023).

Based on the consistency analysis presented above, the proposed Project would not conflict with or obstruct implementation of the applicable air quality plan. Impacts would be **less than significant,** and no mitigation is required.

b) Less than Significant Impact. As identified above, the Basin is currently designated as nonattainment for the federal and State standards for O_3 and $PM_{2.5}$. The Basin's nonattainment status is attributed to the region's development history. Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of AAQS. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant.

In developing thresholds of significance for air pollutants, the SCAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified SCAQMD significance thresholds identified above in Table A, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. Therefore, since a project's individual emissions are not cumulatively considerable, additional analysis to assess cumulative impacts is not necessary. The following analysis assesses the potential Project-level air quality impacts associated with construction and operation of the proposed Project.

***Construction Emissions*.** During construction, short-term degradation of air quality may occur due to the release of particulate matter emissions (i.e., fugitive dust) generated by demolition, grading, building construction, paving, and other activities. Emissions from construction equipment are also anticipated and would include CO, NO_X, VOC, directly emitted $PM_{2.5}$ or PM_{10}, and toxic air contaminants such as diesel exhaust particulate matter.

Project construction activities would include demolition, grading, site preparation, building construction, architectural coating, and paving activities. Construction-related effects on air quality from the proposed Project would be greatest during the site preparation phase due to the disturbance of soils. If not properly controlled, these activities would temporarily generate particulate emissions. Sources of fugitive dust would include disturbed soils at the construction site. Unless properly controlled, vehicles leaving the site would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM_{10} emissions would depend on soil moisture, silt content of soil, wind speed, and amount of operating equipment. Larger dust particles would settle near the source, whereas fine particles would be dispersed over greater distances from the construction site.

Water or other soil stabilizers can be used to control dust, resulting in emission reductions of 50 percent or more. SCAQMD has established Rule 403: Fugitive Dust, which would require the applicant to implement measures that would reduce the amount of particulate matter

generated during the construction period. The Rule 403 measures that were incorporated in this analysis include:

- Water active sites at least three times daily (locations where grading is to occur shall be thoroughly watered prior to earthmoving).
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 2 feet (0.6 meter) of freeboard (vertical space between the top of the load and the top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114.
- Reduce traffic speeds on all unpaved roads to 15 miles per hour or less.

In addition to dust-related PM_{10} emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, sulfur oxides (SO_X), NO_X, VOCs, and some soot particulate ($PM_{2.5}$ and PM_{10}) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles idle in traffic. These emissions would be temporary in nature and limited to the immediate area surrounding the construction site.

Construction emissions were estimated for the Project using the California Emissions Estimator Model (CalEEMod) and are summarized in Table C.[5] Appendix B provides CalEEMod output sheets.

As shown in Table C, construction emissions associated with the Project would not exceed the SCAQMD's thresholds for VOC, NO_X, CO, SO_X, $PM_{2.5}$, and PM_{10}. Therefore, construction of the proposed Project would not result in a cumulatively considerable increase of any criteria pollutant for which the Project region is in nonattainment under an applicable federal or State ambient air quality standard. Impacts would be **less than significant** and no mitigation is required.

[5] The CalEEMod analysis evaluated Project construction emissions with a start date of May 1, 2023 and end date of October 15, 2023. The proposed Project's construction schedule has since been modified so that Project construction would begin June 15, 2023 and would still occur over an approximately 5.5-month duration. This minimal modification to the Project's construction schedule was reviewed by LSA and it was determined that the modified schedule would not result in any new or more severe air quality impacts than what is described within.

Table C: Short-Term Regional Construction Emissions

Construction Phase	Maximum Daily Regional Pollutant Emissions (lbs/day)							
	VOCs	NO_X	CO	SO_X	Fugitive PM_{10}	Exhaust PM_{10}	Fugitive $PM_{2.5}$	Exhaust $PM_{2.5}$
Demolition	0.9	21.3	15.9	<0.1	0.2	0.7	0.1	0.7
Site Preparation	0.5	15.0	10.1	<0.1	2.9	0.4	1.4	0.4
Grading	0.7	18.1	12.5	<0.1	3.3	0.5	1.6	0.5
Building Construction	1.0	17.9	14.9	<0.1	0.5	0.7	0.1	0.7
Architectural Coating	8.7	2.4	2.1	<0.1	0.1	0.1	<0.1	0.1
Paving	0.7	11.8	10.3	<0.1	0.1	0.4	<0.1	0.4
Peak Daily Emissions	**9.7**	**21.3**	**17.0**	**<0.1**	**3.8**		**2.1**	
SCAQMD Threshold	**75.0**	**100.0**	**550.0**	**150.0**	**150.0**		**55.0**	
Significant?	**No**	**No**	**No**	**No**	**No**		**No**	

Source: Compiled by LSA (November 2022).
Note: Values may not appear to add up correctly due to rounding. The building construction and architectural coating phases may overlap.
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOCs = volatile organic compounds

***Operational Emissions*.** Long-term air pollutant emissions associated with operation of the proposed Project include emissions from area, energy, and mobile sources. Mobile-source emissions are from vehicle trips associated with operation of the Project. Area-source emissions would consist of direct sources of air emissions at the Project site, including architectural coatings, consumer products, and use of landscape maintenance equipment.

PM_{10} emissions result from running exhaust, tire and brake wear, and the entrainment of dust into the atmosphere from vehicles traveling on paved roadways. Entrainment of PM_{10} occurs when vehicle tires pulverize small rocks and pavement and the vehicle wakes generate airborne dust. The contribution of tire and brake wear is small compared to the other particulate matter emission processes. Gasoline-powered engines have small rates of particulate matter emissions compared with diesel-powered vehicles.

Energy-source emissions result from activities in buildings that use natural gas. The quantity of emissions is the product of usage intensity (i.e., the amount of natural gas) and the emission factor of the fuel source. The proposed Project would not include natural gas. Therefore, the Project would not result in any energy-source related emissions.

Area-source emissions would consist of direct sources of air emissions at the Project site, including architectural coatings, consumer products, and use of landscape maintenance equipment.

Long-term operational emissions associated with the proposed Project were calculated using CalEEMod. Table D provides the proposed Project's estimated operational emissions.

Table D: Project Operational Emissions

Emission Type	Pollutant Emissions (lbs/day)					
	VOCs	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Area Sources	0.9	<0.1	<0.1	0.0	<0.1	<0.1
Energy Sources	0.0	0.0	0.0	0.0	0.0	0.0
Mobile Sources	0.3	1.4	2.9	<0.1	0.7	0.2
Total Project Emissions	**1.2**	**1.4**	**2.9**	**<0.1**	**0.7**	**0.2**
SCAQMD Threshold	**55.0**	**55.0**	**550.0**	**150.0**	**150.0**	**55.0**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Compiled by LSA (November 2022).
Note: Some values may not appear to add correctly due to rounding.
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOCs = volatile organic compounds

The results shown in Table D indicate the proposed Project would not exceed the significance criteria for daily VOC, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$ emissions. Therefore, operation of the proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in nonattainment under an applicable federal or State ambient air quality standard. Impacts would be **less than significant,** and no mitigation is required.

***Long-Term Microscale (CO Hot Spot) Analysis*.** Vehicular trips associated with the proposed Project would contribute to congestion at intersections and along roadway segments in the vicinity of the proposed Project site. Localized air quality impacts would occur when emissions from vehicular traffic increase as a result of the proposed Project. The primary mobile-source pollutant of local concern is CO, a direct function of vehicle idling time and, thus, of traffic flow conditions. CO transport is extremely limited. Under normal meteorological conditions, it disperses rapidly with distance from the source. However, under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels, affecting local sensitive receptors (e.g., residents, schoolchildren, the elderly, and hospital patients).

Typically, high CO concentrations are associated with roadways or intersections operating at unacceptable levels of service or with extremely high traffic volumes. In areas with high ambient background CO concentrations, modeling is recommended to determine a project's effect on local CO levels.

An assessment of project-related impacts on localized ambient air quality requires that future ambient air quality levels be projected. Existing CO concentrations in the immediate Project vicinity are not available. Ambient CO levels monitored at the Fontana Monitoring Station at 14360 Arrow Boulevard (the closest station to the Project site) showed a highest recorded 1-hour concentration of 2.7 parts per million (ppm) (the State standard is 20 ppm) and a

highest 8-hour concentration of 1.4 ppm (the State standard is 9 ppm) from 2019 to 2021[6]. The highest CO concentrations would normally occur during peak traffic hours. Hence, CO impacts calculated under peak traffic conditions represent a worst-case analysis. Reduced speeds and vehicular congestion at intersections result in increased CO emissions.

The proposed Project is expected to generate approximately 70 average daily trips (ADT), with 6 trips occurring in the AM peak hour and 6 trips occurring in the PM peak hour. The CO concentrations are not expected to increase significantly as a result of the proposed Project. Therefore, given the extremely low level of CO concentrations in the Project area and the lack of traffic impacts at any intersections during peak hours, Project-related vehicles are not expected to result in CO concentrations exceeding the State or federal CO standards. No CO hot spots would occur, and the Project would not result in any Project-related impacts on CO concentrations.

Therefore, operation of the proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in nonattainment under an applicable National Ambient Air Quality Standard and California Ambient Air Quality Standard; impacts would be **less than significant**, and no mitigation is required.

c) Less than Significant Impact. The SCAQMD defines structures that house persons (e.g., children, the elderly, persons with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise) or places where they gather (i.e., residences, schools, playgrounds, child-care centers, convalescent centers, retirement homes, and athletic fields) as sensitive receptors. Sensitive receptors are defined as people who have an increased sensitivity to air pollution or environmental contaminants. The closest sensitive receptors to the Project site are residential uses including the single-family homes approximately 100 feet (30 meters) west from the Project site boundary across Almond Street.

As discussed above, LSTs are based on the ambient concentrations of that pollutant within the Project SRA and the distance to the nearest sensitive receptor. SCAQMD provides LST screening tables for 25, 50, 100, 200, and 500-meter source-receptor distances. For the proposed Project, the appropriate SRA for the LST is the Central San Bernardino Valley (SRA 34). Based on the anticipated construction equipment, it is assumed that the maximum daily disturbed acreage for the proposed Project would be 3.5 acres. The results of the LST analysis for both construction and operation of the proposed Project are summarized in Tables E and F.

The results of the LST analysis, summarized in Tables E and F, indicate that the proposed Project would not result in an exceedance of a SCAQMD LST during Project construction or operation. Therefore, impacts would be **less than significant,** and no mitigation is required.

[6] California Air Resources Board. 2020. iADAM Air Quality Data Statistics. Website: https://www.arb.ca.gov/adam/topfour/topfour 1.php (accessed November 2022).

Table E: Project Localized Construction Emissions (in Pounds Per Day)

Source	NO_X	CO	PM_{10}	$PM_{2.5}$
On-Site Project Emissions	21.0	15.0	3.7	2.0
Localized Significance Threshold	226.0	1,473.0	15.0	6.4
Exceeds Threshold?	**No**	**No**	**No**	**No**

Source: Compiled by LSA (November 2022).
Note: Source Receptor Area 34, based on a 3.5-acre construction disturbance daily area, at a distance of 104 meters (341 feet) from the Project boundary.
CO = carbon monoxide $PM_{2.5}$ = particulate matter less than 2.5 microns in size
NO_X = nitrogen oxides PM_{10} = particulate matter less than 10 microns in size

Table F: Project Localized Operational Emissions (in Pounds Per Day)

Source	NO_X	CO	PM_{10}	$PM_{2.5}$
On-Site Project Emissions	<1.0	<1.0	<1.0	<1.0
Localized Significance Threshold	226.0	1,473.0	4.1	1.7
Exceeds Threshold?	**No**	**No**	**No**	**No**

Source: Compiled by LSA (November 2022).
Note: Source Receptor Area 34, based on a 3.5-acre construction disturbance daily area, at a distance of 104 meters (341 feet) from the Project boundary.
CO = carbon monoxide $PM_{2.5}$ = particulate matter less than 2.5 microns in size
NO_X = nitrogen oxides PM_{10} = particulate matter less than 10 microns in size

d) Less than Significant Impact. Heavy-duty equipment on the Project site during construction would emit odors, primarily from equipment exhaust. However, the construction activity would cease after individual construction is completed. No other sources of objectionable odors have been identified for the proposed Project.

SCAQMD Rule 402 regarding nuisances states: "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property." The proposed uses are not anticipated to emit any objectionable odors. Therefore, the proposed Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Impacts would be **less than significant,** and no mitigation is required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*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 ☐):*
CNDDB Database; United States Fish and Wildlife Service Information, Planning, and Consultation (IPaC) Database

a) Less than Significant Impact with Mitigation Incorporated. A reconnaissance-level biological constraints analysis was conducted to identify the potential biological constraints associated with the project study area. The project study area is defined as the Project site plus a 1-mile radius. The analysis included a biological records search and review of aerial photos and street view photos to identify the current habitat conditions and plant and animal species potentially occurring in the study area.

A literature review was conducted using the California Natural Diversity Database (CNDDB) and United States Fish and Wildlife Service (USFWS) Information, Planning, and Consultation (IPaC) on January 3, 2023, to identify special-status plant and animal occurrences in proximity of the Project area. The CNDDB and USFWS identify 10 federally and/or State-listed species in the study area (1-mile radius). Several special-status species have potential to occur within the study area including San Diego ambrosia (*Ambrosia pumila*), Santa Ana sucker (*Catostomus santaanae*), monarch butterfly (*Danaus plexippus*), San Bernardino kangaroo rat (*Dipodomys merriami parvus*), Santa Ana River woolly-star (*Eriastrum densifolium ssp. sanctorum*), southwestern willow flycatcher (*Empidonax traillii extimus*), Los Angeles pocket mouse (*Perognathuslongimembris brevinasus*), Delhi Sands flower-loving fly (*Rhaphiomidasterminatus abdominalis*), least Bell's vireo (*Vireo bellii pusillus*), and coastal California gnatcatcher (*Polioptila californica californica*). No suitable habitat for these listed species occurs within the Project site.

The analysis determined the Project site has been completely altered, characterized as ruderal/disturbed land cover. Native wildlife habitat is absent from the Project site due to existing residential structures and regular mowing/discing of ground cover, making the site largely unsuitable foraging habitat and undesirable for many native wildlife species. Accordingly, none of the listed species that have been documented in the project study area (within approximately 1-mile) are expected to occur onsite due to the disturbed condition and lack of habitat. Additionally, the analysis indicates the study area does not contain any sensitive habitats, including any USFWS designated Critical Habitat for any federally listed species, or California Department of Fish and Wildlife (CDFW) special-status natural communities. Development of the site would not result in any loss or adverse modification of critical habitat.

As described below under IV.e. and IV.f., project implementation would not conflict with any local policies or ordinances related to biological resources. And the Project site is not within any habitat conservation plans or natural community conservation plans. Therefore, implementation of the proposed Project would not have a substantial direct or indirect adverse effect, 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 CDFW or the USFWS. Despite the lack of vegetation communities on site, the Project site does support suitable habitat for ground-nesting birds protected by the Migratory Bird Treaty Act and California Fish and Game Code. Additionally, ornamental vegetation adjacent to the existing residential home and driveway provides suitable habitat for nesting birds to occupy the site prior to ground disturbance. Implementation of **Mitigation Measure BIO-1** would reduce impacts to nesting birds to **less than significant with mitigation incorporated**.

Mitigation Measure BIO-1: **Pre-Construction Nesting Bird Survey.** If project activities with potential to indirectly disturb suitable avian nesting habitat within 500 feet of the work area would occur during the nesting season (as determined by a qualified biologist), a qualified biologist with experience in conducting breeding bird surveys will conduct a nesting bird survey no more than

three days prior to the initiation of project activities to determine the presence/absence of migratory and resident bird species occurring in suitable nesting habitat. Project activities may begin no more than three days after the completion of the nesting bird survey in the absence of active bird nests. An additional nesting bird survey will be conducted if project activities fail to start within three days of the completion of the pre-construction nesting bird survey.

Nesting Bird Exclusionary Buffers. Should nesting birds be found during the pre-construction nesting bird survey, an exclusionary buffer will be established by the qualified biologist in accordance with the Migratory Bird Treaty Act. This buffer will be clearly marked in the field by construction personnel under the guidance of the biologist, and construction will not be conducted in this zone until the biologist determines that the young have fledged, or the nest is no longer active. Work may only occur during the breeding season if nesting bird surveys indicate the absence of any active nests within the work area. Without the written approval of the CDFW and/or the USFWS, no work will occur if listed or fully protected bird species are found to be actively nesting within 500 feet of the areas subject to construction activities.

b) No Impact. The Project site does not contain any riparian habitat or sensitive natural communities. Therefore, implementation of the proposed Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations by CDFW and USFWS. **No impact** would occur, and no mitigation is required.

c) No Impact. The National Wetlands Inventory produces and distributes maps and other geospatial data on American wetland and deep-water habitats and monitors changes to these habitats through time. According to the National Wetlands Inventory Wetlands Mapper, there are no State or federally protected wetlands on or around the Project site. Therefore, implementation of the proposed Project would not have a substantial adverse effect on State or federally protected wetlands through direct removal, filling, hydrological interruption, or other means. **No impact** would occur, and no mitigation is required.

d) No Impact. Habitat fragmentation occurs when a single, contiguous habitat area is divided into two or more areas, or where an action isolates the two or more new areas from each other. Isolation of habitat occurs when wildlife cannot move freely from one portion of the habitat to another or to/from one habitat type to another. Habitat fragmentation may occur when a portion of one or more habitats is converted into another habitat, as when scrub habitats are converted into annual grassland habitat because of frequent burning. Wildlife

movement includes seasonal migration along corridors and daily movements for foraging. Examples of migration corridors may include areas of unobstructed movement for deer, riparian corridors providing cover for migrating birds, routes between breeding waters and upland habitat for amphibians, and between roosting and feeding areas for birds.

The Project site and adjacent areas are entirely developed with residential and commercial uses with the exception of small isolated vacant parcels of land and is bounded to the north by Arrow Route and to the west by Almond Avenue. As a result, the Project site does not support regional wildlife movement or serve as a nursery site. Therefore, implementation of the proposed Project would not interfere 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. **No impact** would occur, and no mitigation is required.

e) No Impact. The San Bernardino Development Code Section 88.01.050(a)(1), Native Tree or Plant Removal Permits, requires land use application or development permits to include a Tree or Plant Removal Permit based on the removal of regulated trees on a site. Section 88.01.040, Regulated Trees and Plants and General Permit, and Section 88.01.070(b) define regulated trees as:

Native Trees: A living, native tree with a 6-inch or greater stem diameter or 19 inches in circumference measured 4.5 feet above natural grade level.

Palm Trees: Three of more palm trees in linear plantings, which are 50 feet or greater in length within established windrows or parkway plantings, shall be considered to be heritage trees and shall be subject to the provisions of this chapter regarding native trees.

There is an ornamental pine tree (*Pinus sp.)* and ruderal plant species on the Project site. The pine tree and plant species currently occupying the Project site are not protected under San Bernardino Development Code Section 88.01.05(a)(1), and a tree or plant removal permit would not be required as part of the development application for the proposed Project. Implementation of the proposed Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. **No impact** would occur, and no mitigation is required.

f) No Impact. The Project site is in an urbanized unincorporated area of San Bernardino County. The Project site is not within an area associated with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. **No impact** would occur, and no mitigation is required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*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 Paleontologic ☐ Resources overlays or cite results of cultural resource review):
***South Central Coast Information Center, California State University, Fullerton; Historic Resources Assessment*, LSA, July 2022.**

The information and analysis in this section is based on the *Historic Resources Evaluation Memorandum* prepared by LSA Associates, Inc. on November 29, 2022, and a record search of the California Historical Resources Information System conducted at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton, on February 23, 2022.

a) No Impact. Pursuant to §15064.5 of the *State CEQA Guidelines*, the term "historical resource" is defined as:

> (1) A resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources [California Register] (Pub. Res. Code §5024.1, Title 14 California Code of Regulations [CCR], Section 4850 et seq.).
>
> (2) A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
>
> (3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's

> determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code, § 5024.1, Title 14 CCR, Section 4852) including the following:
>
> A. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
>
> B. Is associated with the lives of persons important in our past.
>
> C. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possess high artistic values.
>
> D. Has yielded, or may be likely to yield, information important in prehistory or history.

A "substantial adverse change" to a historical resource, according to Public Resources Code (PRC) §5020.1(q), "means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired."

A record search of the California Historical Resources Information System was conducted at the SCCIC at California State University, Fullerton, on February 23, 2022, for a project in the vicinity of the Project site (which included the Project site in its search radius). The results of that record search indicated that no cultural resources have been previously recorded within the Project site. An archaeological field survey conducted at the Project site on November 2, 2022, was negative for surficial evidence of cultural resources.

A review of aerial photographs and historic-period maps that include the Project site was also conducted.[7] The purpose of this review was to assess the potential for historic-period archaeological deposits at the Project site. The oldest available aerial photograph that includes the Project site dates to 1938, at which time the Project site was used for agricultural purposes. The Project site remained undeveloped except for agricultural-related activities until 1948, when the residence on the Project site was constructed. Agricultural activities appear to have ceased on the Project site after 1966.

As a result of LSA's evaluation of this property, it was determined that the 1948 vernacular residence does not appear to be eligible for listing in the California Register under any criteria. It is a nondescript residence that has sustained alterations including non-original windows, possibly non-original siding, and a possible breezeway enclosure, all of which make it temporally ambiguous. Although it was originally surrounded by groves, by 1959, the groves had been substantially reduced and were gone by the mid-1960s. The house was built at the beginning of the post-World War II residential boom, but is not part of a residential subdivision

[7] National Environmental Title Research (NETR). n.d. Historic Aerials. Website: http://www.historicaerials.com (accessed November 18, 2022).

and individually does not convey that association. Additionally, no evidence was found indicating it is associated with any historically significant people.

For these reasons, the building on the Project site does not qualify as a "historical resource" as defined by CEQA. There are also no known archaeological resources on the Project site that would qualify as "historical resources" as defined by CEQA. As such, **no impact** would occur with regard to historical resources, and no mitigation is required.

b) Less than Significant Impact with Mitigation Incorporated. A "substantial adverse change" to a historical resource, according to PRC §5020.1(q), "means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired."

As discussed in Threshold V.a. above, a record search of the California Historical Resources Information System was conducted at the SCCIC at California State University, Fullerton, on February 23, 2022, for a project in the vicinity of the Project site (which included the Project site in its search radius). The results of that record search indicated that no cultural resources have been previously recorded within the Project site.

Soil surveys (USDA n.d.) indicate that the Project site contains one type of near-surficial sediments: Tujunga gravelly loamy sand. These types of sediments are alluvial materials derived from granite and typically consist of gravelly loamy sand to 3 feet below surface and gravelly sand from 3 feet to 5 feet below surface. Near-surficial sediments of the Project site overlay geologic deposits, specifically older alluvium, lake, playa, and terrace deposits that date to the Pleistocene (2.58 million to 11,700 years ago) and Holocene (11,700 years ago to present).[8]

The Project site is currently mostly covered with asphalt and gravel, with ground visibility of natural sediments less than 10 percent. An archaeological field survey conducted at the Project site on November 2, 2022, was negative for surficial evidence of cultural resources or human remains.

Although no archeological resources were found on the Project site, given that sediments within the Project site date to a time that includes human occupation, the Project site has been relatively undisturbed aside from past agricultural activities and construction of the residential dwelling and driveway, and ground visibility was low, there is potential for previously unidentified subsurface archaeological resources to be present within the Project site. Therefore, **Mitigation Measure CUL-1** is prescribed below.

Mitigation Measure CUL-1: **Archaeological Site Monitoring.** An archaeologist that meets the Secretary of the Interior's Professional

[8] California Geological Survey. 2015. Geologic Map of California. Website: https://maps.conservation.ca.gov/cgs/gmc/ (accessed November 18, 2022).

> Qualifications Standards for archaeology shall oversee archaeological monitoring of construction-related ground disturbance. Monitoring shall continue until the archaeologist determines that there is a low potential for encountering subsurface archaeological, cultural, or tribal cultural resources. In the event that archaeological cultural resources are identified by the archaeological monitor during ground-disturbing project activities, the nature of the find shall be assessed by the qualified archaeologist, and the qualified archaeologist shall determine if additional cultural resources work is appropriate. Additional cultural resources work may include, but is not limited to, collection and documentation of artifacts, documentation of the cultural resources on State of California Department of Parks and Recreation (DPR) Series 523 forms, or subsurface testing. Upon completion of any cultural resources work for the project, the archaeologist shall prepare a report to document the methods and results of the work. This report shall be submitted to any descendant community involved in the investigation(s) and the South-Central Coastal Information Center (SCCIC).

As prescribed in **Mitigation Measure CUL-1**, the proposed Project would be required to undergo archaeological site monitoring of construction-related ground disturbances by a qualified archaeologist until the qualified archaeologist determines that there is a low potential for encountering subsurface archaeological, cultural, or tribal cultural resources. With implementation of CUL-1, potential project-related impacts to archeological resources as defined in *State CEQA Guidelines* Section 15064.5 would be **less than significant with mitigation incorporated**.

c) Less than Significant Impact. As discussed in Threshold V.b. above, the Project site is mostly covered with asphalt and gravel, with ground visibility of natural sediments less than 10 percent. An archaeological field survey conducted at the Project site on November 2, 2022, was negative for surficial evidence of cultural resources or human remains.

Although no human remains have been previously documented on the Project site, given that sediments within the Project site date to a time that includes human occupation and the Project site has been relatively undisturbed aside from past agricultural activities, there is potential for previously unidentified subsurface human remains to be present within the Project site.

In the event that human remains are discovered during Project execution, **Standard Condition CUL-2** is prescribed below.

Standard Condition CUL-2: **Human Remains.** In the event that that human remains (or remains that may be human) are discovered at the Project site, State Health and Safety Code Section 7050.5. states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to State Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be Native American, the County Coroner will notify the NAHC, which will determine and notify an MLD. With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The MLD recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials, preservation of Native American human remains and associated items in place, relinquishment of Native American human remains and associated items to the descendants for treatment, or any other culturally appropriate treatment.

The specific locations of Native American burials and reburials shall be proprietary and not disclosed to the general public. The County Coroner shall notify the Native American Heritage Commission (NAHC) in accordance with PRC 5097.98. Additionally, Section 7052 of the California Health and Safety Code states that disturbance of Native American cemeteries is a felony. As adherence to State regulations is required for all development, impacts associated with the inadvertent discovery of human remains would be **less than significant**, and no mitigation is required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*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: ***California Energy Commission; Air Quality, Greenhouse Gas, and Energy Technical Memorandum for the Stewart Almond Warehouse Project, LSA, November 30, 2022; United States Department of Transportation (DOT). 2021. Table 4-23: Average Fuel Efficiency of U.S. Light Duty Vehicles***

The information and analysis in this section is based on the *Air Quality, Greenhouse Gas, and Energy Technical Memorandum* (LSA, January 2023) provided in Appendix B of this Initial Study.

The Project site is within the service territory of Southern California Edison (SCE). SCE provides electricity to more than 15 million people in a 50,000 square mile area of Central, Coastal, and Southern California.[9] According to the California Energy Commission (CEC), total electricity consumption in the SCE service area in 2020 was 83,633 gigawatt-hours (GWh) (32,475 GWh for the residential sector and 51,158 GWh for the non-residential sector). Total electricity consumption in San Bernardino County in 2020 was 15,968.5 GWh (15,968,515,536 kilowatt-hours (kWh).[10]

The Southern California Gas Company (SoCalGas) is the natural gas service provider for the Project site. SoCalGas provides natural gas to approximately 21.8 million people in a 24,000 square mile service area throughout Central and Southern California, from Visalia to the Mexican border.[11] According to the CEC, total natural gas consumption in the SoCalGas service area in 2020 was 5,231 million therms (2,426 million therms for the residential sector

[9] Southern California Edison (SCE). 2021. About Us. Website: https://www.sce.com/about-us/who-we-are (accessed November 2022).

[10] CEC. 2020a. Electricity Consumption by County and Entity. Website: http://www.ecdms.energy.ca.gov/elecbycounty.aspx and http://www.ecdms.energy.ca.gov/elecbyutil.aspx (accessed November 2022).

[11] Southern California Gas Company (SoCalGas). 2021. About SoCalGas. Website: https://www.socalgas.com/about-us/company-profile (accessed November 2022).

and 2,294 million therms for the non-residential sector). Total natural gas consumption in San Bernardino County in 2020 was 527 million therms (527,236,428 therms).[12]

Gasoline is the most used transportation fuel in California, with 97 percent of all gasoline being consumed by light-duty cars, pickup trucks, and sport utility vehicles. According to the most recent data available, total gasoline consumption in California was 360,237 thousand barrels or 1,819.9 trillion British thermal units (BTU) in 2019.[13] Of the total gasoline consumption, 343,677 thousand barrels or 1,736.3 trillion BTU were consumed for transportation.[14] Based on fuel consumption obtained from CARB's CalEEMod, Version 2021 (EMFAC2021), approximately 321.6 million gallons of diesel and approximately 915.5 million gallons of gasoline will be consumed from vehicle trips in San Bernardino County in 2022.

a) Less than Significant Impact. The following describes the potential impacts regarding energy resources that could result from implementation of the proposed Project and evaluates whether the proposed Project would result in the wasteful, inefficient, or unnecessary consumption of energy resources.

Construction Energy Use. Construction would begin on June 15, 2023, and would end on November 3, 2023. The proposed Project would require energy for activities such as the manufacture and transportation of building materials, grading activities, and building construction. Construction of the proposed Project would require electricity to power construction-related equipment. Construction of the proposed Project would not involve the consumption of natural gas. The construction-related equipment would not be powered by natural gas, and no natural gas demand is anticipated during construction.

Transportation energy represents the largest energy use during construction and would occur from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction worker vehicles that would use petroleum fuels (e.g., diesel fuel and/or gasoline). Therefore, the analysis of energy use during construction focuses on fuel consumption. Construction trucks and vendor trucks hauling materials to and from the Project site would be anticipated to use diesel fuel, whereas construction workers traveling to and from the Project site would be anticipated to use gasoline-powered vehicles. Fuel consumption from transportation uses depends on the type and number of trips, vehicle miles traveled (VMT), the fuel efficiency of the vehicles, and the travel mode.

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12 CEC. 2020b. Gas Consumption by County and Entity. Website: http://www.ecdms.energy.ca.gov/gasbycounty.aspx and http://www.ecdms.energy.ca.gov/gasbyutil.aspx (accessed November 2022).

13 A British Thermal Unit is defined as the amount of heat required to raise the temperature of 1 pound of water by 1 degree Fahrenheit.

14 United States Department of Energy, Energy Information Administration (EIA). 2021a. California State Profile and Energy Estimates. Table F3: Motor gasoline consumption, price, and expenditure estimates, 2019. Website: eia.gov/state/seds/data.php?incfile=/state/seds/sep_fuel/html/fuel_mg.html&sid=CA (accessed November 2022).

Impacts related to energy use during construction would be temporary and relatively small in comparison to San Bernardino County's overall use of the State's available energy resources.

No unusual Project characteristics would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or the State. In addition, construction activities are not anticipated to result in an inefficient use of energy as gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs on the Project. The Project would not cause or result in the need for additional energy facilities or an additional or expanded delivery system. For these reasons, fuel consumption during construction would not be inefficient, wasteful, or unnecessary. Impacts would be **less than significant,** and no mitigation is required.

***Operational Energy Use*.** Operational energy use is typically associated with natural gas use, electricity consumption, and fuel used for vehicle trips associated with a project. Electricity consumption was estimated for the proposed Project using default energy intensities by land use type in CalEEMod. The proposed Project would not include the use of natural gas, and no natural gas demand is anticipated during operation of the proposed Project.

CalEEMod divides building electricity and natural gas use into uses that are subject to Title 24 standards and those that are not. For electricity, Title 24 uses include the major building envelope systems covered by Part 6 (California Energy Code) of Title 24 (e.g., space heating, space cooling, water heating, and ventilation). Non-Title 24 uses include all other end uses (e.g., appliances, electronics, and other miscellaneous plug-in uses). Because some lighting is not considered as part of the building envelope energy budget, CalEEMod considers lighting as a separate electricity use category.

In addition, the proposed Project would result in energy usage associated with gasoline and diesel to fuel Project-related trips. The average fuel economy for light-duty vehicles (automobiles, pickups, vans, and SUVs) in the United States has steadily increased, from about 14.9 miles per gallon (mpg) in 1980 to 22.9 mpg in 2020[15] . The average fuel economy for heavy-duty trucks in the United States has also steadily increased, from 5.7 mpg in 2013 to a projected 8.0 mpg in 2021[16]. Using the USEPA gasoline fuel economy estimates for 2020, the California diesel fuel economy estimates for 2021, and the traffic data from the Project traffic analyses, the proposed Project would result in the annual consumption of 8,217 gallons of gasoline and 13,996 gallons of diesel fuel.

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15 United States Department of Transportation. "Table 4-23: Average Fuel Efficiency of U.S. Light Duty Vehicles." Website: https://www.bts.dot.gov/bts/bts/content/average-fuel-efficiency-us-light-duty-vehicles (accessed November 2022).

16 California Energy Commission (CEC). 2015. Medium and Heavy-Duty Truck Prices and Fuel Economy 2013–2026. Website: efiling.energy.ca.gov/getdocument.aspx?tn=206180 (accessed October 2022).

Table G shows the estimated potential increased electricity, gasoline, and diesel demand associated with the proposed Project. The electricity rates are from the CalEEMod analysis, while the gasoline and diesel rates are based on the traffic analysis in conjunction with United States Department of Transportation fuel efficiency data.

Table G: Estimated Annual Energy Use of the Proposed Project

Land Use	Electricity Use (kWh/yr)	Gasoline (gal/yr)	Diesel (gal/yr)
Industrial	102,820	8,217	13,996

Source: Compiled by LSA (November 2022).
gal/yr = gallons per year
kWh/yr = thousand kilowatt-hours per year

As shown in Table G, the estimated electricity demand associated with the proposed Project is 102,820 kWh per year. In 2020, California consumed approximately 277,750 GWh or 277,750,000,000 kWh. Of this total, San Bernardino County consumed 15,968.5 GWh or 15,968,515,536 kWh[17]. Therefore, electricity demand associated with the proposed Project would be approximately less than 0.01 percent of San Bernardino County's total electricity demand.

As identified in Table G, the proposed Project would result in the annual consumption of 8,217 gallons of gasoline and 13,996 gallons of diesel fuel. In 2021, vehicles in California consumed approximately 13.8 billion gallons of gasoline[18]. Therefore, gasoline demand generated by vehicle trips associated with the proposed Project would be a minimal fraction of gasoline and diesel fuel consumption in California and, by extension, in San Bernardino County.

In addition, vehicles associated with trips to and from the Project site would be subject to fuel economy and efficiency standards, which are applicable throughout the State. As such, the fuel efficiency of vehicles associated with Project operations would increase throughout the life of the proposed Project. Therefore, implementation of the proposed Project would not result in a substantial increase in transportation-related energy uses.

As demonstrated in the analysis above, the proposed Project would not result in a substantial increase in electricity usage or transportation-related energy uses. As such, the proposed Project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation. Impacts would be **less than significant**, and no mitigation is required.

[17] California Energy Commission (CEC). 2021a. 2020 Total System Electric Generation. Website: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2020-total-system-electric-generation (accessed November 2022).

[18] California Energy Commission (CEC). 2015. Medium and Heavy-Duty Truck Prices and Fuel Economy 2013–2026. Website: efiling.energy.ca.gov/getdocument.aspx?tn=206180 (accessed October 2022).

b) Less than Significant Impact. In 2002, the Legislature passed Senate Bill 1389, which required the CEC to develop an integrated energy plan every two years for electricity, natural gas, and transportation fuels for the Integrated Energy Policy Report. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero-emission vehicles and their infrastructure needs, and encouragement of urban designs that reduce VMT and accommodate pedestrian and bicycle access.

The CEC adopted the *2022 Integrated Energy Policy Report Update*.[19] The Integrated Energy Policy Report provides the results of the CEC's assessments of a variety of energy issues facing California. The County of San Bernardino relies on the State integrated energy plan and does not have its own local plan to address renewable energy or energy efficiency.

As indicated above, energy usage on the Project site during construction would be temporary in nature and would be relatively small in comparison to the overall use in San Bernardino County. In addition, energy usage associated with operation of the proposed Project would be relatively small in comparison to the overall use in San Bernardino County, and the State's available energy resources. Therefore, energy impacts at the regional level would be negligible. Because California's energy conservation planning actions are conducted at a regional level, and because the proposed Project's total impact on regional energy supplies would be minor, the proposed Project would not conflict with or obstruct California's energy conservation plans, as described in the CEC's Integrated Energy Policy Report. Additionally, as demonstrated above, the proposed Project would not result in the inefficient, wasteful, and unnecessary consumption of energy. Potential impacts related to conflict with or obstruction of a State or local plan for renewable energy or energy efficiency would be **less than significant** and no mitigation is required.

[19] CEC. 2022a. 2022 Integrated Energy Policy Report Update. Docket No. 21-IEPR-01.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*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):*
***San Bernardino Countywide Plan 2020; Submitted Project Materials;* San Bernardino County, San Bernardino Countywide Plan Draft EIR, 2019; *Report of Geotechnical Evaluations and Infiltration Testing for WQMP Storm Water Disposal Design*, prepared by Soils Southwest, Inc., November 23, 2022.**

The information and analysis in this section is based on the *Report of Geotechnical Evaluations and Infiltration Testing for WQMP Storm Water Disposal Design* prepared by Soils Southwest, Inc. on November 23, 2022 provided in Appendix C of this Initial Study.

a.i) No Impact. The Alquist-Priolo Earthquake Fault Zoning Act passed in 1972 and was implemented to mitigate the hazard of surface faulting to structures used for human occupancy. The Act was designed to ensure that construction of habitable buildings are not constructed on top of traces of active faults. Figure 5.6-1 of the San Bernardino Countywide Plan Environmental Impact Report shows the Project site is not on or in the vicinity of an Alquist-Priolo Fault Zone. Furthermore, the Project-specific Geotechnical Evaluation prepared by Soils Southwest, Inc. in November 2022 indicates that the Project site is not within an Alquist-Priolo Special Study Zone or Fault Zone. The closest fault to the Project site is the Cucamonga fault approximately 4.25 miles northwest of the site. In the absence of any known on-site active faults, **no impact** related to rupture of a known earthquake fault would occur on the Project site and no mitigation is required.

a.ii) Less than Significant Impact. The Project site is within a seismically active area, where earthquakes have the potential to subject the proposed Project to very strong seismically related ground shaking. Figure 5.6-2 of the San Bernardino Countywide Plan Environmental Impact Report shows that the Project site is in an area subject to high hazards from earthquake seismic shaking. The closest active fault (and fault zone) is the Cucamonga fault approximately 4.75 miles from the Project site.

The extent of ground shaking associated with an earthquake is dependent upon the size of the earthquake and the geologic material of the underlying area. All future construction and development within the Project site would be required to comply with applicable provisions of the 2022 California Building Code (CBC) and the County's building regulations. Proper engineering design and construction in conformance with the 2022 CBC and Project-specific *Geotechnical Investigation* recommendations would ensure that impacts to the proposed Project from seismic ground shaking would be reduced. No mitigation is required. However, the following **Standard Condition GEO-1** is a regulatory requirement that would be implemented to ensure impacts related to seismic activity remain less than significant.

Standard Condition GEO-1: Compliance with applicable California Building Code and Project-specific Geotechnical Recommendations. Prior to the approval of grading and/or issuance of building permits, the Project Applicant shall provide evidence to County staff, for review and approval, that the on-site structure will be designed and will be constructed in conformance with applicable provisions of the 2022 California Building Code (or the current CBC at the time of County review) and the recommendations cited in the *Geotechnical Evaluations,* prepared by Soils Southwest, Inc., dated February 2022. This measure shall be implemented to the satisfaction of the

San Bernardino County Building and Safety Division or designee.

Adherence to the measures identified in the geotechnical investigation, as well as the 2022 CBC (or current CBC at the time of County review) and other requirements identified and required by the County, would ensure ground shaking hazards are reduced. Impacts would be **less than significant,** and no mitigation is required.

a.iii) Less than Significant Impact. Liquefaction is the loss of strength in generally cohesionless, saturated soils when the pore-water pressure induced in the soil by a seismic event becomes equal to or exceeds the overburden pressure. The primary factors that influence the potential for liquefaction, includes groundwater table elevation, soil type and plasticity characteristics, relative density of the soil, initial confining pressure, and intensity and duration of ground shaking. The depth within which the occurrence of liquefaction may impact surface improvements is generally identified as the upper 50 feet below the existing ground surface.

Figure 5.6-3 of San Bernardino Countywide Plan Environmental Impact Report shows that the Project site is not located in an area of liquefaction susceptibility. In addition, as determined in the Geotechnical Evaluation, liquefaction is not considered to be a design concern for the proposed Project. The historical depth of groundwater for the Project site is reported at approximately 486 feet below grade and no groundwater was encountered within the maximum depth of 50 feet explored. As such, impacts would be **less than significant,** and no mitigation is required.

a.iv) No impact. The Project site topography is relatively flat. There are no slopes close to the Project site, and parcels adjacent to the site are relatively flat. Figure 5.6-3 of San Bernardino Countywide Plan Environmental Impact Report shows that the Project site is not located in an area of landslide susceptibility. In addition, the Project-specific *Geotechnical Evaluation* indicates that the potential for seismically induced landslides should be considered "remote." For these reasons, implementation of the proposed Project would not directly or indirectly cause potential substantial adverse effects, risk of loss, injury or death involving landslides. **No impact** would occur, and no mitigation is required.

b) Less than Significant Impact. According to the Project-specific *Geotechnical Evaluation,* soils encountered on the Project site consist of upper 3 to 4 feet of dry low-density deposits of silty fine to medium coarse sand overlying depositions of medium to course poorly graded silty fine sand. Based on review of the United States Department of Agriculture Natural Resources Conservation Service: Web Soil Survey for the subject area, soil on the Project site is identified as TvC Tujunga gravely loamy sand, 0 to 9 precent slopes with the upper 36 inches consisting of gravely loamy sand overlying gravely sand up to 5 feet.

Project construction would disturb surface soils and make them susceptible to erosion from wind and water. To address the potential for erosion, the proposed Project would be required to implement a Stormwater Pollution Prevention Plan (SWPPP) pursuant to Standard

Condition HYD-1, including best management practices (BMPs) during construction, which would reduce erosion in accordance with the requirements of the Construction General Permit.

The proposed Project must also comply with the County's Municipal Code (Section 85.11.030), which prohibits land disturbance or construction activities without first obtaining approval of erosion control measures, including coverage under the State Construction General Permit, development of a SWPPP, and implementation of BMPs pursuant to Standard Condition HYD-2 to ensure that construction practices include measures to address erosion such as limiting work to dry seasons, covering stockpiled soils, and use of straw bales and silt fences to minimize off-site sedimentation.

During project operations, a majority of the Project site would be covered with impervious surfaces (e.g., asphalt, concrete, a warehouse building), which are not subject to erosion. Compliance with State, federal, and local requirements would ensure that the proposed Project would have a **less than significant impact** related to soil erosion or loss of topsoil. No mitigation is required.

c) Less than Significant Impact. Landslides and other forms of mass wasting, including mud flows, debris flows, and soil slips occur as soil moves downslope under the influence of gravity. Landslides are frequently triggered by intense rainfall or seismic shaking. Because the Project site is in a relatively flat area with no significant slopes nearby, landslides or other forms of natural slope instability do not represent a significant hazard to the project. In addition, as shown on Figure 5.6-3 of San Bernardino Countywide Plan Environmental Impact Report, the Project site is not located in an area of landslide or liquefaction susceptibility and the Project-specific *Geotechnical Evaluation* indicates that the potential for seismically induced landslides should be considered "remote".

Seismically induced lateral spreading involves lateral movement of soils due to ground shaking and is demonstrated by near vertical cracks with predominately horizontal movement of the soil mass involved. Because the topography of the Project site is relatively level, the Project-specific *Geotechnical Evaluation* indicates that the potential for seismically induced lateral spreading should be considered "remote".

No groundwater was encountered within the maximum depth of 50 feet explored and historical groundwater is reported at approximately 486 feet below grade. Based on the subsurface conditions encountered at boring locations on the Project site and the lack of a high groundwater table, liquefaction is not considered to be a design concern for the proposed Project.

Figure 5.6-4 of the San Bernardino Countywide Plan Environmental Impact Report shows that the Project site is in an area of medium to high susceptibility for subsidence. The *Geotechnical Evaluation* determined that due to the proximity of the Project site to the Cucamonga fault, potential for total and differential ground settlements due to ground shaking may be anticipated. Within a 40-foot-span, the total and differential settlements are expected to not

exceed 1 inch and 0.5 inch, respectively. To minimize potential for differential settlements, it is recommended that structural footings be established exclusively into engineered fills of local soils compacted to the standards outlined in the *Geotechnical Evaluation,* and footings and slabs not be straddled over cut/fill transitions. Design recommendations as specified in **Standard Condition GEO-1** would be implemented to reduce potential geotechnical hazards related to subsidence.

Based on the depth of groundwater and site subsurface conditions, liquefaction potential and seismic settlement at the Project site is low. The proposed Project would be required to comply with current building codes to reduce potential impacts associated with seismic hazards including liquefaction and collapse.

With implementation of the design recommendations outlined in the *Geotechnical Evaluation* as specified in **Standard Condition GEO-1,** potential impacts related to landslides, lateral spreading, subsidence, liquefaction, or collapse would be **less than significant** and no mitigation is required.

d) No Impact. Mapped soils on the Project site include TvC Tujunga gravely loamy sand, 0 to 9 percent slopes with the upper 36 inches consisting of gravely loamy sand overlying gravely sand up to 5 feet. The near-surface soils generally consist of upper 3 to 4 feet of dry low-density deposits of silty fine to medium coarse sand overlying depositions of medium to course poorly graded silty fine sand. According to the *Geotechnical Evaluation*, these materials have been visually classified as non-expansive. Therefore, no design considerations related to expansive soils are prescribed for the Project site. The proposed Project would not be on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994) and therefore would not create substantial risks to life or property. **No impact** would occur, and no mitigation is required.

e) Less than Significant Impact. The Project site currently contains a septic tank which would be abandoned and removed as part of the proposed Project. Development of the proposed Project would include the installation of a new septic system including a 1,500 gallon septic tank along the western boundary of the Project site fronting Almond Avenue and a seepage pit.

Percolation testing was performed as part of the *Geotechnical Evaluation* and results are included in Appendix C. The percolation testing consisted of a total of two borings. Soils on the Project site generally consist of dry to damp slightly silty fine to medium coarse poorly graded sands overlying poorly graded gravely medium to coarse sands with rock fragments, rocks 1 to 2 inches, and occasional cobbles to the maximum depth of 10 feet explored. Geotechnical borings did not expose the presence of shallow depth groundwater or layers considered impermeable to water. The Geotechnical Evaluation and percolation test results concluded the observed soils' percolation rates were 15.94 inches/hour and 18.67 inches/hour, and that the design percolation rate for the proposed seepage pits would be consistent with San Bernardino County guidelines.

Based on the analysis provided above, soils on the Project site would be capable of adequately supporting the use of a septic tank. Therefore, implementation of the proposed Project would result in **less than significant impacts**, and no mitigation is required.

f) Less than Significant Impact with Mitigation Incorporated. Paleontological resources are remains of prehistoric life that have been preserved in geologic strata. These remains are called fossils and include bones, shells, teeth, and plant remains (including their impressions, casts, and molds) in the sedimentary matrix, as well as trace fossils such as footprints and burrows. Fossils are older than 5,000 years of age, but may include younger remains (subfossils) when viewed in the context of local extinction of the organism or habitat. Fossils are considered a nonrenewable resource under California and San Bernardino County guidelines. The degree of paleontological sensitivity of any particular area is based on a number of factors, including the documented presence of fossiliferous resources on a site or in nearby areas, the presence of documented fossils within a particular geologic formation or lithostratigraphic unit, and whether or not the original depositional environment of the sediments is one that might have been conducive to the accumulation of organic remains that might have become fossilized over time. Late Quaternary (Holocene, or "modern") alluvium is generally considered to be geologically too young to contain significant nonrenewable paleontological resources (i.e., fossils) and is therefore typically assigned a low paleontological sensitivity. Older, Pleistocene (more than 11,000-year-old), alluvial and alluvial fan deposits in the Inland Empire, however, often yield important Ice Age terrestrial vertebrate fossils, such as extinct mammoths, mastodons, giant ground sloths, extinct species of horse, bison, and camel, saber-toothed cats, and others. Pleistocene sediments are therefore designated as high paleontological resource sensitivity.

The proposed Project site is within the broad, fault-bounded alluvial valley of the Santa Ana Wash between the San Bernardino Mountains to the north and the San Timoteo Badlands to the south. Younger Alluvium, (Q) underlie the Project site and these sedimentary deposits are characterized as fine to coarse-grained sands with some silts overlying dense to very dense medium to coarse gravelly sands with rocks and cobbles.

Figure 5.5-1 of the San Bernardino Countywide Plan Environmental Impact Report shows that the Project site is in an area of low-to-high paleontological sensitivity. Although younger alluvium is too young to preserve fossil resources in the upper layers, the deeper layers and underlying sediments have high paleontological sensitivity. Therefore, the proposed Project would implement **Mitigation Measure GEO-2** to reduce potential impacts to paleontological resources that may be discovered during Project execution.

Mitigation Measure GEO-2: Due to the lack of any known fossil specimens or fossil localities from within a several-mile radius encompassing the Project site, paleontological monitoring would not be required during surficial grading activities during Project construction. However, if fossils of any sort are discovered during grading/earthmoving activities, all construction activities shall cease, and the construction contractor shall

notify County staff. The Project Applicant shall then retain a certified paleontologist (approved by the County) and the paleontologist shall develop a Paleontological Mitigation Monitoring and Reporting Program (PMMRP), consistent with the provisions of CEQA, those of the County of San Bernardino, and guidelines of the Society of Vertebrate Paleontology *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources*. Once the PMMRP is approved and implemented, construction activities could continue on the Project site.

With implementation of **Mitigation Measure GEO-2,** the proposed Project would have a **less than significant impact with mitigation incorporated** on paleontological resources.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*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: ***CARB 2022 Scoping Plan; Air Quality, Greenhouse Gas, and Energy Technical Memorandum for the Stewart Almond Warehouse Project, LSA, November 30, 2022; San Bernardino County 2021 Regional Greenhouse Gas Reduction Plan Update***

The information and analysis in this section is based on the *Air Quality, Greenhouse Gas, and Energy Technical Memorandum* by LSA Associates, Inc., dated January 2023, provided in Appendix B of this Initial Study.

Greenhouse gases (GHGs) are present in the atmosphere naturally, are released by natural sources, or form from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced global climate change are:

- Carbon dioxide (CO_2);
- Methane (CH_4);
- Nitrous oxide (N_2O);
- Hydrofluorocarbons (HFCs);
- Perfluorocarbons (PFCs); and
- Sulfur Hexafluoride (SF_6).

Over the last 200 years, humans have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere and enhancing the natural greenhouse effect, believed to be causing global warming. While manmade GHGs include naturally occurring GHGs such as CO_2, methane, and N_2O, some gases, like HFCs, PFCs, and SF_6 are completely new to the atmosphere.

In October 2008, the SCAQMD released a *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*[20] that suggested a tiered approach to analyzing GHG emissions in a project level analysis. In the Draft Guidance Document,

[20] South Coast Air Quality Management District (SCAQMD). 2008. Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold. October. Website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf (accessed December 2022).

SCAQMD provided numerical thresholds that can be applied to smaller projects (like the proposed Project). The interim GHG significance thresholds are 3,000 metric tons (MT) per year of carbon dioxide equivalents (CO_2e) for residential and commercial land uses where the SCAQMD is the Lead Agency. If emissions exceed the numerical screening threshold, a more detailed review of the project's GHG emissions is warranted. The SCAQMD has proposed an efficiency target for projects that exceed the bright-line threshold. The current recommended approach is per-capita efficiency targets. The SCAQMD is not recommending use of a percent emissions reduction target. Instead, the SCAQMD proposes a 2020 efficiency target of 4.8 MT CO_2e per year per service population (residents plus employees) for project-level analyses.

For the purpose of this analysis, the proposed Project will be compared to the threshold of 3,000 MT CO_2e/year for all land use types. The proposed Project is also evaluated for compliance with the County's Greenhouse Gas Reduction Plan and the 2022 Scoping Plan.

a) Less than Significant Impact. This section describes the proposed Project's construction- and operation-related GHG emissions and its contribution to global climate change. SCAQMD has not addressed emission thresholds for construction. However, SCAQMD requires quantification and disclosure. Thus, this section discusses construction emissions.

***Construction Greenhouse Gas Emissions*.** Demolition and construction activities associated with the proposed Project would produce combustion emissions from various sources. Construction would emit GHGs through the operation of construction equipment and from worker and builder supply vendor vehicles for the duration of the approximately 5-month construction period. The combustion of fossil-based fuels creates GHGs such as CO_2, CH_4, and N_2O. Furthermore, the fueling of heavy equipment emits CH_4. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

As indicated above, SCAQMD does not have an adopted threshold of significance for construction-related GHG emissions. However, lead agencies are required to quantify and disclose GHG emissions that would occur during construction. SCAQMD then requires the construction GHG emissions to be amortized over the life of the Project, defined as 30 years, added to the operational emissions, and compared to the applicable interim GHG significance threshold tier. Table H shows CO_2e emission calculations for each respective construction phase of the proposed Project.[21]

[21] The CalEEMod analysis evaluated Project construction emissions with a start date of May 1, 2023 and end date of October 15, 2023. The proposed Project's construction schedule has since been modified so that Project construction would begin June 15, 2023 and would still occur over an approximately 5.5-month duration. This minimal modification to the Project construction schedule was reviewed by LSA and it was determined that the modified schedule would not result substantially different GHG impacts than what is described within.

As indicated in Table H, it is estimated that the Project would generate 139.3 MT CO_2e during construction of the Project. When amortized over the 30-year life of the Project, annual emissions would be 4.6 MT CO_2e.

Table H: Construction Greenhouse Gas Emissions

Construction Phase	Greenhouse Gas Emissions, CO_2e (Metric Tons per Year)
Demolition	11.4
Site Preparation	4.0
Grading	4.8
Building Construction	105.5
Paving	7.1
Architectural Coating	6.5
Total Project Construction Emissions	**139.3**
Total Construction Emissions Amortized over 30 Years	**4.6**

Source: Compiled by LSA (November 2022).
Note: Numbers may not appear to add correctly due to rounding.
CO_2e = carbon dioxide equivalent

***Operational Greenhouse Gas Emissions*.** Long-term operation of the proposed Project would generate GHG emissions from area, mobile, waste, and water sources, as well as indirect emissions from sources associated with energy consumption. Mobile-source GHG emissions would include Project-generated vehicle trips associated with trips to the amenity uses associated with the proposed Project. Area-source emissions would be associated with activities such as landscaping and maintenance on the Project site and other sources. Waste-source emissions generated by the proposed Project include energy generated by landfilling and other methods of disposal related to transporting and managing Project-generated waste. In addition, water-source emissions associated with the proposed Project are generated by water supply and conveyance, water treatment, water distribution, and wastewater treatment.

GHG emissions were estimated using CalEEMod. Table I shows the estimated operational GHG emissions for the proposed Project. Motor vehicle emissions are the largest source of GHG emissions for the Project, at approximately 72 percent of the Project total. Water sources are the next largest category, at approximately 13 percent. Waste and energy sources are approximately 8 percent and 7 percent of the total emissions, respectively. Appendix B provides additional calculation details.

As discussed above, a project would have less than significant GHG emissions if it would result in operation-related GHG emissions of less than 3,000 MT CO_2e per year. Based on the analysis results, the proposed Project would result in 244.3 CO_2e per year, which would be below the numeric threshold of 3,000 MT CO_2e per year. Therefore, operation of the proposed Project would not generate significant GHG emissions that would have a significant effect on the environment. Impacts would be **less than significant,** and no mitigation is required.

b) Less than Significant Impact. An evaluation of the proposed Project's consistency with the County's Greenhouse Gas Reduction Plan, the 2017 Scoping Plan, and the 2020–2045 SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is provided below.

Table I: Project Greenhouse Gas Emissions (Metric Tons per Year)

Emission Type	Operational Emissions				
	CO_2	CH_4	N_2O	CO_2e	Percentage of Total
Area Source	<0.1	<0.1	0.0	<0.1	<1
Energy Source	13.3	<0.1	<0.1	13.4	7
Mobile Source	170.0	<0.1	<0.1	175.5	72
Waste Source	7.8	<0.1	0.0	19.4	8
Water Source	22.6	<0.1	<0.1	31.4	13
Total Operational Emissions				**239.7**	**100.0**
Amortized Construction Emissions				**4.6**	**—**
Total Annual Emissions				**244.3**	**—**
SCAQMD Threshold				**3,000**	
Exceeds Threshold?				**No**	

Source: Compiled by LSA (November 2022).

CH_4 = methane
CO_2 = carbon dioxide
CO_2e = carbon dioxide equivalent
N_2O = nitrous oxide
SCAQMD = South Coast Air Quality Management District

***San Bernardino County Regional Greenhouse Gas Reduction Plan*.** As a response to 2006 Assembly Bill (AB) 32, a project partnership led by the San Bernardino Associated Governments, the predecessor agency to the San Bernardino County Transportation Authority, has compiled an inventory of GHG emissions and developed reduction measures that was adopted by the 21 Partnership Cities of San Bernardino County. The regional GHG reduction plan will serve as the basis for cities in San Bernardino County to develop more detailed community level climate action plans. The San Bernardino County Regional Greenhouse Gas Reduction Plan, which identifies the County's vision and goals on reducing GHG emissions in the different cities, local government facilities, and communities. In response to these initiatives, an informal project partnership, led by the San Bernardino Council of Governments, compiled a GHG emissions inventory and an evaluation of reduction measures that could be adopted by the 25 Partnership Cities of San Bernardino County. The Partnership has committed to undertake the following actions that will reduce GHG emissions associated with its regional (or countywide) activities:

- Prepare a baseline (2016) GHG emissions inventory for each of the 25 Partnership Jurisdictions in the County.
- Prepare a future year (2020, 2030, and 2045) GHG emissions forecasts for each of the jurisdictions.
- Develop general GHG reduction measures and jurisdiction-specific measures appropriate for each jurisdiction.

- Develop consistent baseline in information for jurisdictions to use for their development of community climate action plans (CAPs) meeting jurisdiction-identified reduction goals.

The San Bernardino County Regional Greenhouse Gas Reduction Plan includes GHG Screening Tables to determine a project's consistency with the CAP. Projects that obtain at least 100 points will be consistent with the reduction quantities anticipated in the San Bernardino County Regional Greenhouse Gas Reduction Plan. Consistent with CEQA Guidelines, such projects would be determined to have a less than significant individual and cumulative impact for GHG emissions. The Screening Table for Implementing GHG Performance Standards for Commercial Development and Public Facilities was completed for the proposed Project and the proposed Project earned 110 total points. Because the proposed Project would obtain at least 100 points, it would be consistent with the reduction quantities anticipated in the San Bernardino County Regional Greenhouse Gas Reduction Plan. Therefore, the proposed Project would be consistent with the San Bernardino County Regional Greenhouse Gas Reduction Plan and no additional analysis is required.

***CARB Scoping Plan*.** Executive Order B-30-15 added the immediate target of reducing GHG emissions to 40 percent below 1990 levels by 2030. SB 32 affirms the importance of addressing climate change by codifying into statute the GHG emissions reductions target of at least 40 percent below 1990 levels by 2030 contained in Executive Order B-30-15. CARB released the 2017 Scoping Plan,[22] to reflect the 2030 target set by Executive Order B-30-15 and codified by SB 32. SB 32 builds on AB 32 and keeps us on the path toward achieving the State's 2050 objective of reducing emissions to 80 percent below 1990 levels. The companion bill to SB 32, AB 197, provides additional direction to the CARB related to the adoption of strategies to reduce GHG emissions. Additional direction in AB 197 intended to provide easier public access to air emissions data that are collected by CARB was posted in December 2016.

The 2022 Scoping Plan[23] assesses progress toward the statutory 2030 target, while laying out a path to achieving carbon neutrality no later than 2045. The 2022 Scoping Plan Update focuses on outcomes needed to achieve carbon neutrality by assessing paths for clean technology, energy deployment, natural and working lands, and others, and is designed to meet the State's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities.

The 2022 Scoping Plan focuses on building clean energy production and distribution infrastructure for a carbon-neutral future, including transitioning existing energy production and transmission infrastructure to produce zero-carbon electricity and hydrogen, and utilizing biogas resulting from wildfire management or landfill and dairy operations, among other substitutes. The 2022 Scoping Plan states that in almost all sectors, electrification will play an important role. The 2022 Scoping Plan evaluates clean energy and technology options and

[22] California Air Resources Board. 2017. *California's 2017 Climate Change Scoping Plan*. November.
[23] CARB. 2022. *2022 Scoping Plan Update*. November 16. Website: https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp.pdf (accessed November 2022).

the transition away from fossil fuels, including adding four times the solar and wind capacity by 2045 and about 1,700 times the amount of current hydrogen supply. As discussed in the 2022 Scoping Plan, Executive Order N-79-20 requires that all new passenger vehicles sold in California be zero-emission by 2035, and all other fleets transition to zero-emission as fully possible by 2045, which will reduce the percentage of fossil fuel combustion vehicles.

Energy measures are intended to increase renewable energy generation sources. The proposed Project would implement the following sustainability features: Solar ready roof; tinted windows for energy efficient heating, ventilation, and air conditioning equipment; motion sensors on all lighting with automatic shut off skylights throughout the assembly/warehouse uses; blue box controls per California Green Building Standards Code (CALGreen Code) requirements; low-flow toilets and sinks; and drought-tolerant landscape. Therefore, the proposed Project would comply with applicable energy measures.

Water conservation and efficiency measures are intended to continue efficiency programs and use cleaner energy sources to move and treat water. Increasing the efficiency of water transport and reducing water use would reduce GHG emissions. As identified above, the proposed Project would be required to comply with the latest CALGreen standards, which include a variety of different measures, including reduction of wastewater and water use. In addition, the proposed Project would be required to comply with the California Model Water Efficient Landscape Ordinance. Therefore, the proposed Project would not conflict with any of the water conservation and efficiency measures.

The goal of transportation and motor vehicle measures is to develop regional GHG emission reduction targets for passenger vehicles. Specific regional emission targets for transportation emissions would not directly apply to the proposed Project. However, vehicles traveling to the Project site would comply with the Pavley II (LEV III) Advanced Clean Cars Program. The second phase of Pavley standards will reduce GHG emissions from new cars by 34 percent from 2016 levels by 2025. Therefore, the proposed Project would not conflict with the identified transportation and motor vehicle measures.

The proposed Project would comply with existing State regulations adopted to achieve the overall GHG emissions reduction goals.

***SCAG's Regional Transportation Plan/Sustainable Communities Strategy*.** SCAG's 2020–2045 RTP/SCS was adopted on September 3, 2020. SCAG's RTP/SCS identifies that land use strategies that focus on new housing and job growth in areas served by high-quality transit and other opportunity areas would be consistent with a land use development pattern that supports and complements the proposed transportation network. The core vision in the 2020–2045 RTP/SCS is to better manage the existing transportation system through design management strategies, integrate land use decisions and technological advancements, create complete streets that are safe to all roadway users, preserve the transportation system, and expand transit and foster development in transit-oriented communities. The 2020–2045 RTP/SCS contains transportation projects to help more efficiently distribute population, housing, and employment growth, as well as a forecasted development pattern that is

generally consistent with regional-level General Plan data. The forecasted development pattern, when integrated with the financially constrained transportation investments identified in the 2020–2045 RTP/SCS, would reach the regional target of reducing GHG emissions from automobiles and light-duty trucks by 8 percent per capita by 2020 and 19 percent by 2035 (compared to 2005 levels). The 2020–2045 RTP/SCS does not require that local General Plans, Specific Plans, or zoning be consistent with the 2020–2045 RTP/SCS but provides incentives for consistency for governments and developers.

Implementing SCAG's RTP/SCS will greatly reduce the regional GHG emissions from transportation, helping to achieve statewide emissions reduction targets. The proposed Project would not conflict with the stated goals of the RTP/SCS. Therefore, the proposed Project would not interfere with SCAG's ability to achieve the region's GHG reduction targets of 8 percent below 2005 per capita emissions levels by 2020 and 19 percent below 2005 per capita emissions levels by 2035. It can also be assumed that regional mobile emissions would decrease in line with the goals of the RTP/SCS. Furthermore, the proposed Project is not regionally significant per *State CEQA Guidelines* Section 15206, and, as such, it would not conflict with the SCAG RTP/SCS targets since those targets were established and are applicable on a regional level.

The proposed Project would consist of a 40,000-square-foot warehouse building. Based on the nature of the proposed Project, it is anticipated that implementation of the proposed Project would not interfere with SCAG's ability to implement the regional strategies outlined in the RTP/SCS. Therefore, the proposed Project would not conflict with plans, policies, or regulations adopted for the purpose of reducing GHG emissions. Impacts would be **less than significant,** and no mitigation is required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*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: ***State Water Resources Control Board; California Department of Toxic Substances Control (Cortese List); San Bernardino County. Countywide Plan Policy Plan. Policy Map HZ-9 Airport Safety & Planning; CAL FIRE.***

a) Less than Significant Impact. Hazardous materials are chemicals that could potentially cause harm during an accidental release or mishap, and are defined as being toxic, corrosive, flammable, reactive, or an irritant or strong sensitizer. Hazardous substances include all chemicals regulated under the U.S. Department of Transportation's "hazardous materials" regulations and the U.S. Environmental Protection Agency's (USEPA) "hazardous waste" regulations. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment. The probable frequency and severity of consequences from the routine transport, use, or disposal of hazardous materials are

affected by the type of substance, the quantity used or managed, and the nature of the activities and operations.

During demolition and construction activities for the proposed Project, there is a possibility of generating small quantities of hazardous materials. The construction phase of the proposed Project would include the transport, storage, and short-term use of petroleum-based fuels, lubricants, pesticides, and other similar materials. The amount of hazardous chemicals present during construction would be limited and would be in compliance with existing government regulations. Any associated risk would be adequately reduced to a level that is less than significant through compliance with applicable standards and regulations. Thus, the limited use and storage of hazardous materials during construction of the proposed Project would not pose a significant hazard to the public or the environment. Accordingly, the potential for the release of hazardous materials during project construction would be low and, even if a release were to occur, it would not result in a significant hazard to the public, surrounding land uses, or environment due to the small quantities of these materials associated with construction. Potential impacts would be **less than significant,** and no mitigation is required.

Project operation would involve the use of potentially hazardous materials (e.g., solvents, cleaning agents, sanitizing solutions, paints, fertilizers, and pesticides) typical of furniture assembly facilities that, when used correctly and in compliance with existing laws and regulations, would not result in a significant hazard to people in the vicinity of the proposed Project. Operation of the proposed Project would not involve the use or storage of large amounts hazardous materials. Typical use of household hazardous materials (e.g., pesticides, fertilizer, solvents, cleaning products, and paints) would not generally result in the transport, disposal, or release of hazardous materials in an amount that would create a significant hazard to the public or the environment. Therefore, impacts associated with the disposal of hazardous materials and/or the potential release of hazardous materials that could occur with implementation of the proposed Project would be **less than significant** and no mitigation is required.

b) Less than Significant Impact with Mitigation Incorporated. The Project site and a one-mile radius encompassing the Project site were evaluated via the State Water Resources Control Board (SWRCB) GeoTracker database,[24] and the Department of Toxic Substances Control's (DTSC) EnviroStor database[25] for the purposes of identifying Recognized Environmental Conditions (RECs), or Historical Recognized Environmental Conditions (HRECs).

"REC" means the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a

[24] *Geotracker Database*. State Water Resources Control Board. GeoTracker (ca.gov) (accessed November 21, 2022).

[25] EnviroStar Database. California Department of Toxic Substances Control. EnviroStor Database (ca.gov) (accessed November 21, 2022).

material threat of a future release to the environment. The term is not intended to include *de minimis* conditions that generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be de minimis are not recognized environmental conditions. "HREC" means an environmental condition which in the past would have been considered a *recognized environmental condition*, but which may or may not be considered a *recognized environmental condition* currently. If a past release of any *hazardous substances* or *petroleum products* has occurred in connection with the *property*, with such remediation accepted by the responsible regulatory agency (for example, as evidenced by the issuance of a case closed letter or equivalent), this condition shall be considered a HREC.

No RECs or HRECs were identified on or in connection with the Project site and there are no RECs or HRECs within 1,000 feet of the Project site that would represent a significant risk to public health or safety on the Project site.

Based on historical records,[26] portions of the Project site were occupied by a single residential use as early as 1948 including a concrete driveway in the southwesterly corner of the site. Prior to 1966, historical records indicate the site was used for agricultural purposes. Although hazardous materials, such as pesticides, are commonly used during agricultural practices, there is no evidence indicating the improper storage or disposal of such hazardous materials on site. Additionally, a review of available aerial photographs did not show improvements such as hangers, tanks, or large barns that would indicate significant storage, formulation, and handling of hazardous materials. Based on this information and the historical occupancy of the Project site for residential uses, there is no evidence of recognized environmental conditions in connection with previous uses at the Project site.

Exposure to hazardous materials during construction and operation of the proposed Project could result from: 1) the improper handling or use of hazardous substances; 2) a transportation accident; or 3) inadvertent release resulting from an unforeseen event (e.g., fire, flood, or earthquake). As stated above under IX.a, routine transport, use, or disposal of hazardous materials during construction and operation would be conducted in compliance with applicable federal, state, and municipal rules, regulations, and Cal/OSHA training programs. The amount of potentially hazardous chemicals present on the Project site would be limited and would also be in compliance with existing government regulations. The potential for the release of hazardous of hazardous materials during project construction or operation would be low, and even if a release were to occur, it would not result in a significant hazard to the public, surrounding land uses, or environment due to the small quantities of these materials that would be used on site.

To minimize or lessen the consequences of hazardous materials incidents, construction and operational activities would be required to conform with federal and State rules. For example,

[26] Historic Aerials, Nationwide Environmental Title Research, LLC. 2022. https://www.historicaerials.com/viewer (accessed November 21, 2022).

contractors/employees who deal with hazardous materials would be required to wear suitable protection gear, and safety equipment would be readily available in all places where hazardous products are utilized. As specified in **Mitigation Measure HAZ-1**, a Phase I Environmental Site Assessment (ESA) would be prepared for the proposed Project prior to construction to identify potential and/or existing environmental contamination liabilities on the Project site and prescribe procedures for the safe and proper handling and disposal of hazardous materials if applicable. Implementation of Mitigation Measure HAZ-1, along with compliance with federal, State, and local standards controlling the transportation, use, and disposal of hazardous waste would reduce potential impacts associated with reasonably foreseeable upsets or accident conditions involving the release of hazardous materials into the environment to **less than significant levels with mitigation incorporated**.

Mitigation Measure HAZ-1: **Phase I Environmental Site Assessment.** Prior to the grading of the site, a Phase I Environmental Site Assessment (ESA) shall be prepared for the project site including a field survey and evaluation of the single-family residential dwelling. If the Phase I ESA determines that there are hazardous materials on site (including but not limited to lead-based paint or asbestos-containing materials), a mitigation plan shall be prepared for the project specifying procedures for the safe and proper removal of structures from the project site and proper disposal of hazardous materials pursuant to applicable federal, State, and local regulations. A copy of the Phase I ESA and mitigation plan, if required, shall be submitted to the County of San Bernardino for review prior to construction. All recommendations provided in the Phase I ESA and mitigation plan, if required, shall be followed during construction of the project.

c) Less than Significant Impact. The closest schools to the Project site are Almond Elementary School and Redwood Elementary School located approximately 0.42 miles north of the Project site. As such, none of the schools in the area are within one-quarter mile of the Project site. As detailed above under IX(a), the proposed Project would not result in a significant hazard affecting the public during project construction or operation. Furthermore, operation of the proposed Project would not result in significant impacts associated with hazardous materials because all materials would be handled, stored, and disposed of in accordance with applicable standards and regulations. Therefore, because the proposed Project does not involve activities that would result in the emissions of hazardous materials or acutely hazardous substances, and because the closest school is greater than 0.25 mile away from the Project site, impacts would be **less than significant**, and no mitigation is required.

d) No Impact. Pursuant to Government Code Section 65962.5, the Hazardous Waste and Substances Sites List has been compiled by the California Environmental Protection Agency

Hazardous Materials Data Management Program. The DTSC compiles information from subsets of the following databases to make up the Cortese List:

1. The DTSC list of contaminated or potentially contaminated hazardous waste sites listed in the California Sites database, formerly known as ASPIS, is included;
2. The California State Water Resources Control Board listing of leaking underground storage tanks is included; and
3. The California Integrated Waste Management Board list of sanitary landfills that have evidence of groundwater contamination or known migration of hazardous materials (formerly WB-LF, now AB 3750).

Based on a review of the Hazardous Waste and Substances Sites (Cortese) List, the Project site is not located on a hazardous material site including but not limited to a federal superfund site, State response site, voluntary cleanup site, school cleanup site, corrective action site, or tiered permit site. In addition, no active hazardous material sites are located within 1,000 feet of the Project site. Therefore, the proposed Project would not, as a result, create a significant hazard to the public or the environment. **No impacts** would occur and no mitigation is required.

e) No Impact. The Project site is located approximately 14.29 miles west of San Bernardino International Airport and approximately 6.70 miles northeast of Ontario International Airport. The Project site is located outside the Airport Influence Area and Airport Compatibility Zones of San Bernardino International Airport and Ontario International Airport. Therefore, the project would not result in a safety hazard or excessive noise for people working in the project area. The proposed Project would have **no impacts** related to the Project Site's vicinity to a public airport, and no mitigation is required.

f) Less than Significant Impact. Construction activities that may temporarily restrict vehicular traffic would be required to implement appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. As a condition of Project approval, the applicant's construction manager will be required to provide lane closure information to the County as well as to local emergency service responders (i.e., ambulance companies, fire department, and police department). The developer would be required to comply with these requirements, which would maintain emergency access and allow for evacuation if needed during construction activities. Compliance with these requirements would ensure that short-term impacts related to this issue are **less than significant** and no mitigation is required**.**

Access to and from the Project site is available via Almond Avenue. The proposed Project would provide a full-access driveway at the southwest corner of the site along Almond Avenue and a right-out only exit at the northeast corner of the site along Arrow Route. The internal circulation system on the site will be composed of a 30-foot-wide lane that wraps along the south and east sides of the building, providing access to the recessed loading dock located at the southeast corner of the building. Implementation of the proposed Project would increase

the number of trucks operating near the site and would generate an increase in the amount and volume of traffic on local and regional roadway networks. In accordance with the California Fire Code, the project applicant is required to design, construct, and maintain structures, roadways, and facilities to maintain appropriate emergency/evacuation access to and from the Project site as codified in Division 3, Chapter 1 (Uniform Fire Code) of the County Municipal Code. Entrances and exits to and from parking and loading facilities would be marked with appropriate directional signage. All site access points and driveway aprons would be designed and constructed to adequate widths for public safety pursuant to Division 3, Chapter 1 (Uniform Fire Code) of the County Municipal Code. The proposed Project would install curb, gutter, sidewalk, and landscaping along the project boundaries with Almond Avenue and Arrow Route. These improvements would be subject to compliance with the County Development Code and would be reviewed by the County Fire Protection District and the San Bernardino County Sheriff's Department through the County's general development review process. Proper site design and compliance with standard and emergency County access requirements would allow for evacuation if necessary during ongoing warehouse operations. Therefore, long-term impacts related to this issue are **less than significant** and no mitigation is required**.**

g) Less than Significant Impact. The Project site is not located within a Very High Fire Hazard Severity Zone (VHFHSZ) in the Local Responsibility Areas according to CAL FIRE mapping.[27] The Project site is primarily surrounded by developed land and would be required to comply with the most current California Building Code and Fire Code requirements for ignition-resistant construction and with the Safety Element of the Countywide Plan. In consideration of the Project site's location in a developed area and compliance with wildland fire safety policies, it is not expected that the proposed Project would expose people or structures to significant loss or injury from wildland fires. Impacts would be **less than significant**, and no mitigation is required.

[27] California Department of Forestry and Fire Protection, Fire Hazard Severity Zones Maps, Website Accessed November 19, 2022: https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/.

	Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	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 off site?	☐	☐	☒	☐
	iii. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of runoff?	☐	☐	☒	☐
	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: ***San Bernardino Countywide Plan 2020; Submitted Project Materials; San Bernardino County, San Bernardino Countywide Plan Draft EIR, 2019; Water Quality Management Plan, Land Development Design Company, LLC., September 8, 2022; and Hydrology Study, Land Development Design Company, LLC., September 10, 2022.***

The information and analysis in this section is based on the *Water Quality Management Plan,* September 2022, and the *Hydrology Study*, September 2022, prepared by Land Development Design Company, LLC. These reports are provided in Appendix D and Appendix E of this Initial Study, respectively.

a) Less than Significant Impact. Pollutants of concern during construction include sediment, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. In addition, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and concrete-related waste may be spilled or leaked during construction. Any of these pollutants have the potential to be transported via storm water runoff into receiving waters (i.e., San Sevine Channel, Santa Ana River, Prado Dam and the Pacific Ocean). A majority of the 2.05-acre (gross)/1.9-acre (net) Project site is undeveloped. There is an existing residential structure and driveway, which constitutes approximately 0.18-acre of impervious surface. Because Project construction would disturb greater than 1 acre of soil, the Project would be subject to the requirements of the State Water Resources Control Board's National Pollutant Discharge Elimination System (NPDES) permit Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, NPDES No. CAS000002, as amended by Orders No. 2010-0014-DWQ and 2012-0006-DWQ, or subsequent permit) (Construction General Permit). The Project would also be required to comply with the County of San Bernardino Municipal Code Chapter 85.11.030 Erosion Control Plan and Inspection Required. Chapter 85.11.030 of the County's Municipal Code prohibits land disturbance or construction activities without first obtaining approval of erosion control measures, including coverage under the Construction General Permit, development of a SWPPP, and implementation of BMPs to ensure that construction practices include measures to address erosion. As specified in **Standard Condition HYD-1** and **Standard Condition HYD-2** and as required by the Construction General Permit and County Municipal Code, the Construction Contractor would be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) and implement construction BMPs detailed in the SWPPP during construction activities. Construction BMPs would include, but not be limited to, erosion and sediment control, designed to minimize erosion and retain sediment on site, and good housekeeping practices to prevent spills, leaks, and discharge of construction debris and waste into receiving waters.

According to the Report of Geotechnical Evaluations and Soils Infiltration Testing for WQMP-BMP Stormwater Disposal System Design (Geotechnical Report) prepared for the project on November 23, 2022, by Lord Constructors, Inc., no groundwater was encountered within the maximum depth of 50 feet explored. Excavations during construction would extend approximately 12 ft bgs. Therefore, excavation activities would not have the potential to encounter groundwater and groundwater dewatering is not anticipated to be required during construction activities.

Implementation of **Standard Conditions HYD-1 and HYD-2**, which require compliance with the Construction General Permit and Municipal Code requirements respectively, including implementation of construction BMPs, impacts associated with a violation of water quality standards or waste discharge requirements during project construction would be **less than significant**, and no mitigation is required.

During operation, anticipated pollutants of concern associated with the warehouse facility include pathogens (bacterial/virus), nutrients (phosphorous and nitrogen), noxious aquatic plants, sediments, metals, oil and grease, trash and debris, pesticides and herbicides, toxic organic compounds, and other oxygen demanding compounds. The County of San Bernardino is a co-permittee under the Santa Ana Regional Water Quality Control Board (RWQCB) National Pollution Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements for the San Bernardino County Flood Control District, the County of San Bernardino, and the Incorporated Cities of San Bernardino County Within the Santa Ana Region Area-Wide Urban Storm Water Runoff Management Program (Order No. R8-2010-0036, NPDES No. CAS618036) (San Bernardino County MS4 permit). The San Bernardino County MS4 Permit requires the preparation of project-specific WQMPs for priority projects. The Project is considered a priority project because it involves the addition and/or replacement of more than 5,000 sf of impervious surface and because it includes more than 5,000 sf of parking lots that will be exposed to stormwater runoff. As specified in **Standard Condition HYD-3** and as required by the San Bernardino County MS4 Permit, the Project would prepare a Final WQMP. The Final WQMP would specify the Site Design, Source Control, Low Impact Development (LID), and Treatment Control BMPs that would be implemented to capture, treat, and reduce pollutants of concern in storm water runoff. Site Design BMPs are storm water management strategies that emphasize conservation and use of existing site features to reduce the amount of runoff and pollutant loading generated from a site. Source Control BMPs are preventative measures that are implemented to prevent the introduction of pollutants into storm water. LID BMPs mimic a project site's natural hydrology by using design measures that capture, filter, store, evaporate, detain, and infiltrate runoff rather than allowing runoff to flow directly to piped or impervious storm drains. Treatment Control BMPs are structural BMPs designed to treat and reduce pollutants in storm water runoff prior to releasing it to receiving waters. A Preliminary WQMP has been prepared for the Project, which details the following operational BMPs that would be implemented to reduce impacts to water quality from operation of the project: 1) Site Design BMPs include minimizing impervious surface areas; disconnecting impervious surface areas (e.g., stormwater runoff from roofs would be directed to landscaped areas); re-vegetating disturbed areas; minimizing soil compaction during construction; and preserving existing on-site drainage patterns; 2) Non-Structural Source Control BMPs include education for property owners, operators, tenants, occupants, or employees, involving activity restrictions, irrigation system and landscape management, BMP (hydrodynamic separator and underground infiltration system) maintenance; compliance with County of San Bernardino stormwater ordinance; litter and debris control program; employee training on stormwater BMPs, housekeeping of loading docks, catch basin inspection and cleanout program, and vacuum sweeping of parking lots; 3) Structural Source Control BMPs include storm drain signage and stenciling, waste storage areas that are designed and constructed to reduce pollution introduction, efficient irrigation systems and landscape design, and protection of slopes and channels; and 4) LID BMPs include a catch basin inlet, hydrodynamic separator to provide full capture of trash, and underground infiltration system. The proposed underground infiltration system would store and infiltrate the entire Design Capture Volume (DCV) for the Project site in accordance with the County of San Bernardino's technical guidance for WQMPs. The DCV is the volume of stormwater runoff that must be

captured and treated by stormwater BMPs. Overflows would discharge onto Almond Avenue through an underwalk drain, mimicking the existing condition, and eventually discharge into receiving waters. As specified in **Standard Condition HYD-3**, a Final WQMP will be prepared prior to or during final design, which would ensure that the project design would adequately target pollutants of concern in runoff from the Project site.

Infiltration of stormwater could have the potential to affect groundwater quality. The Project includes site design, source control, and LID BMPs to reduce pollutants of concern in stormwater prior to infiltration. Furthermore, when stormwater is infiltrated, soil and plants absorb and filter pollutants and reduce the potential for pollutants of concern to reach groundwater.

With implementation of **Standard Condition HYD-3**, which requires adherence to the San Bernardino County MS4 Permit, including preparation of a Final WQMP to address pollutants of concern in stormwater runoff, Project impacts associated with the violation of water quality standards or waste discharge requirements would be **less than significant**, and no mitigation is required.

Standard Conditions. No mitigation is required. However, the following Standard Conditions are regulatory requirements that would be implemented to ensure impacts related to water quality standards or waste discharge requirements remain less than significant.

Standard Condition HYD-1: **Construction General Permit.** Prior to issuance of a grading permit, the project Applicant shall obtain coverage under the State Water Resources Control Board (SWRCB) National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002, as amended by Orders No. 2010-0014-DWQ and 2012-0006-DWQ, or subsequent permit) (Construction General Permit). This shall include submission of Permit Registration Documents (PRDs), including a Notice of Intent for coverage under the permit to the State Water Resources Control Board (SWRCB) via the Stormwater Multiple Application and Report Tracking System (SMARTs). The project Applicant shall provide the Waste Discharge Identification Number (WDID) to the County of San Bernardino (County), or designee, to demonstrate proof of coverage under the Construction General Permit. Project construction shall not be initiated until a WDID is received from the SWRCB and is provided to the County, or designee. A Stormwater Pollution Prevention Plan (SWPPP) shall be prepared and implemented for the proposed project in compliance with the

requirements of the Construction General Permit. The SWPPP shall identify construction best management practices (BMPs) to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities. Upon completion of construction and stabilization of the site, a Notice of Termination shall be submitted via SMARTs.

Standard Condition HYD-2: Prior to the commencement of any land disturbing activities, the Project Applicant shall obtain coverage under the Construction General Permit, develop a Stormwater Pollution Prevention Plan, and submit an erosion control plan to the County for review and approval that incorporates Best Management Practices to prevent erosion during construction activities pursuant to Chapter 85.11.030 of the County Municipal Code.

Standard Condition HYD-3: Prior to issuance of a grading permit, the project applicant shall submit a Final Water Quality Management Plan (Final WQMP) to the County of San Bernardino (County) for review and approval in compliance with the requirements of the *Santa Ana RWQCB's NPDES Permit Waste Discharge Requirements for the San Bernardino County Flood Control District, the County of San Bernardino, and the Incorporated Cities of San Bernardino County Within the Santa Ana Region Area-Wide Urban Stormwater Runoff Management Program (Order No. R8-2010-0036, NPDES No. CAS618036) (San Bernardino County MS4 Permit*). The Final WQMP shall specify the Best Management Practices (BMPs) to be incorporated into the Project design to target pollutants of concern in stormwater runoff from the Project site and the necessary operation and maintenance activity for each BMP. The County shall ensure that the BMPs specified in the Final WQMP are incorporated into the final Project design. The proposed BMPs specified in the Final WQMP shall be incorporated into the grading and development plans submitted to the County for review and approval. Project occupancy and operation shall be in accordance with the schedule outlined in the WQMP.

Compliance with all applicable federal, State, and local laws regulating surface and ground water quality, as well as implementation of **Standard Conditions HYD-1**, **HYD-2 and HYD-3**, would ensure the Project would result in a **less than significant impact** associated with water quality standards and/or waste discharge, and no mitigation is required.

b) Less than Significant Impact. According to the Geotechnical Report prepared for the project, no groundwater was encountered to an exploration depth of 50 ft. Based on depth to groundwater and depth of excavation, groundwater dewatering activities are not anticipated during project construction. Furthermore, according to the Project Specific Preliminary WQMP, soil compaction would be minimized during construction, which would promote natural infiltration during construction activities. Therefore, construction impacts related to a decrease in groundwater supplies or interference with groundwater recharge in a manner that may impede sustainable groundwater management would be **less than significant**, and no mitigation is required.

Development of the proposed Project would increase impervious surface by approximately 1.42 ac, which would decrease on site infiltration. The Project would be 83% impervious for a total impervious surface area of 1.6 ac. There is currently 0.18 ac of impervious surface on the Project site. On site soils have high infiltration rates. As described above in Threshold X. a), the Project includes BMPs to collect and infiltrate 100% of the stormwater at the Project site. Therefore, development of the proposed Project would not change the amount of stormwater that infiltrates as compared to the existing conditions. Therefore, the proposed Project would not interfere substantially with groundwater recharge.

The Project site is located within the Upper Santa Ana Valley-Chino Groundwater Basin. As discussed below under Checklist Question X(e), the Upper Santa Ana Valley-Chino Groundwater Basin is identified by the Department of Water Resources as a very low priority basin, and therefore, is not required to prepare a Groundwater Sustainability Plan (GSP). The Fontana Water Company (FWC) would supply water to the Project site, which includes local groundwater from the Chino Groundwater Basin. As discussed under Checklist Question XIX(b), the FWC anticipates having sufficient water supplies available to serve the proposed Project. Therefore, the proposed Project's water demand would not substantially decrease groundwater supplies. Impacts related to depletion of groundwater supplies or interference with groundwater recharge in a manner that may impede sustainable groundwater management would be **less than significant**, and no mitigation is required.

c.i) Less than Significant Impact. During construction activities, soil would be exposed and disturbed, drainage patterns would be temporarily altered during grading and other construction activities, and there would be an increased potential for soil erosion and siltation compared to existing conditions. Additionally, during a storm event, soil erosion and siltation could occur at an accelerated rate. As discussed above in response to Checklist Question X(a) and as specified in **Standard Condition HYD-1** and **Standard Condition HYD-2**, the Project applicant would be required to obtain coverage under the Construction General Permit, which requires preparation of a SWPPP. The SWPPP would detail Erosion Control and Sediment Control BMPs to be implemented during construction to minimize erosion and retain sediment on-site. With implementation of **Standard Conditions HYD-1** and **HYD-2**, construction impacts related to on-site or off-site erosion or siltation would be **less than significant**, and no mitigation is required.

Currently, a majority of the Project site is undeveloped. Development of the Project would result in a total impervious surface area of 1.6 ac (83 percent) of the Project site. Increases in impervious surface area increases the rate and volume of runoff during a storm, which can more effectively transport sediments to receiving waters. The 1.6 ac of impervious surface areas on the Project site would not be prone to on-site erosion or siltation because there would be no exposed soil. The remaining 0.3 acre (17 percent) of pervious surfaces on the Project site would be landscaped with vegetation that would stabilize the soil and promote infiltration, thereby minimizing on-site erosion and siltation. Furthermore, the Project would be required to implement **Standard Condition HYD-3**, which requires the preparation of a Final WQMP, in compliance with the San Bernardino County MS4 permit, and the implementation of Site Design, Source Control, and LID BMPs that minimize stormwater runoff and increase infiltration.

With implementation of **Standard Condition HYD-3**, operational impacts related to on- or off-site erosion or siltation would be **less than significant** and no mitigation is required.

c.ii and c.iv) Less than Significant Impact. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map No. 06071C8651H (August 28, 2008)[28], the Project site is not located within a 100-year floodplain and is in Zone X. Zone X areas are defined by FEMA as areas of minimal flood hazard, which are the areas outside of the Special Flood Hazard Area and higher than the elevation of the 0.2 percent annual chance flood. As discussed above under Threshold X a), project construction would comply with the requirements of the Construction General Permit and the County of San Bernardino's Municipal Code and would include the preparation and implementation of a SWPPP (**Standard Condition HYD-1** and **Standard Condition HYD-2**). The SWPPP would specify construction BMPs to control and direct on-site surface runoff to ensure that project construction does not increase the rate or amount of surface runoff or impede or redirect flood flows in manner that would result in on- or off-site flooding. With implementation of a SWPPP and associated BMPs (**Standard Condition HYD-1** and **Standard Condition HYD-2**), construction activities would not result in a substantial increase in the rate or amount of surface runoff or impeding or redirecting flood flows in a manner that would result in on- or off-site flooding and impacts would be **less than significant**. No mitigation is required.

As stated in Threshold X(c)(i) above, development of the Project would result in a total impervious surface area of 1.6 ac, which would increase stormwater runoff and could potentially result in flooding. However, as discussed above, the Project site is not located within a 100-year floodplain and therefore would not impede or redirect flood flows. Additionally, the proposed underground infiltration basin, which has been designed to be consistent with the requirements of the San Bernardino County MS4 permit (**Standard Condition HYD-3**), would capture and infiltrate stormwater runoff to ensure that post-development stormwater runoff does not exceed pre-development runoff. Compliance with

[28] Federal Emergency Management Agency. 2008. National Flood Insurance Program, Flood Insurance Rate Map, San Bernardino County, California and Incorporated Areas. Panel Number 06071C8651H. August 28.

the San Bernardino County MS4 permit (**Standard Condition HYD-3**) would ensure that operational activities would not result in a substantial increase in the rate or amount of surface runoff or impeding or redirecting flood flows in a manner that would result in on- or off-site flooding and impacts would be **less than significant.** No mitigation is required.

c.iii) Less than Significant Impact. As discussed above under Threshold X a), project construction would comply with the requirements of the Construction General Permit and the County of San Bernardino's Municipal Code and would include the preparation and implementation of a SWPPP (**Standard Condition HYD-1** and **Standard Condition HYD-2**). The SWPPP would specify construction BMPs to control and direct on-site surface runoff to ensure that stormwater runoff from the construction site does not exceed the capacity of the stormwater drainage system and does not discharge polluted runoff during construction activities. With implementation **Standard Condition HYD-1** and **Standard Condition HYD-2**, construction impacts related to exceeding the capacity of the stormwater drainage system or additional polluted runoff would be **less than significant**, and no mitigation is required.

As discussed above under Threshold X a) the Project would direct stormwater to a catch basin inlet at the southwest corner of the Project site where it would move through a hydrodynamic separator before entering an underground infiltration system, which has been appropriately sized to retain and infiltrate stormwater runoff so that excess runoff does not exceed the capacity of the existing stormwater system. Additionally, implementation of BMPs to reduce pollutants of concern in stormwater runoff in compliance with the County of San Bernardino's MS4 permit (**Standard Condition HYD-3**) would ensure the proposed Project would result in less-than-significant impacts related to discharge of polluted runoff during project operations. Therefore, operational impacts related to creation or contribution of storm water runoff that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff would be **less than significant**, and no mitigation is required.

d) No Impact. The Project site is not within a 100-year flood zone. As such, there is no risk of a release in pollutants from the Project due to inundation from a flood. The Project site is approximately 42 miles east of the Pacific Ocean and the Santa Ana Mountains are between the Project site and the Pacific Ocean. Based on the distance from the Pacific Ocean and the presence of an intervening mountain range, there is no risk of a release of pollutants from the Project site due to inundation from a tsunami. Seiches are oscillations in enclosed bodies of water that are caused by a number of factors, most often wind or seismic activity. The nearest major water feature is Lake Matthews located approximately 17 miles south of the Project site.[29] Given the distance of large standing bodies of water from the project site, there is no risk of a release of pollutants from the project site due to seiche-related flooding. Based on

[29] It should be noted that Seven Oaks Dam, approximately 22 miles east of the Project site, is on the San Ana River and is considered a dry dam that serves mainly for flood protection to Orange, Riverside, and San Bernardino counties. The dam is also used to impound water for groundwater recharge. If Seven Oaks Dam were to fail, floodwaters would follow the Santa Ana riverbed, north of the Project site. The Project site is also outside the inundation zone of the San Antonio Dam.

the fact that the Project Site is not located within a 100-year flood zone, its distance from the Pacific Ocean and from closed bodies of water, implementation of the project would not result in a flood hazard, tsunami, or seiche, risking release of pollutants due to Project site inundation. **No impacts** would occur, and no mitigation is required.

e) Less than Significant Impact. The Project site is within the jurisdiction of the Santa Ana RWQCB. The Santa Ana RWQCB adopted a Water Quality Control Plan (i.e., Basin Plan) (January 1995, Updated June 2019) that designates beneficial uses for all surface and groundwater within its jurisdiction and establishes the water quality objectives and standards necessary to protect those beneficial uses. The proposed Project would comply with the Construction General Permit and the existing San Bernardino County MS4 Permit, which requires preparation of a SWPPP, preparation of a Final WQMP, and implementation of construction and operational BMPs to reduce pollutants of concern in stormwater runoff. Therefore, the proposed Project would not result in water quality impacts that would conflict with the Santa Ana RWQCB Water Quality Control Plan (Basin Plan). Impacts related to a conflict with the Basin Plan would be **less than significant** and no mitigation is required.

The Sustainable Groundwater Management Act (SGMA) was enacted in September 2014. SGMA requires governments and water agencies of high- and medium-priority basins to halt overdraft of groundwater basins. SGMA requires the formation of local Groundwater Sustainability Agencies, which are required to adopt Groundwater Sustainability Plans (GSPs) to manage the sustainability of the groundwater basins. The Project site is located within the Upper Santa Ana Valley-Chino Groundwater Basin. The Upper Santa Ana Valley-Chino Groundwater Basin is identified by the Department of Water Resources as a very low priority basin[30]. Therefore, development of a GSP or an approved GSP alternative is not required.

As discussed previously, due to the depth to groundwater, it is not expected that any stormwater that may infiltrate during construction would affect groundwater quality because the groundwater table is deep, and pollutants would be filtered prior to reaching groundwater. In addition, pollutants in storm water are generally removed by soil through absorption as water infiltrates. Therefore, in areas of deep groundwater, there is more absorption potential and, as a result, less potential for pollutants to reach groundwater. Therefore, due to the depth to groundwater, it is not expected that any storm water that may infiltrate during construction or operation would affect groundwater quality because there is not a direct path for pollutants to reach groundwater. Although the increase in impervious surface area, as a result of project implementation, would decrease on-site infiltration, because the proposed Project would collect and infiltrate stormwater from the Project site, the proposed Project would not substantially impact groundwater supplies. Furthermore, the Project site is located within a very low priority basin, and therefore, the SGMA provisions do not apply. Therefore, impacts

[30] California Department of Water Resources. 2016. Groundwater Exchange. Website: https://groundwaterexchange.org/basin/upper-santa-ana-valley-chino-8-002-01/ (accessed January 2, 2023).

related to a conflict with or obstruction of a water quality control plan or sustainable groundwater management plan would be **less than significant**, and no mitigation is required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*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: ***San Bernardino Countywide Plan 2020; Submitted Project Materials; San Bernardino County, San Bernardino Countywide Plan Draft EIR, 2019***

a) No Impact. The proposed Project is located in an unincorporated portion of San Bernardino County and land uses on the Project site and surrounding parcels are governed by the San Bernardino County General Plan (Countywide Plan)/Development Code. The Project site is within the Valley Region of the San Bernardino County Policy Plan and has a land use designation of Medium Density Residential (MDR) and is zoned Multiple Residential (RM). As previously stated, the proposed Project is seeking an Amendment to the Countywide Plan that would change the current land use designation from MDR to Limited Industrial (LI), a Zone Change that would change the current zone from RM to Community Industrial (IC), and a Conditional Use Permit.

The property to the north, immediately north of Arrow Route, is zoned RM and consists of single-family residences. The property to the east is zoned RM and consists of a graded vacant lot. The property to the south is zoned IC and consists of an approximately 186,000 sq. ft. warehouse building. The property to the west, immediately west of Almond Avenue, is zoned RM and consists of a vacant lot and multi-family residences. The Project site is currently occupied by a residence and a concrete driveway in the southwesterly corner of the site. The proposed Project includes demolition of the existing residential structure and concrete driveway and development of a 40,000 square foot warehouse building. The proposed warehouse would be similar and compatible with the surrounding development, particularly the industrial/commercial uses immediately south of the Project site. Therefore, the proposed Project would not physically divide an established community. As such, **no impact** would occur, and no mitigation is required.

b) Less than Significant Impact. As stated above, the Project site is within the Valley Region of the San Bernardino County Policy Plan and subject to the County's land use jurisdiction, including the County's plans, policies and regulations. Per the Countywide Plan, the Project site has a land use designation of Medium Density Residential (MDR) and is zoned Multiple Residential (RM). In order to implement the proposed Project, the Applicant is seeking an Amendment to the Countywide Plan that would change the current land use designation from MDR to Limited Industrial (LI), a Zone Change that would change the current zone from RM to Community Industrial (IC), and a Conditional Use Permit.

Table J compares the proposed Project to the applicable land use goals and policies of the Countywide Plan.

Table J: Countywide Plan Consistency Analysis

Applicable Goal/Policy	Project Consistency
Land Use Element	
Goal LU-1 Fiscally Sustainable Growth *Growth and development that builds thriving communities, contributes to our Complete County, and is fiscally sustainable.*	
Policy LU-1.1 Growth. We support growth and development that is fiscally sustainable for the County. We accommodate growth in the unincorporated county when it benefits existing communities, provides a regional housing option for rural lifestyles, or supports the regional economy.	**Consistent.** The proposed Project would result in the development of an industrial warehouse that is anticipated to employ 20 employees. The employees are expected to be drawn from the local workforce. Therefore, the proposed Project would benefit the local and regional economy. No conflict with this policy would occur.
Policy LU-1.5 Development Impact Fees. We require payment of development impact fees to ensure that all new development pays its fair share of public infrastructure.	**Consistent.** The proposed Project is not required to pay in lieu or development impact fees for parks and recreational purposes pursuant to Chapter 89.02 of the San Bernardino Development Code. Although the proposed Project would not create a direct demand for additional public-school facilities, the project Applicant would contribute development impact fees to the Fontana Unified School District in compliance with California Senate Bill 50. No conflict with this policy would occur.
Goal LU-2 Land Use Mic and Compatibility *An arrangement of land uses that balances the lifestyle of existing residents, the needs of future generations, opportunities for commercial and industrial development, and the value of the natural environment.*	
Policy LU-2.1 Compatibility with Existing Uses. We require that new development is located, scaled, buffered, and designed to minimize negative impacts on existing conforming uses and adjacent neighborhoods. We also require that new residential developments are located, scaled, buffered, and designed so as to not hinder the viability and continuity of existing conforming nonresidential development.	**Consistent.** The proposed Project includes demolition of the existing residential structure and concrete driveway and development of a 40,000 square foot warehouse building. The proposed warehouse would be similar and compatible with the surrounding development, particularly the industrial uses immediately south of the Project site. No conflict with this policy would occur.
Policy LU-2.3 Compatibility with Natural Environment. We require that new development is located, scaled, buffered, and designed for compatibility with the surrounding natural environment and biodiversity.	**Consistent.** Pursuant to CEQA, the potential impacts of the proposed Project's actions on the surrounding natural environment and biodiversity are analyzed in this IS/MND. Please refer to Section III Air Quality, Section IV Biological Resources, Section VII Geology and Soils, Section X Hydrology and Water Quality, Section XII Mineral Resources, Section XIII Noise, and Section XX Wildlife for a discussion of compatibility with the surrounding natural environmental and biodiversity. No conflict with the policy would occur.
Policy LU-2.4 Land Use Map Consistency. We consider proposed development that is consistent with the Land Use Map (i.e., it does not require a change in Land Use Category), to be generally compatible and consistent with surrounding land uses and a community's identity. Additional site, building, and landscape design treatment, per other policies in the Policy Plan and development standards in the Development Code, may be required to maximize compatibility with surrounding land uses and community identity.	**Inconsistent.** The Project site has a land use designation of Medium Density Residential (MDR) and is zoned Multiple Residential (RM). In order to implement the proposed Project, the Applicant is seeking an Amendment to the Countywide Plan that would change the current land use designation from MDR to Limited Industrial (LI), a Zone Change that would change the current zone from RM to Community Industrial (IC), along with a Conditional Use Permit. Approval of the requested Amendment to the Countywide Plan and Zone Change would render the proposed Project consistent with the County's Countywide Plan, and the proposed Project would be consistent with this policy.
Policy LU-2.6 Coordination with Adjacent Entities. We require that new and amended development projects notify and coordinate with adjacent local, state, and federal entities to maximize land use compatibility,	**Consistent.** The proposed Project has notified adjacent local, state, and federal entities and will continue to coordinate with the entities to maximize land use compatibility, inform future planning and implementation, and realize mutually beneficial outcomes as required by the County. No conflict with this policy would occur.

Table J: Countywide Plan Consistency Analysis

Applicable Goal/Policy	Project Consistency
inform future planning and implementation, and realize mutually beneficial outcomes.	
Policy LU-2.7 Countywide Jobs-Housing Balance. We prioritize growth that furthers a countywide balance of jobs and housing to reduce vehicle miles traveled, increase job opportunities and household income, and improve quality of life. We also strive for growth that furthers a balance of jobs and housing in the North Desert region and the Valley region.	**Consistent.** The proposed Project would result in the development of an industrial warehouse that is anticipated to employ 20 employees. The employees are expected to be drawn from the local workforce. Therefore, the proposed Project would increase job opportunities in the surrounding area, which could reduce vehicle miles traveled and increase household income. No conflict with this policy would occur.
Policy LU-2.12 Office and Industrial Development in the Valley Region. We encourage office and industrial uses in the unincorporated Valley region in order to promote a countywide jobs-housing balance.	**Consistent.** The proposed Project would result in the development of an industrial warehouse in the unincorporated Valley community of Fontana and is expected to employ 20 employees. No conflict with this policy would occur.
Goal LU-3 Annexations and Sphere Development *Annexations and development in spheres of influence that improve the provision of public services to incorporated and unincorporated residents and businesses.*	
Policy LU-3.3 City/town Standards in SOIs. Upon negotiation with individual jurisdictions, we may require new development in unincorporated municipal sphere of influence areas to apply the improvement standards for roads and sidewalks of the incorporated jurisdiction.	**Consistent.** The proposed Project would include the development of sidewalks along the north and west sides of the proposed warehouse fronting Almond Avenue and Arrow Route. These would be designed to be consistent with all applicable County standards for sidewalks. No conflict with the policy would occur.
Goal LU-4 Community Design *Preservation and enhancement of unique community identities and their relationship with the natural environment.*	
Policy LU-4.3 Native or Drought-Tolerant Landscaping. We require new development, when outside of high and very high fire hazard severity zones, to install and maintain drought-tolerant landscaping and encourage the use of native species.	**Consistent.** The Project site is not located in a VHFSZ. As part of the proposed Project, approximately 14,300 sq. ft. of drought-tolerant landscaping would be installed on site. No conflict with this policy would occur.
Policy LU-4.5 Community Identity. We require that new development be consistent with and reinforce the physical and historical character and identity of our unincorporated communities, as described in Table LU-3 and in the values section of Community Action Guides. In addition, we consider the aspirations section of Community Action Guides in our review of new development.	**Consistent.** The community character of the unincorporated Valley Communities includes a suburban lifestyle characterized by a mix of lot sizes and/or land uses in proximity to urban services and facilities, and features views of canyons and hills within the community planning area. Economic activity that benefits local residents and/or serves the local economy is another key feature of the Valley Communities character. The proposed Project would result in the development of an industrial warehouse that would employ approximately 20 employees. Employees are expected to be drawn from the local workforce. Therefore, the proposed Project would provide a benefit to the local economy. Furthermore, implementation of the proposed project would not substantially obstruct views of the canyons or hillsides in the project area. No conflict with this policy would occur.
Policy LU-4.7 Dark Skies. We minimize light pollution and glare to preserve views of the night sky, particularly in the Mountain and Desert regions where dark skies are fundamentally connected to community identities and local economies. We also promote the preservation of dark skies to assist the military in testing, training, and operations.	**Consistent.** Development of the proposed warehouse and associated vehicle trips would incrementally increase ambient nighttime illumination in the area. The proposed warehouse is anticipated to include security lighting on the sides of the building including lighting wall packs. All lighting associated with the proposed Project would be shielded such that it would minimize light spillage onto adjacent properties in accordance with development standards for warehouse uses in accordance with California Building Energy Efficiency Standards and Chapter 83.07 of the San Bernardino County Development Code. Chapter 83.07 provides regulations and standards aimed at implementing outdoor lighting practices and systems that minimize light pollution, glare, and light trespass; conserve energy and resources while maintaining nighttime safety, visibility, utility, and productivity and curtail the degradation of the nighttime visual environment. Specifically,

Table J: Countywide Plan Consistency Analysis

Applicable Goal/Policy	Project Consistency
	Section 83.07.030 of the San Bernardino County Development Code provides standards for outdoor lighting the Valley region, applicable to the proposed Project. No conflict with this policy would occur.
Goal LU-6 Amendments to the Policy Plan *Growth and development in the unincorporated county in a manner that requires few and infrequent amendments to the Policy Plan.*	
Policy LU-6.4 Industrial Amendments Near Schools and Parks. We approve Land Use Plan amendments for new industrial development only if they are at least one-half mile from an existing or planned public primary or secondary school or public park. We may waive this requirement for obsolete school or park sites or for industrial amendments submitted through a specific plan.	**Consistent.** The proposed Project would result in the development of an industrial warehouse. The nearest school to the Project site is Redwood Elementary School located at 8570 Redwood Avenue approximately 0.42 miles east of the Project site. The IC Zoning District extends along portions of Arrow Route or immediately south of this roadway for an extensive distance west and just east of Cherry Avenue. Because of this, industrial land uses and zoning currently exist less than one-half mile from several school sites, including adjacent to Redwood Elementary School, located on Redwood Avenue, also within one-half mile. The proposed land use and zoning change would not introduce new industrial development into an area that currently does not have industrial development. Lots fronting on Arrow Route have been transitioning into industrial uses, thereby creating an industrial corridor for a number of years. The nearest park to the Project site is Heritage Circle Park located at 14332 Caryn Circle in Fontana approximately 1.24 miles from the Project site. As such, while the proposed land use change to permit industrial development is less than one-half mile of an existing or planned school, it is within an area with industrial uses that already exist closer than on-half mile from an existing or planned public primary or secondary school or public park and would not exacerbate an existing condition nor introduce a new condition. Due to the existing industrial uses, no conflict with this policy would occur.
Infrastructure and Utilities Element	
Goal IU-1 Water Supply *Water supply and infrastructure are sufficient for the needs of residents and businesses and are resilient to drought.*	
Policy IU-1.1 Water Supply. We require that new development be connected to a public water system or a County-approved well to ensure a clean and resilient supply of potable water, even during cases of prolonged drought.	**Consistent.** Water would be provided to the Project site by the Fontana Water Company (FWC). No conflict with this policy would occur.
Policy IU-1.3 Recycled Water: We promote the use of recycled water for landscaping, groundwater recharge, direct potable reuse, and other applicable uses in order to supplement groundwater supplies.	**Consistent.** The FWC would supply water to the Project site via local groundwater basins, local surface water, imported surface water, and recycled water. No conflict with this policy would occur.
Policy IU-1.8 Groundwater Management Coordination. We collaborate with watermasters, groundwater sustainability agencies, water purveyors, and other government agencies to ensure groundwater basins are being sustainably managed. We discourage new development when it would create or aggravate groundwater overdraft conditions, land subsidence, or other "undesirable results" as defined in the California Water Code. We require safe yields for groundwater sources covered by the Desert Groundwater Management Ordinance.	**Consistent.** The Project site is located in the Upper Santa Ana Valley Groundwater Basin. Recharge within the Upper Santa Ana Valley Basin occurs through infiltration of flow from unlined stream channels, and underflow from saturated alluvium and fractures in surrounding mountain bedrock and hills. As identified in the Countywide Plan EIR, development within Fontana would not substantially deplete or interfere with groundwater recharge with implementation of water conservation policies designed to reduce demand on water and maximize pervious surfaces to foster infiltration. No conflict with this policy would occur.
Policy IU-1.9 Water Conservation. We encourage water conserving site design and the use of water conserving fixtures, and advocate for the adoption and	**Consistent.** As part of the proposed Project would include water conserving fixtures to the maximum extent feasible and would

Table J: Countywide Plan Consistency Analysis

Applicable Goal/Policy	Project Consistency
implementation of water conservation strategies by water service agencies. For existing County-owned facilities, we incorporate design elements, building materials, fixtures, and landscaping that reduce water consumption, as funding is available.	include approximately 14,300 sq. ft. of drought-tolerant landscaping on site. No conflict with this policy would occur.
Goal IU-3 Stormwater Drainage *A regional stormwater drainage backbone and local stormwater facilities in unincorporated areas that reduce the risk of flooding.*	
Policy IU-3.1 Regional Flood Control. We maintain a regional flood control system and regularly evaluate the need for and implement upgrades based on changing land coverage and hydrologic conditions in order to manage and reduce flood risk. We require any public and private projects proposed anywhere in the county to address and mitigate any adverse impacts on the carrying capacity and stormwater velocity of regional stormwater drainage systems.	**Consistent.** The proposed Project would develop an onsite drainage system that would capture, store, and infiltrate the Design Capture Volume, which is the volume of stormwater runoff that must be captured and treated by stormwater BMPs, consistent with the requirements of the applicable MS4 Permit. The proposed infiltration system will mitigate the change in volume of storm water discharged from the project site and be designed to the 100-year flow rate. Therefore, the proposed Project would not adversely impact the capacity or integrity of the regional stormwater drainage system. No conflict with this policy would occur.
Policy IU-3.2 Local Flood Control. We require new development to install and maintain stormwater management facilities that maintain predevelopment hydrology and hydraulic conditions.	**Consistent.** The proposed site design will mimic the existing drainage patterns of the property. In the post-project condition, stormwater will sheet flow south and west across the project site where it will be intercepted by a catch basin inlet, discharged to an underground infiltration system, and infiltrated into the native soil within 48 hours. The proposed underground infiltration system will mitigate the change in volume of storm water discharged from the project site. The proposed project will not increase the discharge of stormwater runoff from the project site as compared to pre-project conditions. Therefore, the proposed Project would maintain predevelopment hydrology and hydraulic conditions. No conflict with this policy would occur.
Policy IU-3.5 Fair Share Requirements. We require new development to pay its fair share of capital costs to maintain adequate capacity of the County's regional flood control systems.	**Consistent.** The project applicant would the pay fair share of capital costs to maintain adequate capacity of the County's regional flood control systems as required by the County during the County's general development permit review process. No conflict with this policy would occur.
Goal IU-4 Solid Waste *Adequate regional landfill capacity that provides for the safe disposal of solid waste, and efficient waste diversion and collection for unincorporated areas.*	
Policy IU-4.4 Landfill Funding. We require sufficient fees for use of County landfills to cover capital costs; ongoing operation, maintenance, and closure costs of existing landfills; and the costs and liabilities associated with closed landfills.	**Consistent.** The project applicant would the pay sufficient fees for use of County landfills in order to cover capital costs, ongoing operation, maintenance, and closure costs of existing landfills, and the costs and liabilities associated with closed landfills as required by the County during the County's general development permit review process. No conflict with this policy would occur.
Goal IU-5 Power and Communications *Unincorporated area residents and businesses have access to reliable power and communication systems*	
Policy IU-5.3 Underground Facilities. We encourage new and relocated power and communication facilities to be located underground when feasible, particularly in the Mountain and Desert regions.	**Consistent.** It is anticipated that existing utility lines within the Project site from Almond Avenue would be undergrounded from the existing utility pole(s) to the proposed warehouse. All connections for electric and telecommunication services would be installed underground. No conflict with this policy would occur.

As described above, the proposed Project would generally be consistent with the applicable goals and policies of the County's Countywide Plan.

The proposed Project includes demolishing a 1,500 square foot residential dwelling and concrete driveway and developing a 40,000 square foot warehouse with loading dock, parking, sidewalks and landscaping on an approximately 2-acre parcel. As stated above, the Project site is currently designated as MDR and zoned RM. The current designation would not allow for development of the proposed commercial use, and therefore, as currently designed, the proposed Project would be inconsistent with the County's established development standards under the Project site's current RM zoning.

However, the Applicant is requesting an Amendment to the Countywide Plan to change the current land use designation from MDR to Limited Industrial (LI), a Zone Change to change the current zone from RM to Community Industrial (IC), and a Conditional Use Permit. The Amendment to the Countywide Plan and Zone Change would allow development and operation of the commercial warehouse with approval of a Conditional Use Permit. The proposed Project would be designed consistent with the development standards set forth under the IC zoning. Therefore, approval of the Amendment to the Countywide Plan, Zone Change, and Conditional Use Permit would render the proposed Project consistent with the County's established development standards. Impacts related to conflicts with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect would be **less than significant** and no mitigation is required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*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):*
County of San Bernardino. San Bernardino Countywide Plan Draft EIR, 2019. 5.11 Mineral Resources. Figure 5.11-1: Mineral Resource Zones 2 and 3 in the Southwest Quadrant of County.

a) and b) Less than Significant Impact. In 1975, the California Legislature enacted the Surface Mining and Reclamation Act which, among other things, provided guidelines for the classification and designation of mineral lands. Areas are classified on the basis of geologic factors without regard to existing land use and land ownership. The areas are categorized into four Mineral Resource Zones (MRZs):

MRZ-1: An area where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.

MRZ-2: An area where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.

MRZ-3: An area containing mineral deposits, the significance of which cannot be evaluated.

MRZ-4: An area where available information is inadequate for assignment to any other MRZ zone.

Of the four categories, lands classified as MRZ-2 are of the greatest importance. Such areas are underlain by demonstrated mineral resources or are located where geologic data indicate that significant measured or indicated resources are present. MRZ-2 areas are designated by the State of California Mining and Geology Board as being “regionally significant.” Such designations require that a Lead Agency’s land use decisions involving designated areas are to be made in accordance with its mineral resource management policies and that it considers the importance of the mineral resource to the region or the State as a whole, not just to the Lead Agency’s jurisdiction.

The San Bernardino Countywide Plan indicates that the Fontana SOI area, where the proposed Project is located, is designated with 5,074 acres of Mineral Resource Zone 2

(MRZ-2) and MRZ-3 land.[31] The Project site and surrounding parcels are located within MRZ-2. MRZ-2 signifies areas where geologic data indicate that significant Portland Cement Concrete (PCC) aggregate resources are present.[32] However, according to the California Geologic Survey, the Project site is not in an area designated as containing regionally significant PCC-grade aggregate resources by the State Mining and Geology Board.[33] Historical aerial imagery of the Project site indicates that agriculture is the only past land use and that no mining activities occurred on the Project site in recent history. The Project site is currently occupied by a residential dwelling and concrete driveway, and therefore, does not involve the use or operation of mineral resources extraction. There is no evidence that the Project site or surrounding parcels have been used for the extraction of mineral resources. Furthermore, the San Bernardino Countywide Plan recognizes that the Project site will be used for development (residential or industrial) in the future based on the existing land use designations and zoning and is not anticipated to be used as a mineral resource extraction site. While development of the proposed Project would further prohibit mineral resource extraction on the Project site, this would represent a negligible percent of the Mineral Resource Zones designated in the area plan, and would only prohibit extraction within a two acre parcel located in a developed urbanized area. Because the Project site has no history of mineral resource extraction and is not recognized by the County for future mineral resource extraction, impacts resulting in the loss of availability of a known mineral resource or locally important resource would be **less than significant**, and no mitigation is required.

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31 County of San Bernardino. 2019. *San Bernardino Countywide Plan Draft Environmental Impact Report*, Chapter 5.11 Mineral Resources, pg. 5.11-19, June.

32 California Department of Conservation. 2008. *Updated Mineral Land Classification Map for Portland Cement Concrete-Grade Aggregate in the San Bernardino Production-Consumption (P-C) Region, San Bernardino and Riverside Counties, California*, SR206_Plate 1.

33 County of San Bernardino. 2019. *San Bernardino Countywide Plan Draft Environmental Impact Report*, Chapter 5.11 Mineral Resources, Figure 5.11-3 *Regional Significant Construction Aggregate Resources Areas in the San Bernardino Production-Consumption Region*. June.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*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: ***Noise and Vibration Impact Analysis for the Stewart Almond Warehouse Project, LSA, November 2022; San Bernardino Countywide Plan Draft EIR, 2019; Ontario International Airport Land Use Compatibility Plan (Ontario Airport Planning 2018)***

The information and analysis in this section is based on the *Noise and Vibration Impact Analysis* by LSA Associates, Inc., dated November 2022, provided in Appendix F of this Initial Study.

Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, or sleep. Several noise measurement scales exist that are used to describe noise in a particular location. A decibel (dB) is a unit of measurement that indicates the relative intensity of a sound. Sound levels in dB are calculated on a logarithmic basis. An increase of 10 dB represents a 10-fold increase in acoustic energy, while 20 dB is 100 times more intense and 30 dB is 1,000 times more intense. Each 10 dB increase in sound level is perceived as approximately a doubling of loudness. Similarly, each 10 dB decrease in sound level is perceived as half as loud. Sound intensity is normally measured through the A-weighted sound level (dBA), and this scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. The A-weighted sound level is the basis for 24-hour sound measurements which better represent how humans are more sensitive to sound at night.

As noise spreads from a source, it loses energy so that the farther away the noise receiver is from the noise source, the lower the perceived noise level would be. Geometric spreading causes the sound level to attenuate or be reduced, resulting in a 6 dB reduction in the noise level for each doubling of distance from a single point source of noise to the noise sensitive receptor of concern.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. Equivalent continuous sound level (L_{eq}) is the total sound energy of time varying noise over a sample period. However, the predominant rating scales for human communities in the State of California are the L_{eq}, the community noise equivalent level (CNEL), and the day-night average level (L_{dn}) based on A-weighted decibels (dBA). CNEL is the time varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and 10 dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). L_{dn} is similar to the CNEL scale, but without the adjustment for events occurring during the evening relaxation hours. CNEL and L_{dn} are within one dBA of each other and are normally exchangeable. The noise adjustments are added to the noise events occurring during the more sensitive hours.

A project would result in a significant noise effect if it would substantially increase the ambient noise levels for adjoining areas or conflict with adopted environmental plans and goals of applicable regulatory agencies, including, as appropriate, the County of San Bernardino.

Certain land uses are considered more sensitive to noise than others. Examples of these include residential areas, educational facilities, hospitals, childcare facilities, and senior housing. The Project site is generally surrounded by a mix of commercial/industrial and residential uses. The nearest sensitive receptors are approximately 100 feet away west of the Project site boundary and approximately 120 feet away northwest of the Project site boundary.

Existing noise sources at the Project site are primarily associated with traffic on surrounding roadways, including Arrow Route and Almond Avenue, and infrequent parking lot activity to the south.

As shown in Table K, the County of San Bernardino Municipal Code sets the limits for stationary noise sources.

Table K: Noise Standards for Stationary Noise Sources

Affected Land Uses (Receiving Noise)	Daytime, L_{eq} (7:00 AM to 10:00 PM)	Nighttime, L_{eq} (10:00 PM to 7:00 AM)
Residential	55 dBA	45 dBA
Professional Services	55 dBA	55 dBA
Other Commercial	60 dBA	60 dBA
Industrial	70 dBA	70 dBA

Source: County of San Bernardino (2021).
dBA = A-weighted decibels
L_{eq} = equivalent continuous sound level

In addition, the County has set restrictions to control noise impacts associated with the construction of the proposed Project. According to Section 83.01.080 (g)(3), temporary construction, maintenance, repair, or demolition activities are exempt from the regulations of section 83.01.080, provided that construction is limited to the hours between 7 a.m. and 7 p.m., except on Sundays or federal holidays, when construction is prohibited.

CALGreen contains mandatory measures for non-residential building construction in Section 5.507 on Environmental Comfort. These noise standards are applied to new construction in California for controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when non-residential structures are developed in areas where the exterior noise levels exceed 65 dBA CNEL, such as within a noise contour of an airport, freeway, railroad, and other noise source. If the development falls within an airport or freeway 65 dBA CNEL noise contour, buildings shall be constructed to provide an interior noise level environment attributable to exterior sources that does not exceed an hourly equivalent level of 50 dBA L_{eq} in occupied areas during any hour of operation.

Although the County does not have daytime construction noise level limits for activities within the specified hours of Section 83.01.080 (g)(3) of the County of San Bernardino Municipal Code, to determine potential California Environmental Quality Act (CEQA) noise impacts, construction noise was assessed using criteria from the Federal Transit Administration's (FTA) *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018) (FTA Manual). Table L shows the FTA's Detailed Analysis Construction Noise Criteria based on the composite noise levels per construction phase.

Table L: Detailed Assessment Construction Noise Criteria

Land Use	Daytime 1-hour L_{eq} (dBA)	Nighttime 1-hour L_{eq} (dBA)
Residential	80	70
Commercial	85	85
Industrial	90	90

Source: Transit Noise and Vibration Impact Assessment Manual (FTA 2018).
dBA = A-weighted decibels
L_{eq} = equivalent continuous sound level

Vibration standards included in the FTA Manual are used in this analysis for ground-borne vibration impacts on human annoyance. The criteria for environmental impact from ground-borne vibration and noise are based on the maximum levels for a single event. Table M provides the criteria for assessing the potential for interference or annoyance from vibration levels in a building.

Table N lists the potential vibration building damage criteria associated with construction activities, as suggested in the FTA Manual. FTA guidelines show that a vibration level of up to 0.5 in/sec in PPV is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage. For non-engineered timber and masonry buildings, the construction building vibration damage criterion is 0.2 in/sec in PPV.

Table M: Interpretation of Vibration Criteria for Detailed Analysis

Land Use	Max L_v (VdB)[1]	Description of Use
Workshop	90	Vibration that is distinctly felt. Appropriate for workshops and similar areas not as sensitive to vibration.
Office	84	Vibration that can be felt. Appropriate for offices and similar areas not as sensitive to vibration.
Residential Day	78	Vibration that is barely felt. Adequate for computer equipment and low-power optical microscopes (up to 20×).
Residential Night and Operating Rooms	72	Vibration is not felt, but ground-borne noise may be audible inside quiet rooms. Suitable for medium-power microscopes (100×) and other equipment of low sensitivity.

Source: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).
[1] As measured in 1/3-Octave bands of frequency over the frequency range 8 to 80 Hertz.
FTA = Federal Transit Administration Max = maximum
L_V = velocity in decibels VdB = vibration velocity decibels

Table N: Construction Vibration Damage Criteria

Building Category	PPV (in/sec)
Reinforced concrete, steel, or timber (no plaster)	0.50
Engineered concrete and masonry (no plaster)	0.30
Non-engineered timber and masonry buildings	0.20
Buildings extremely susceptible to vibration damage	0.12

Source: Transit Noise and Vibration Impact Assessment Manual (FTA 2018).
FTA = Federal Transit Administration PPV = peak particle velocity
in/sec = inch/inches per second

a) Less Than Significant Impact.

***Construction-Period Impacts*.** Construction of the proposed Project could include demolition and construction activities that would result in a temporary increase in ambient noise levels in the Project site vicinity. Maximum construction noise levels would be short-term, generally intermittent depending on the construction phase, and variable depending on receiver distance from the active construction zone. The duration of noise impacts generally would be from one day to several days depending on the phase of construction. The level and types of noise impacts that would occur during construction are described below.

Short-term noise impacts would occur during grading and site preparation activities. Table O lists maximum noise levels recommended for noise impact assessments for typical construction equipment, based on a distance of 50 feet between the equipment and a noise receptor. Construction-related short-term noise levels would be higher than existing ambient noise levels currently in the project area, but would no longer occur once construction of the project is completed.

Table O: Typical Construction Equipment Noise Levels

Equipment Description	Acoustical Usage Factor (%)	Maximum Noise Level (L_{max}) at 50 Feet[1]
Backhoes	40	80
Compactor (ground)	20	80
Compressor	40	80
Cranes	16	85
Dozers	40	85
Dump Trucks	40	84
Excavators	40	85
Flat Bed Trucks	40	84
Forklift	20	85
Front-end Loaders	40	80
Graders	40	85
Impact Pile Drivers	20	95
Jackhammers	20	85
Pick-up Truck	40	55
Pneumatic Tools	50	85
Pumps	50	77
Rock Drills	20	85
Rollers	20	85
Scrapers	40	85
Tractors	40	84
Welder	40	73

Source: Roadway Construction Noise Model (FHWA 2006).
Note: Noise levels reported in this table are rounded to the nearest whole number.
[1] Maximum noise levels were developed based on Spec 721.560 from the Central Artery/Tunnel (CA/T) program to be consistent with the City of Boston's Noise Code for the "Big Dig" project.
L_{max} = maximum instantaneous sound level

Two types of short-term noise impacts could occur during construction of the proposed Project. The first type involves construction crew commutes and the transport of construction equipment and materials to the site for the proposed Project, which would incrementally increase noise levels on roads leading to the site. As shown in Table O, there would be a relatively high single-event noise exposure potential at a maximum level of 85 dBA L_{max} with trucks passing from 50 feet.

The second type of short-term noise impact is related to noise generated during demolition, excavation, grading, and construction on the Project site. Construction is performed in discrete steps, or phases, each with its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on site. Therefore, the noise levels vary as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Average maximum noise levels range up to 86 dBA L_{max} at 50 feet during the noisiest construction phases. The demolition phase is expected to generate the highest noise levels. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full-power operation followed by 3 or 4 minutes at lower power settings.

As identified above, the Project site is generally surrounded by a mix of commercial/industrial and residential uses. The closest receptors include the industrial uses and residential uses located south and west of the Project site approximately 250 feet from the center of project. The 250-foot distance would decrease the noise level by approximately 14 dBA compared to the noise level measured at 50 feet from the construction activity. Therefore, the closest off-site receptors may be subject to short-term construction noise levels of 74 dBA L_{eq} when construction is occurring at the center of Project site, and this noise level would be lower than the 90 dBA L_{eq} and 80 dBA L_{eq} criteria established by FTA for industrial and residential uses, respectively. Therefore, potential impacts associated with construction-related short-term noise levels would be **less than significant**, and no mitigation is required. Construction equipment calculations are provided in Appendix F.

***Long-Term Noise Impacts*.**The proposed Project would generate long-term noise impacts from both traffic and stationary noise sources, as discussed below.

Traffic Noise Impacts.As a result of the implementation of the proposed Project, off-site traffic volumes on surrounding roadways have the potential to increase. The proposed Project's trips generated were obtained from the project *Trip Generation Analysis* (LSA 2022). The proposed Project would generate a net of 107 daily passenger car equivalent (PCE) trips. Based on data provided in Chapter IV of the *County of San Bernardino 2007 General Plan Program Final Environmental Impact Report and Appendices*, existing traffic volumes on Arrow Route range from 14,000 to 21,000. The following equation was used to determine the potential impacts of the project:

$$Change\ in\ (dBA) = 10 * \log_{10}\left(\frac{Future\ Volume}{Current\ Volume}\right)$$

Using a conservative assumption of an existing average daily traffic of 14,000 vehicles, the results of the calculations show that an increase of approximately 0.03 dBA CNEL is expected along the streets adjacent to the Project site. A noise level increase of less than 1 dBA would not be perceptible to the human ear. Therefore, the traffic noise increase in the vicinity of the Project site resulting from the proposed Project would be **less than significant**. No mitigation is required.

*Stationary Noise Impacts.*Implementation of the proposed Project would generate various on-site stationary noise sources, including heating, ventilation, and air conditioning (HVAC), truck delivery activities and loading dock operations. The County of San Bernardino Municipal Code limits non-construction noise from commercial or industrial property to 55 dBA L_{eq} and 45 dBA L_{eq} for daytime and nighttime, respectively, at any residential land uses surrounding the property.

Of the on-site stationary noise sources during operation of the project, noise generated by loading dock activities would generate the highest maximum noise levels. To provide a conservative analysis, it is assumed that truck arrivals and departure activities could occur at all 3 loading docks for a period of less than 5 minutes each and unloading activities could occur at all three docks simultaneously for a period of more than 30 minutes in a given hour.

The proposed Project would have various rooftop mechanical equipment including HVAC units on the proposed building. To be conservative, it is assumed the proposed Project could have six (6) rooftop HVAC units and operate 24 hours per day and would generate sound power levels (SPL) of up to 76 dBA SPL or 63 dBA L_{eq} at 5 feet, based on manufacturer data (Allied Commercial 2019).

To determine the future noise impacts from project operations to the noise sensitive uses, a 3-D noise model, SoundPLAN, was used to incorporate the site topography as well as the shielding from the proposed building on-site. A graphic representation of the operational noise impacts is presented in Appendix F. The results show that noise levels generated by the proposed Project would not exceed the 70 dBA L_{eq} at the neighboring industrial uses during both daytime and nighttime hours. The project-related noise level impacts would range from 41.1 dBA L_{eq} to 52.5 dBA L_{eq} at the surrounding sensitive receptors.

The results also show that project-generated noise levels would remain below the residential use daytime noise standard of 55 dBA L_{eq} and would also be below existing daytime ambient noise levels. The results show that project noise levels have the potential to exceed the residential nighttime noise standard of 45 dBA L_{eq}. However, ambient noise levels already exceed the applicable standard. Therefore, because project noise levels would not generate a noise level increase of 3 dBA or more, the impact would be **less than significant**, and no noise reduction measures are required.

b) Less Than Significant Impact. Vibration refers to groundborne noise and perceptible motion. Groundborne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors. Vibration energy propagates from a source, through intervening soil and rock layers, to the foundations of nearby buildings. The vibration then propagates from the foundation throughout the remainder of the structure. Building vibration may be perceived by the occupants as the motion of building surfaces, rattling of items on shelves or hanging on walls, or as a low-frequency rumbling noise. The rumbling noise is caused by the vibrating walls, floors, and ceilings radiating sound waves. Annoyance from vibration often occurs when the vibration exceeds the threshold of perception by 10 dB or less. This is an order of magnitude below the damage threshold for normal buildings.

Typical sources of groundborne vibration are construction activities (e.g., pavement breaking and operating heavy-duty earthmoving equipment), rail activity, and occasional traffic on rough roads. In general, groundborne vibration from standard construction practices is only a potential issue when within 25 feet of sensitive uses. Groundborne vibration levels from construction activities very rarely reach levels that can damage structures. However, these levels are perceptible near the active construction site. With the exception of older buildings built prior to the 1950s or buildings of historic significance, potential structural damage from heavy construction activities rarely occurs. When roadways are smooth, vibration from traffic (even heavy trucks) is rarely perceptible.

The roadways surrounding the project area, including Arrow Route, Almond Avenue, and the existing driveways, are paved, smooth, and unlikely to cause significant groundborne

vibration. In addition, the rubber tires and suspension systems of buses and other on-road vehicles make it unusual for on-road vehicles to cause groundborne noise or vibration problems. It is, therefore, assumed that no such vehicular vibration impacts would occur and, therefore, no vibration impact analysis of on-road vehicles is necessary.

The following vibration impact analysis discusses the level of human annoyance using vibration levels in VdB and will assess the potential for structural damages using vibration levels in PPV (in/sec) because vibration levels calculated in root-mean-square (RMS) are best for characterizing human response to building vibration, while vibration level in PPV is best used to characterize potential for damage.

Construction Vibration Impacts. Construction of the proposed Project could result in the generation of groundborne vibration. This construction vibration impact analysis discusses the level of human annoyance using vibration levels in VdB and will assess the potential for building damages using vibration levels in PPV (in/sec), because vibration levels calculated in RMS are best for characterizing human response to building vibration, while vibration level in PPV is best used to characterize potential for damage. The FTA Transit Noise and Vibration Impact Assessment guidelines indicate that a vibration level up to 102 VdB (an equivalent to 0.5 in/sec in PPV) is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage. For a non-engineered timber and masonry building, the construction vibration damage criterion is 94 VdB (0.2 in/sec in PPV).

Table P shows the PPV and VdB values at 25 feet from a construction vibration source. As shown in Table P, bulldozers and other heavy-tracked construction equipment (except for pile drivers and vibratory rollers) generate approximately 87 VdB of groundborne vibration when measured at 25 feet, based on the Transit Noise and Vibration Impact Assessment. At this level, groundborne vibration would result in potential annoyance to residents and workers, but would not cause any damage to the buildings. Construction vibration, similar to vibration from other sources, would not have any significant effects on outdoor activities (e.g., those outside of residences and commercial/office buildings in the project vicinity). Outdoor site preparation for the proposed Project is expected to include the use of bulldozers and loaded trucks. The greatest levels of vibration are anticipated to occur during the site preparation phase. All other phases are expected to result in lower vibration levels.

The distance to the nearest buildings for vibration impact analysis is measured between the nearest off-site buildings and the project boundary (assuming the construction equipment would be used at or near the project boundary) because vibration impacts occur normally within the buildings. The formula for vibration transmission is provided below.

$$L_v dB\ (D) = L_v dB\ (25\ ft) - 30\ Log\ (D/25)$$

$$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$$

Table P: Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV/L_V at 25 feet	
	PPV (in/sec)	L_V (VdB)[1]
Pile Driver (Impact), Typical	0.644	104
Pile Driver (Sonic), Typical	0.170	93
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large Bulldozer	0.089	87
Caisson Drilling	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Sources: Transit Noise and Vibration Impact Assessment (FTA 2018).
[1] RMS vibration velocity in decibels (VdB) is 1 µin/sec.
µin/sec = micro-inches per second
FTA = Federal Transit Administration
in/sec = inches per second
L_V = velocity in decibels
PPV = peak particle velocity
RMS = root-mean-square
VdB = vibration velocity decibels

For typical construction activity, the equipment with the highest vibration generation potential is the large bulldozer, which would generate 87 VdB at 25 feet. The closest surrounding buildings to the Project site include the existing industrial building, located approximately 90 feet south of the Project site. The industrial building would experience vibration levels of up to 70 VdB (0.013 PPV [in/sec]). This vibration level at the nearest building from construction equipment would not exceed the FTA threshold of 94 VdB (0.2 in/sec PPV) for building damage. Although construction vibration levels at the nearest buildings would have the potential to result in annoyance, these vibration levels would no longer occur once construction of the project is completed. Therefore, groundborne vibration impacts from construction activities associated with the proposed Project would be considered **less than significant**, and no mitigation is required.

c) Less Than Significant Impact. The nearest airport to the Project site is Ontario International Airport (ONT), a commercial airport 6.7 miles to the southwest. The Project site is outside the ONT Airport Influence Area, according to Policy Map 2-1 and the 60-65 dBA CNEL airport noise impact zone consistent with Policy Map 2-3 of the Ontario International Airport Land Use Compatibility Plan (Ontario Airport Planning 2018). Because the Project site is outside the 60–65 dBA CNEL noise contour, no further analysis associated with aircraft noise impacts is necessary. This impact would be **less than significant**, and no mitigation is required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*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: ***San Bernardino Countywide Plan 2020; Submitted Project Materials; San Bernardino County, San Bernardino Countywide Plan Draft EIR, 2019.***

a) Less than Significant Impact. The Project site itself is currently occupied by a single 1,500 sq. ft. residential dwelling and concrete driveway. The proposed Project includes demolition of the existing dwelling and driveway and development of a 40,000 sq. ft. warehouse. The proposed Project does not involve a residential component, and therefore, would not directly result in population growth.

According to the San Bernardino Countywide Plan Draft EIR, 2019, San Bernardino County is "housing rich", meaning that more housing is located in the area compared to the availability of jobs in the area. A jobs-housing ratio is a general measure of the total number of jobs and number of housing units in a defined geographic area, without regard to economic constraints or individual preferences. The jobs-housing ratio for the unincorporated Valley region of the County, including unincorporated Fontana and the Project site, is 0.92.[34] This housing-rich ratio reflects the area's history of suburban and residential development types. The American Planning Association (APA) is an authoritative resource for community planning best practices, including recommendations for assessing jobs-housing ratios. Although the APA recognizes that an ideal jobs-housing ratio will vary from jurisdiction to jurisdiction, its recommended target for an appropriate jobs-housing ratio is 1.5, with a recommended range of 1.3 to 1.7. A jobs-housing ratio of 0.92, lower than the APA recommended range, indicates an area with fewer jobs and an abundance of housing. Once operational, the proposed Project would increase the availability of jobs in the area by employing approximately 20 people, most of whom are anticipated to currently live within the County. Therefore, while implementation of the proposed Project would provide additional jobs within the County, fulfillment of these employment positions is not anticipated to result in population growth in the County.

[34] County of San Bernardino, *San Bernardino Countywide Plan Draft Environmental Impact Report*, Chapter 5.13 Population and Housing, pg. 5.13-5 – 5.13-6, June 2019.

Additionally, the area surrounding the Project site is currently developed with residential and industrial uses. The Project site is bordered by Almond Avenue and Arrow Route and would not require the extension of roads or other infrastructure that would indirectly result in population growth. Therefore, impacts related to population growth would be **less than significant,** and no mitigation is required.

b) Less than Significant Impact. The proposed Project includes the demolition of a single 1,500 sq. ft. residential dwelling and driveway and development of a 40,000 sq. ft. warehouse. The proposed Project is seeking an Amendment to the Countywide Plan to change the current land use designation from MDR to Limited Industrial (LI) and a Zone Change to change the current zone from RM to Community Industrial (IC). Implementation of the proposed Project, and approval of the requested Amendment to the Countywide Plan and Zone Change, would eliminate a single residential dwelling on the Project site and prohibit future residential uses on the Project site. The current RM zoning allows for development of a maximum of 20 residential units per acre, or up to 40 residential units on the Project site. While implementation of the proposed Project would displace current occupants of the single residential dwelling on the Project site and eliminate future development of up to 40 additional residential units on the Project site, as discussed above, adequate housing is available within the County. Furthermore, the requested Zone Change to IC would be consistent with the adjacent industrial uses to the south of the Project site. Therefore, implementation of the proposed Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. Impacts would be **less than significant,** and no mitigation is required.

Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*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:				
i) Fire Protection?	☐	☐	☒	☐
ii) Police Protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☐	☒
iv) Parks?	☐	☐	☒	☐
v) Other Public Facilities?	☐	☐	☒	☐

SUBSTANTIATION: ***San Bernardino Countywide Plan 2020; Submitted Project Materials; San Bernardino County, San Bernardino Countywide Plan Draft EIR, 2019***

a.i) Fire Protection Service: Less than Significant Impact. The San Bernardino County Fire Department provides fire protection services to the project area. As of 2016, the County Fire Department covered a 16,500-square mile territory through 75 fire stations and 11 facilities that serve more than 60 unincorporated communities and areas within San Bernardino County. The County Fire Department is organized into six divisions within four service areas: Valley Region – Division 1 (West Valley) and Division 2 (East Valley); Mountain Region – Division 3; North Desert Region – Division 5 (North Desert) and Division 6 (High Desert); and South Desert – Division 4. The Project site is located within the jurisdiction of Division 1, which is currently staffed by 292 total employees and has the capacity to serve the proposed Project. In the 2016–2017 fiscal year, there were 3,324 calls for service in the Division 1 and Division 6 boundaries of the San Bernardino County Fire Department. The current 2022 response time for San Bernardino County Fire Department for critical emergencies is 7 minutes and 30 seconds.[35] However, this time is skewed due to the long response distances in outlying areas of the County. The County Fire Department, in urban areas, has a target response time of 7 minutes and 30 seconds. San Bernardino County Fire Station # 73, located at 8143 Banana Avenue (approximately 0.56 miles northwest of the Project site), is the closest fire station that would serve the Project site. Average travel time between the nearest fire station and the Project site is approximately three minutes, which is below the targeted response time of 7 minutes and 30 seconds.

[35] San Bernardino County Fire Protection District. *Service Zone FP-5, 2022 Information, Valley Service Zone, West Valley.* Available at: https://sbcfire.org/fp5/. (Accessed February 3, 2023)

The Project site is located in an LRA, but is not designated as a High or Very High Fire Hazard Severity Zone.[36] Project design features incorporated into the structural design and layout of the warehouse would keep service demand increases to a minimum. For example, the proposed Project would be constructed in accordance with the current California Building Code (at the time of the writing the 2022 CBC), which requires the on-site structure to incorporate construction techniques and materials such as roofs, eaves, exterior walls, vents, appendages, windows, and doors resistant to and/or to perform at high levels against ignition during exposure to fires. Fire sprinklers would be incorporated into the structure to further reduce fire risk and service demand. The proposed Project's internal circulation system would also be developed consistent with County and Fire Code requirements to facilitate emergency vehicles access.

Based on the proposed Project's location in an LRA Non-Very High Fire Hazard Severity Zone and its proximity to existing San Bernardino County Fire Department facilities capable of responding to emergencies at the Project site within the target time of 7 minutes and 30 seconds, development of the proposed Project would not cause fire staffing, facilities, or equipment to operate at a deficient level of service or cause a demand that would result in the need for additional staffing, facilities or equipment. The proposed Project would not require the construction of new or physically altered fire protection facilities, the construction of which could result in an environmental impact. Impacts associated with the need to expand fire protection services and facilities in order to maintain acceptable levels of service would be **less than significant,** and no mitigation is required.

a.ii) Police Protection Services: Less than Significant Impact. Police protection services in the unincorporated portions of the County, including at the Project site, are provided by the San Bernardino County Sheriff's Department. The Sheriff's Department general law enforcement mission is carried out through the operation of 15 stations and a centralized headquarters and include gangs, narcotics and homicide investigations, a crime laboratory and identification bureau, central records, specialized enforcement detail, technical services division, training division, employee resources division, two dispatch communication centers, and an aviation division for general patrol and search/rescue operations. The County Sheriff's Department serves unincorporated San Bernardino County as well as the following incorporated cities and towns in the Valley Region: Chino Hills, Grand Terrace, Highland, Loma Linda, Rancho Cucamonga, and Yucaipa. There were 3,956 employees working for the San Bernardino County Sheriff's Department with a total of 628 patrol deputies in 2018. The San Bernardino County Sheriff's Department serves the Project site through the County Sheriff's Fontana Station located at 17780 Arrow Boulevard in Fontana, approximately 4.39 miles east of the Project site. It should be noted that, although the City of Fontana is in close proximity to the Project site, its police force would not serve the Project site as the Project site is located within an unincorporated area of the County. In addition, San Bernardino County does not contract with the City of Fontana for police services.

[36] CAL FIRE, FHSZ Viewer, Website: https://egis.fire.ca.gov/FHSZ/, accessed November 19, 2022.

The proposed Project would incorporate Crime Prevention through Environmental Design (CPTED) features to keep service demand increases to a minimum. For example, the proposed Project would implement informal surveillance design such as architecture, landscaping, and lighting designed to minimize visual obstacles and eliminate places of concealment for potential assailants. The warehouse may be protected by a security company, which would also reduce crime on the Project site during non-operational hours. Based on the proposed Project's location in proximity to the San Bernardino County Sheriff's Department's Fontana Station, development of the proposed Project would not cause law enforcement staffing, facilities, or equipment to operate at a deficient level of service or cause a demand that would result in the need for additional staffing, facilities or equipment. Therefore, the proposed Project would not require the construction of new or physically altered law enforcement protection facilities, the construction of which could result in an environmental impact. Impacts associated with the need to expand law enforcement protection services and facilities in order to maintain acceptable levels of service would be **less than significant,** and no mitigation is required.

a.iii) Schools: No Impact. The Project site is located within the Fontana Unified School District within the attendance area of 46 schools serving students from preschool through adult education, including 27 preschools, 29 elementary schools, 7 middle schools, and 5 high schools. As of 2021, the Fontana Unified School District reported an enrollment amount of 36,368 students which included 1,229 students enrolled in preschool, 15,046 enrolled in elementary schools, 7,941 enrolled in middle school, and 11,464 enrolled in high school.

The proposed Project includes the development of an industrial warehouse and does not include housing. Therefore, no increase in the number of school-age students is expected with implementation of the proposed Project. Employees of the proposed Project are anticipated to come from the local area, and therefore, employees with school-aged children are more than likely already enrolled in the local school district. Therefore, implementation of the proposed Project would not cause or contribute to a need to construct new or physically alter public school facilities.

California Government Code (Section 65995[b]) establishes the base amount of allowable developer fees imposed by school districts. These base amounts are commonly referred to as "Level 1 fees" and are subject to inflation adjustment every two years. School districts are placed into a specific "level" based on school impact fee amounts that are imposed on the development. With the adoption of Senate Bill 50 and Proposition 1A in 1998, schools meeting certain criteria can now adopt Level 2 and 3 developer fees. The amount of fees that can be charged over the Level 1 amount is determined by the district's total facilities needs and the availability of State matching funds. If there is State facility funding available, districts are able to charge fees equal to 50 percent of their total facility costs, termed "Level 2" fees. If, however, there are no State funds available, "Level 3" fees may be imposed for the full cost of their facility needs.

Per California Government Code, "The payment or satisfaction of a fee, charge, or other requirement levied or imposed … are hereby deemed to be full and complete mitigation of the

impacts … on the provision of adequate school facilities." The Project applicant would be required to pay these development fees in accordance with Government Code 65995 and Education Code 17620. Payment of school fees would be required prior to the issuance of building permits for the proposed Project. Through payment of development fees, **no impacts** related to school services would occur and no mitigation is required.

a.iv) Parks: Less than Significant Impact. Refer to the discussion for Section XVI Recreation, for a discussion and analysis of park and recreation impacts based on implementation of the proposed Project. The proposed Project does not include the development of park/recreational uses on site, nor would it generate more population in the area that may use existing park/recreational facilities. Impacts would be **less than significant,** and no mitigation is required.

a.v) Other Public Facilities: Less than Significant Impact. Other public facilities located in the surrounding area include the Rancho Cucamonga Public Library located at 12505 Cultural Center Drive approximately 2.5 miles northwest of the Project site, Heritage Neighborhood Center located at 7350 W Liberty Parkway approximately 1.6 miles north of the Project site, and the Fontana Community Senior Center located at 16710 Ceres Avenue approximately 3.0 miles east of the Project site.

The proposed Project, however, would not create a direct demand for these other public facilities, as the proposed Project is a non-residential use that would not general population growth which would utilize these other public facilities. As the proposed Project would not generate additional population in the area, implementation of the proposed Project would not result in increased use of other public facilities such as libraries or community facilities that would result in the need for such facilities to be expanded or new facilities to be constructed. Therefore, impacts would be **less than significant,** and no mitigation is required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*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: ***San Bernardino Countywide Plan 2020; Submitted Project Materials; San Bernardino County, San Bernardino Countywide Plan Draft EIR, 2019.***

a and b) Less than Significant Impact. The closest parks to the Project site are Garcia Park located at 13150 Garcia Court in Rancho Cucamonga, approximately 1.6 miles northwest of the Project Site, and Heritage Circle Park located at 14332 Caryn Circle in Fontana approximately 1.24 miles north of the Project site. The proposed Project includes the development of a 40,000 sq. ft. commercial warehouse, employing approximately 20 employees. Employees of the proposed Project are anticipated to come from the local area. There is a low probability that employees of the Project would visit either Garcia or Heritage Circle Parks during operational hours. Regardless, potential use by Project employees would be nominal, and therefore, would not result in substantial physical deterioration of either park facility.

The proposed Project does not include recreational facilities, which is typical of existing industrial/warehouse uses in the vicinity of the Project site. Because the potential use of nearby park facilities by employees of the proposed Project would be nominal, implementation of the proposed Project would not require the construction or expansion of recreational facilities which could result in adverse physical effects on the environment. Furthermore, the proposed Project does not include the subdivision of land for residential use, and therefore, is not required to dedicate land or pay in lieu fees for park or recreational purposes pursuant to Chapter 89.02 of the San Bernardino Development Code. Impacts related to recreation would be **less than significant,** and no mitigation is required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*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: Stewart Almond Warehouse Project Traffic Memorandum, LSA, November 28, 2022.

The information and analysis in this section is based on the *Stewart Almond Warehouse Project Traffic Memorandum,* prepared by LSA on November 28, 2022, which is provided in Appendix G of this Initial Study.

a) Less than Significant Impact. A project-specific traffic assessment was prepared to assess potential circulation impacts associated with the proposed Project (Appendix G). The San Bernardino County *Transportation Impact Study Guidelines*, dated July 9, 2019, states that a Traffic Impact Study (TIS) needs to be prepared if a project generates 100 or more trips during any peak hour without consideration of pass-by trips. The project trip generation was developed using rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition) for Land Use 150 – "Warehousing". Project trips were converted to trucks and passenger vehicles based on the South Coast Air Quality Management District (SCAQMD) recommendations for warehousing projects. Based on this approach, the traffic assessment assumed that 31 percent of project traffic would be trucks. Based on Vehicle Mix from the SCAQMD, Warehouse Truck Trip Study Data Results and Usage, dated December 2014, the truck mix was considered as 18.7% 4-axle, 5.5% 3-axle, and 6.8% 2-axle trucks. All truck trips were converted to passenger car equivalents (PCEs) using a 1.5 PCE factor for 2-axle trucks, 2 for 3-axle trucks, and 3.0 for 4- and more axle trucks. As shown in Table Q, the proposed Project is anticipated to generate 8 passenger car equivalent (PCE) trips in the a.m. peak hour, 8 PCE trips in the p.m. peak hour, and 107 daily PCE trips. Because the anticipated number of peak hour trips generated by the proposed Project is lower than the County's trip threshold (100 peak hour trips) stipulated in their TIS Guidelines, a TIS was not required for the proposed Project. Therefore, the proposed Project would not conflict with the Countywide Plan or any programs, plans, or policies addressing the circulation system.

Table Q: Project Trip Generation

Land Uses	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Warehouse[1] (41,000 sq ft)							
Trips/Unit							
Cars	0.089	0.028	0.117	0.034	0.090	0.124	1.180
2-Axle Trucks	0.009	0.003	0.012	0.003	0.009	0.012	0.116
3-Axle Trucks	0.007	0.002	0.009	0.003	0.007	0.010	0.094
4+ Axle Trucks	0.025	0.007	0.032	0.010	0.024	0.034	0.320
Total	**0.130**	**0.040**	**0.170**	**0.050**	**0.130**	**0.180**	**1.710**
Trip Generation							
Cars	4	1	5	1	4	5	48
2-Axle Trucks	0	0	0	0	0	0	5
3-Axle Trucks	0	0	0	0	0	0	4
4+ Axle Trucks	1	0	1	0	1	1	13
Total	**5**	**1**	**6**	**1**	**5**	**6**	**70**
Trip Generation (Cars)	4	1	5	1	4	5	48
PCE Trip Generation							
2-Axle Trucks	0	0	0	0	0	0	10
3-Axle Trucks	0	0	0	0	0	0	10
4+ Axle Trucks	3	0	3	0	3	3	39
Total	**7**	**1**	**8**	**1**	**7**	**8**	**107**

[1] The trip generation was developed based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th edition) rates for Land Use 150 – "Warehousing." The resulting trips were converted to trucks and passenger vehicles based on the South Coast Air Quality Management District (SCAQMD) recommendations for warehousing projects. As such, 31 percent of project traffic will be trucks. Based on Vehicle Mix from the SCAQMD, Warehouse Truck Trip Study Data Results and Usage, dated December 2014, the truck mix was considered as 18.7% 4-axle, 5.5% 3-axle, and 6.8% 2-axle trucks. All truck trips were converted to passenger car equivalents (PCEs) using a 1.5 PCE factor for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4- and more axle trucks.

Currently, there are no existing bicycle facilities at the Project site or within the immediate project vicinity and the proposed Project would not include the construction of any bicycle facilities. According to the San Bernardino County Transportation Authority's Non-Motorized Transportation Plan (revised in 2018), Class II bicycle lanes are planned in both directions along Arrow Route from Almeria Avenue to Maple Avenue (totaling 3.15 miles), and along Cherry Avenue from Baseline Avenue to Foothill Boulevard (totaling 1.02 miles), Foothill Boulevard to the city's southern limit (totaling 0.3 miles), Mulberry Avenue to Jurupa Avenue (totaling 1.96 miles), and from the city's northern limit to Baseline Avenue (totaling 1.46 miles). The proposed Class II bicycle lanes along Arrow Route between Almeria Avenue and Maple Avenue would be approximately 1.8 miles east of the Project site. The proposed Class II bicycle lanes along Cherry Avenue between Foothill Boulevard and the city's southern limits would be approximately 0.2 miles west of the Project site. The proposed Project would not impact future plans to develop Class II bicycle lanes in the project area. Therefore, implementation of the proposed Project would not impact existing or planned bicycle facilities, programs, plans, or policies addressing bicycle facilities.

There are intermittent paved sidewalks on both sides of Arrow Route, Almond Avenue, and Cherry Avenue. The proposed Project would construct sidewalks along the project's frontage

on Arrow Route and Almond Avenue. The new sidewalk along the project frontage of Almond Avenue would connect with the existing sidewalk recently constructed immediately south of the Project site providing a continuous paved sidewalk along the eastern side of this block of Almond Avenue. The addition of sidewalks along the project frontage of Arrow Route and Almond Avenue would increase pedestrian accessibility at the Project site. Implementation of the proposed Project would not impact any existing or planned pedestrian facilities, programs, plans, or policies addressing pedestrian facilities.

The Project site is currently served by Omnitrans, a public transit agency serving various jurisdictions within San Bernardino County. Omnitrans' fixed bus route 66 operates within the project vicinity. Currently the closest bus stop to the Project site is at the intersection of Almond Avenue and Foothill Boulevard, less than 0.5-mile north of the Project site. Route 10 connects the cities of San Bernardino and Fontana on weekdays (Monday to Sunday) with an average of 60-minute headways. This route also provides a connection to the Fontana Metrolink Station. Omnitrans periodically reviews their service and stop locations to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments, which may lead to either enhanced or reduced service where appropriate. Once operational, the proposed Project would increase employment to an area served by public transit and potentially increase ridership. Therefore, implementation of the proposed Project would not impact any programs, plans, or policies addressing transit facilities.

Based on the discussion above, implementation of the proposed Project would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, and impacts would be **less than significant.** No mitigation is required.

b) Less than Significant Impact. According to *State CEQA Guidelines* Section 15064.3(a), project-related transportation impacts are generally best measured by evaluating the project's vehicle miles traveled (VMT). VMT refers to the amount and distance of automobile travel attributable to a project. As a result of Senate Bill (SB) 743, the California Office of Administrative Law cleared the revised CEQA Guidelines for use on December 28, 2018. Among the changes to the guidelines was the removal of vehicle delay and level of service from consideration under CEQA. The intent of SB 743 and the revised *State CEQA Guidelines* is to promote the reduction of greenhouse gas (GHG) emissions, the development of multimodal transportation networks, and a diversity of land uses. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on VMT. Lead agencies are allowed to opt-in to the revised transportation guidelines at this time, but the new guidelines must be used starting on July 1, 2020. The County of San Bernardino utilizes the San Bernardino County Transportation Authority (SBCTA) VMT Screening Tool to determine potential impacts associated with VMT. The Screening Tool allows users to input an Assessor's Parcel Number (APN) to determine if a project's location meets one or more of the screening thresholds for land use projects identified in the Governor's Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA*.

The Technical Advisory provides details on appropriate "screening thresholds" that can be used to identify when a proposed land use project is anticipated to result in a less than significant impact without conducting a more detailed analysis. Screening thresholds are broken into the following four types:

- Project Type Screening;
- Map Based Screening based on Low VMT Area;
- Transit Priority Area (TPA) Screening; and
- Affordable Residential Development Screening.

A land use project need only to meet one of the above screening thresholds to result in a less than significant impact. Analysis of the screening thresholds is presented below.

- **Project Type Screening.** The Technical Advisory and San Bernardino County Guidelines note projects that are consistent with the current Sustainable Communities Strategy (SCS) or General Plan and that generate or attract fewer than 110 trips per day are assumed to cause a less than significant impact. The proposed Project is seeking an Amendment to the Countywide Plan that would change the current land use designation from Medium Density Residential (MDR) to Community Industrial (IC), a Zone Change that would change the current zone from Multiple Residential (MR) to IC, and a Conditional Use Permit. Approval of the requested Amendment to the Countywide Plan and Zone Change would render the proposed Project consistent with the Countywide Plan. Additionally, the proposed Project is anticipated to generate 70 vehicle trips per day. As such, the proposed Project has met this screening threshold.

- **Low VMT Area Screening.** Pursuant to the County's TIS Guidelines Section 4.1 Analysis Methodology, projects estimated to generate less than 110 daily trips, including warehousing projects up to 63,000 sf, can be considered as a low VMT generator and are therefore presumed to have a less than significant impact on VMT. As shown in Table Q, the proposed Project is anticipated to generate 70 total daily trips, which is lower compared to the County's daily trip threshold of 110 daily trips. As such, the proposed Project has met this screening threshold.

- **Transit Priority Area (TPA) Screening.** Projects located within a TPA (i.e., within ½ mile of an existing "major transit stop" or an existing stop along a "high-quality transit corridor") may be presumed to have a less than significant impact absent substantial evidence to the contrary. Based on the Screening Tool results, the Project site is not located within ½ mile of an existing major transit stop, or along a high-quality transit corridor. As such, the proposed Project does not meet this TPA screening threshold.

- **Affordable Residential Development Screening.** The Technical Advisory indicates that adding affordable housing to infill locations generally improves jobs-housing ratios, in turn shortening commutes and reducing VMT. Because the proposed Project does not include an affordable housing component, this screening criteria is not

applicable. Therefore, the proposed Project does not meet the Affordable Residential Development Screening threshold.

With the two of the four screening thresholds (Project Type and Low VMT Area screening criteria) met, the proposed Project would not generate an impact associated with VMT. Impacts would be **less than significant,** and no mitigation is required.

c) Less than Significant Impact. Construction of the proposed Project may require temporary partial lane closures. Standard construction safety measures would be implemented including appropriate signage and flagmen visible to approaching motorists and pedestrians indicating roadway access limitations and other necessary warnings. Full road closures are not anticipated during construction. In the event that partial lane closure are required during construction, detour/safety signage would be installed to direct drivers around construction activities along either Almond Avenue or Arrow Route.

The proposed Project would include approximately 9-feet of asphalt widening along Almond Avenue and approximately 26-feet of asphalt widening along Arrow Route. As discussed above, the proposed Project would also include the construction of 6-foot-wide sidewalks, and new curb and gutter along the project's frontage with Almond Avenue and Arrow Route. All entrances and exits to and from the Project site would be marked with directional signage, and all site access points, driveway aprons, curb, gutter, sidewalk, landscaping and streetlights along the Project site frontage of Almond Avenue and Arrow Route would be designed and constructed to meet public safety standards pursuant to all applicable County Development Codes.

Operation of the proposed warehouse would involve the use of delivery trucks and vehicles on the Project site. However, use of such vehicles is standard on the existing roadways and consistent with adjacent industrial land uses. Therefore, operation of the proposed Project would not introduce an incompatible use to the project area.

Therefore, implementation of the proposed Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) and impacts would be **less than significant**. No mitigation is required.

d) Less than Significant Impact. As stated above, construction of the proposed Project may require partial lane closures. In the event that partial lane closures are required during construction, County requirements including the prior notification of any lane or road closures to police and fire departments, sufficient signage before and during any road closure, flag crews with radio communication when necessary to coordinate traffic flow would be implemented to maintain emergency access and allow for evacuation of the Project site if needed during construction activities. Compliance with these requirements would ensure that short-term impacts related to inadequate emergency access would be **less than significant**. No mitigation is required.

The proposed Project would provide 6-foot sidewalks, and new curb and gutter along the project's frontage with Almond Avenue and Arrow Route, a full-access driveway at the southwest corner of the site along Almond Avenue, and a right-out only exit at the northeast corner of the site along Arrow Route. In accordance with the California Fire Code, the Project applicant would be required to design, construct, and maintain structures, roadways, and facilities to maintain appropriate emergency/evacuation access to and from the Project site pursuant to Chapter 83.02 (General Development and Use Standards), 83.06 (Fencing, Hedges and Walls), 83.09 (Infrastructure Improvement Standards), 83.11 (Parking and Loading Standards), 83.13 (Sign Regulation) of the County Development Code. Additionally, all Project improvements would be reviewed by the County's Fire Protection Division and Sheriff's Department through the County's general development review process. Proper site design and compliance with County standards and emergency access requirements would ensure adequate emergency access to the Project site and allow for evacuation, if necessary, during an emergency. Therefore, long-term impacts related to inadequate emergency access would be **less than significant**, and no mitigation is required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*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: ***San Bernardino Countywide Plan 2020; Cultural Historical Resources Information System (CHRIS), South Central Coast Information Center, California State University, Fullerton; Submitted Project Materials, AB 52 and SB 18 Consultation Record***

a.i) Less Than Significant with Mitigation Incorporated. A cultural resources records search was completed on February 23, 2022 at the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System (CHRIS) at California State University, Fullerton. It included a review of all prehistoric and historic archaeological sites within the Project site, as well as a review of known cultural resource surveys and excavation reports in that area. A review of aerial photographs and historic-period maps that include the Project site was also conducted (NETR n.d.). The SCCIC records search results indicated no previously recorded cultural resources within the Project site. In addition, an archaeological field survey conducted at the Project site on November 2, 2022, was negative for surficial evidence of cultural resources. As a result of LSA's evaluation of the property, it was determined that the 1948 vernacular residence does not appear to be eligible for listing in the California Register under any criteria, and does not qualify as a "historical resource" as defined by CEQA.

Native American consultation was conducted by the County in compliance with SB 18 and AB 52. The County sent letters for the purposes of SB 18 and AB 52 consultation to Native

American tribal contacts that previously requested to be notified of future projects proposed by the County.

Consultation notices pursuant to SB 18 were sent by the County on November 30, 2022 to the following Native American Tribes: Gabrieleno Band of Mission Indians - Kizh Nation, Gabrielino-Tongva Indian Tribe, Morongo Band of Mission Indians, Yuhaaviatam of San Manuel Nation (YSMN, formerly San Manuel band of Mission Indians), Agua Caliente Band of Cahuilla Indians, Quechan Indian Tribes, Serrano Nation of Mission Indians, and Soboba Band of Mission Indians. The County received the following responses to SB 18 consultation notices for the Project:

- On December 19, 2022, the Yuhaaviatam of San Manuel Nation (YSMN) responded via email to the County's invitation for consultation indicating that the Project site is located within Serrano ancestral territory, but they see no conflicts with the zoning changes at that time. When specific projects are planned and implemented, the YSMN indicated they may have comments and/or request formal consultation with the County.

- On December 1, 2022, the Agua Caliente Band of Cahuilla Indians responded via email to the County's invitation for consultation indicating that a records check of the tribal historic preservation office's cultural registry revealed that the Project site is not located within their traditional use area and declined further consultation.

- On December 1, 2022, the Quechan Indian Tribes responded via email to the County's invitation for consultation deferring consultation efforts to more local tribes.

- The Kizh Nation requested consultation via e-mail on December 1, 2022, and a time was arranged for a consultation meeting. On January 31, 2022, consultation was conducted with the Kizh Nation Tribal Chairman, Mr. Salas. Based upon that discussion the Tribe concluded no additional information was necessary and the Tribe no longer had any concerns about the Project.

Consultation notices pursuant to AB 52 were sent by the County on January 23, 2023 to the following Native American Tribes: Gabrieleno Band of Mission Indians - Kizh Nation, Morongo Band of Mission Indians, San Gabriel Band of Mission Indians, Yuhaaviatam of San Manuel Nation, and Soboba Band of Mission Indians. No comments were received in response to the AB 52 request for consultation notice.

Therefore, no known tribal cultural resources listed or eligible for listing in the California Register or in a local register exist within the Project area, and there are no known tribal cultural resources on the project site. The proposed Project would not cause a substantial adverse change in the significance of a tribal cultural resource defined as 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 listed or eligible for listing in the California Register or in a local register of historical resources as defined in PRC Section 5020.1(k). Impacts would be **less than significant** and no mitigation is required.

Refer to Section V, Cultural Resources, for detailed information regarding historic resources.

a.ii) Less Than Significant with Mitigation Incorporated. Native American consultation was conducted in compliance with SB 18 and AB 52. During the consultation process, the YSMN indicated that Project site is located within Serrano ancestral territory, but the Tribe sees no conflicts with the zoning changes at that time. When specific projects are planned and implemented, the YSMN indicated they may have comments and/or request formal consultation with the County. Additionally, the Agua Caliente Band of Cahuilla Indians indicated that records check of the Tribal Historic preservation office's cultural registry revealed that the Project site is not located within their traditional use area and declined further consultation efforts. And the Quechan Indian Tribes deferred consultation efforts to more local tribes.

No conditions or measures were requested by the Tribes. Therefore, based on the responses received from the Tribes, consultation has been concluded and no further action is necessary.

Although no archeological resources or human remains were found on the Project site, given that sediments within the Project site date to a time that includes human occupation, the Project site has been relatively undisturbed aside from past agricultural activities and construction of the residential dwelling and driveway, and ground visibility was low, there is potential for previously unidentified subsurface archaeological resources or human remains to be present within the Project site. As such, **Mitigation Measure CUL-1**, which requires archaeological site monitoring, is prescribed. If human remains are Native American in origin, the remains may be considered a tribal cultural resource. If human remains are encountered, the City is required to adhere to **Standard Condition CUL-2**, which requires compliance with the State's Health and Safety Code for the treatment of human remains and coordination with the NAHC and a Most Likely Descendant if the remains are determined to be Native American. Implementation of **Standard Condition CUL-2** and **Mitigation Measure CUL-1**, as detailed in Section V, Cultural Resources, would ensure that potential impacts to tribal cultural resources would be **less than significant**.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*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: ***San Bernardino Countywide Plan 2020; Submitted Project Materials; San Bernardino County, San Bernardino Countywide Plan Draft EIR, 2019; CalEEMod prepared by LSA.***

a) Less than Significant Impact. The proposed Project includes the installation of a new septic system including a 1,500-gallon septic tank and two 6-foot-by-30-foot seepage pits, and would therefore, not require nor result in the need for expanded or new wastewater treatment facilities.

Water service for the proposed Project including domestic, irrigation and fire would be provided via a new 8-inch water line that would connect to the existing 12-inch water line running north-south along Almond Avenue.

As described in Section X, Hydrology, the proposed Project would include new stormwater facilities, including a proposed infiltration system to adequately convey stormwater runoff. The new stormwater facilities would be constructed on site. The proposed Project does not include the construction of new or expanded offsite stormwater drainage facilities. The areas of

potential impact from construction of the new on-site stormwater facilities are within the analytical footprint of the project, and therefore, have already been addressed.

Section VI, Energy, of this Initial Study discusses the proposed Project's energy requirements (i.e., electricity and fuel consumption). The energy suppliers would have enough electricity to adequately serve the proposed Project. It is expected that existing utility lines within the Project site from Almond Avenue would be undergrounded from the existing utility pole to the proposed warehouse. All new connections for electric and telecommunication services would be installed underground. Ground disturbance associated with the undergrounding of utilities has been included in the Project's footprint and impacts have been identified and mitigated where necessary to less than significant levels. Relocation of any utilities would be conducted with coordination from the service provider during Project construction activities.

Construction and relocation of new and existing utility and service system facilities described above would not cause a significant environmental impact. Therefore, impacts would be **less than significant,** and no mitigation is required.

b) Less than Significant Impact. Although the Project site would be located in an unincorporated part of San Bernardino County, water would be provided to the Project site by the Fontana Water Company (FWC). FWC's water supply includes local groundwater basins, local surface water, imported surface water, and recycled water.[37] The FWC's main source of groundwater is the Chino Basin, which is expected to fill the supply gap between the normal year demand and projected supplies.[38] According to the FWC Urban Water Management Plan (UWMP), none of the basins supplying groundwater to the FWC are in "critical condition of overdraft."[39] FWC's current available pumping capacity totals approximately 37,222 gallons per minute (gpm), with individual well production ranging from approximately 189 gpm to 2,955 gpm. In addition, the proposed Chino Basin Program will augment the existing Chino Basin groundwater supply with recycled water through the construction of an advanced water treatment facility to provide high-quality recycled water for storage in the Chino Basin. The development of one or more of these potential projects would further enhance FWC's local supplies and minimize the need for imported supplies.[40]

On March 28, 2022, the California Governor issued Executive Order N-7-22, which encourages all Californians and water agencies to restrict water usage, restrict new and expansion of existing groundwater wells, promote projects that facilitate groundwater recharge, and reduce their reliance on imported water from the State Water Project (SWP).[41]

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37 San Gabriel Water Company, Fontana Water Company Division. *2020 Urban Water Management Plan*. Page 6-1. https://www.fontanawater.com/wp-content/uploads/2021/10/FWC-2020-UWMP-June-2021-Final.pdf (accessed December 12, 2022).

38 *Ibid*. Pages 3-1 and 7-10.

39 *Ibid*. Pages 6-5, 6-6, and 7-10.

40 *Ibid*. Page 7-9.

41 State of California, Executive Department. *Executive Order N-7-22*. March 28, 2022. https://www.gov.ca.gov/wp-content/uploads/2022/03/March-2022-Drought-EO.pdf. (Accessed December 12, 2022).

On May 24, 2022, the California State Water Resource Control Board adopted emergency water conservation regulations,[42] effective June 10, 2022, requiring the FWC to implement Stage 2 of its Water Shortage Contingency Plan and prohibit use of potable water for irrigating non-functional turf at industrial sites such as the Project site.[43] The Metropolitan Water District also implemented an Emergency Water Conservation Program that offered the FWC two pathways towards compliance with Executive Order N-7-22 that include either: (1) restricting outdoor irrigation to one day per week beginning June 1, 2022; or (2) complying with monthly allocation limits subject to penalties. The FWC opted to the latter taking a reduced monthly allocation of imported water.[44]

In addition to the State-mandated prohibitions, FWC plans to activate Rule No. 14.1, Water Shortage Contingency Plan, and implement the water use restrictions outlined in Rule No. 14.1 Section G, during water shortage conditions to close the gap between water supply and water demand.[45] The Water Shortage Contingency Plan enables the utility to respond effectively to a wide variety of water supply conditions or catastrophic events, such as an earthquake or fire that damages water lines.

To evaluate water usage from the operation of the proposed Project, modelers conducted the California Emission Estimator Model (CalEEMod) analysis using the most recent version of the CaLEEMod (Version 2022.1) and default values based on land use type. Based on the CalEEMod results, the proposed Project is estimated to use approximately 8.7 million gallons per year[46] or 60 AFY. The FWC production capacity for 2040 is 50,442 AFY. The proposed Project would account for 0.1 percent of the FWC production capacity for 2040. [47] Through implementation of the water reduction measures listed above pursuant to Executive Order N-7-22 and the Metropolitan Water District's Emergency Water Conservation Program, as well as implementation of the FWC's supplemental water reduction measures detailed under Rule 14.1 and augmentation of the Chino Basin groundwater supply with recycled water through the Chino Basin Program, the amount of water available for the Project would be sufficient for normal, single-dry, and multiple-dry years. Additional water storage and treatment facilities are not required within the jurisdiction of FWC. Therefore, with sufficient water supplies available to serve the proposed Project and reasonably foreseeable future development during normal, dry, and multiple dry years and impacts would be **less than significant.** No mitigation is required.

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42 State Water Resources Control Board. *Resolution No. 2022-0018 To Adopt an Emergency Regulation to Reduce Water Demand and Improve Water Conservation*. May 24, 2022. https://www.fontanawater.com/wp-content/uploads/2022/06/Emergency-Water-Conservation-Regulations-SWRCB.pdf. (Accessed December 12, 2022).

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44 *Ibid*.

45 San Gabriel Water Company, Fontana Water Company Division. *2020 Urban Water Management Plan*. Pages 8-7 and 8-9. June 2021, Amended October 2021.

46 CalEEMod

47 60 AFY projected usage / 50,442 AFY production capacity = 0.0011

c) Less than Significant Impact. Currently, there is no wastewater treatment service or infrastructure to the Project site. Therefore, the proposed Project would rely on on-site disposal for septic wastewater. The proposed Project includes the installation of a new septic system including a 1,500-gallon septic tank and two 6-foot-by-30-foot seepage pits along the western boundary of the site near Almond Avenue. The proposed septic system would be designed, constructed, and maintained, consistent with County and State Water Resources Control Board standards and requirements designed to protect water quality. Because the proposed Project would rely on on-site disposal for wastewater, the proposed Project would not result in a substantial impact to the wastewater treatment provider's capacity or ability to serve existing commitments. Impacts would be **less than significant,** and no mitigation is required.

d) Less than Significant Impact. Solid waste from the Project site would be disposed of at either Mid-Valley Sanitary Landfill in Rialto or San Timoteo Sanitary Landfill in Redlands. The Mid-Valley Sanitary Landfill has a current remaining capacity of 67,520,000 cubic yards, a maximum daily disposal capacity of 7,500 tons, an average daily disposal of 3,474 tons, and an estimated close date of 2033.[48] San Timoteo Sanitary Landfill has a current remaining capacity of 11,402,000 cubic yards, 2,000 tons maximum daily disposal capacity, an average daily disposal of 928 tons, and an estimated close date of 2043.

Based on the CalEEMod results, the proposed Project is expected to produce 38.57 tons of solid waste a year, or 0.106 tons of waste a day.[49] The 0.106 tons of solid waste generated daily by the proposed Project would be approximately 0.0014 percent [50] of Mid-Valley Sanitary Landfill's maximum daily disposal capacity of 7,500 tons and would be 0.0053 percent [51] of San Timoteo Sanitary Landfill's daily disposal capacity of 2,000 tons. The proposed Project's solid waste generation contribution to both of these landfills would be minimal and would not exceed the daily permitted capacities of these facilities. Furthermore, the proposed Project would be required to adhere to all applicable County ordinance with regard to waste reduction and recycling. For these reasons, impacts related to solid waste disposal would be **less than significant,** and no mitigation is required.

e) No Impact. All land uses within San Bernardino County that generate solid waste are required to coordinate with a waste hauler to collect solid waste on a common schedule as established in applicable local, regional, and State programs. Additionally, all development within the County, including the proposed Project, is required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991), AB 939 (CalRecyle), and other local, State, and federal solid waste disposal standards.

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48 San Bernardino County, *San Bernardino Countywide Plan Draft Program Environmental Impact Report*, Section 5.18, Table 5.18-9 Landfill Capacity: Landfills Serving Unincorporated San Bernardino County, June 2019.

49 0.03 tons per year (city park land use) + 38.54 tons per year (unrefrigerated warehouse land use) = 38.57 tons per year, 38.57 tons per year / 365 days = 0.1056 tons per day

50 0.106 tons per day / 7,500 tons per day = 0.000014

51 0.106 tons per day / 2,000 tons per day = 0.000053

The proposed Project would be required to comply with applicable provisions of AB 1327, AB 939, and AB 341 related to solid waste as a matter of policy. Therefore, **no impact** would occur, and no mitigation is required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*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: ***San Bernardino County, Multi-Jurisdictional Hazard Mitigation Plan (2017); San Bernardino Countywide Plan 2020; Submitted Project Material; San Bernardino Countywide Plan Draft EIR, 2019***

a) Less than Significant Impact. The Project site is located in a Local Responsibility Area (LRA) but not in a Very High Fire Hazard Safety Zone (VHFHSZ) according to CAL FIRE Fire Hazard Severity Zones mapping.[52] The proposed Project is in an area that is developed with local roads and regional highways (including Interstates 10, 15, and 215 and State Routes 60, 66, 71, 330, 83, and 142) that provide adequate access and departure from the area in the event of an emergency. The proposed Project does not include any emergency facilities, nor would it serve as an emergency evacuation route.

The proposed Project would be designed to comply with the most current California Fire Code Standards for industrial uses, San Bernardino County Development Code Standards, and standards set forth by the County's Fire Protection Division, including standards for internal road widths, access points to the Project site, and construction fire suppression techniques.

Vehicular access to the Project site would be provided via a full-access driveway at the southwest corner of the site along Almond Avenue and a right-out only exit at the northeast

[52] California Department of Forestry and Fire Protection, Fire Hazard Severity Zones Maps, Website Accessed October 24, 2022: https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/.

corner of the site along Arrow Route. The internal circulation system on the site would be composed of a 30-foot-wide lane that wraps along the south and east sides of the proposed building, providing emergency vehicle access to the Project site. Additionally, the proposed Project does not include any off-site improvements. Therefore, implementation of the proposed Project would not impair an adopted emergency response plan or emergency evacuation plan due to revisions to the local roadway system and evacuation routes. Impacts would be **less than significant,** and no mitigation is required.

b) Less than Significant Impact. The Project site is located in an LRA but not in an LRA VHFHSZ according to CAL FIRE mapping. Similar to adjacent properties, the site is relatively flat, with no hillside areas or natural areas prone to wildfires located in the immediate Project vicinity. The Project site located in an unincorporated region of San Bernardino County that is developed primarily with residential and commercial/industrial uses. Residential uses are located west and north of the Project site and an industrial warehouse is located immediately south of the Project site. To the east of the Project site is a currently graded vacant lot zoned for Multiple Residential (RM) use. There is a low likelihood that wildfires could spread from these parcels to the Project site. Winds may push wildfire smoke into the area of the proposed Project. However, these conditions would be temporary. If conditions warrant, the local air quality control district would warn employees and visitors of potential impacts due to wildfire smoke. The proposed Project would adhere to applicable building and fire codes and implement existing programs, such as weed abatement and education under the San Bernardino County Fire Department, all of which would reduce the wildfire risk at the Project site. Due to the nature of the Project vicinity, the minimal capacity for on-site and adjacent areas to support a wildfire, impacts related to this issue would be **less than significant,** and no mitigation is required.

c) Less than Significant Impact. As described above, the proposed Project is not located within or near a wildfire State Responsibility Area, nor is the land classified as a VHFHSZ. The proposed Project includes development of an industrial building, surface parking lot, on-site utility infrastructure, and landscaping. In the absence of any significant potential for on-site or adjacent wildfire hazard, the proposed Project would not need to incorporate fire protection infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other non-existing utilities) that may themselves exacerbate fire risk. Furthermore, because all improvements would be implemented in an urbanized setting in accordance with the current California Building Code, California Fire Code, and applicable local ordinances, impacts related to this issue would be **less than significant,** and no mitigation is required.

d) Less than Significant Impact. As described above, the proposed Project is not located within or near a wildfire State Responsibility Area, nor is the land classified as a VHFHSZ. According to the County's Multi-Jurisdictional Hazard Mitigation Plan, the Project site is not located in flood hazard or inundation zones, and the site is not located near bodies of water or enclosed water storage features that could result in tsunamis or seiches. The Project site is located in an urbanized area surrounded by residential and industrial land uses. Similar to adjacent properties, the Project site is primarily flat. No hillside area or natural areas prone to wildfire are located within the Project site boundaries or in the immediate Project vicinity. Due

to the absence of hills in the area, development of the proposed Project would not expose persons or property to post-fire slope instability or post-fire drainage changes. Therefore, potential impacts related to the exposure of people or structures due to significant downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes would be **less than significant**, and no mitigation is required.

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

a) Less than Significant Impact with Mitigation Incorporated. The Project site does not contain suitable habitat for any federal or state-listed plant, animal, or aquatic species. Additionally, the Project site does not contain any sensitive habitats, including any USFWS designated Critical Habitat for any federally-listed species, or CDFW special-status natural communities. Despite the lack of vegetation communities on site, the Project site does support suitable habitat for ground-nesting birds protected by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Codes. Additionally, ornamental vegetation adjacent to the existing residential dwelling and driveway, provides suitable habitat for nesting birds. Implementation of a pre-construction nesting bird survey as specified in **Mitigation Measure BIO-1** would reduce potential project-related impacts to nesting birds. With implementation of **Mitigation Measure BIO-1**, potential impacts to biological resources would be **less than significant with mitigation incorporated.**

Based on the results of the cultural records search, no cultural resources have been previously recorded within the Project site and an archaeological field survey conducted at the Project site was negative for surficial evidence of cultural resources. Additionally, based on the Historic Resources Evaluation prepared for the Project site, the 1948 residence on the Project site does not qualify as a "historical resource" as defined by CEQA. Therefore, implementation of the proposed Project would not result in impacts to historical resources. Although, no archaeological resources were found on the Project site, given that sediments within the Project site date to a time that includes human occupation, archaeological site monitoring

would be required during construction-related ground disturbance as specified in **Mitigation Measures CUL-1**. Additionally, in the unlikely event that fossils of any sort are discovered during grading/earthmoving activities, **Mitigation Measure GEO-2** would be implemented to reduce potential impacts to paleontological resources. With implementation of Mitigation Measures CUL-1 and GEO-2 potential impacts associated with important examples of the major periods of California history or prehistory would be **less than significant with mitigation incorporated.**

With incorporation of mitigation measures, the proposed Project would not 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 and impacts would be **less than significant with mitigation incorporated**.

b) Less than Significant Impact with Mitigation Incorporated. As presented in the discussion of the environmental checklist, the proposed Project would have either no impact, a less than significant impact, or a less than significant impact with mitigation incorporated with respect to all environmental issues pursuant to CEQA. Due to the limited scope of direct physical impacts to the environment associated with the proposed Project, the proposed Project's impacts are primarily project-specific in nature.

Implementation of the proposed Project has the potential to result in effects to the environment that are individually limited and may be cumulatively considerable in the following areas: Biological Resources, Cultural Resources, Hydrology, and Tribal Cultural Resources. As shown in the discussion above, environmental effects associated with the proposed Project can be reduced to less than significant levels through implementation of project-specific mitigation measures or standard conditions. Therefore, with incorporation of the mitigation measures and standard conditions prescribed throughout this Initial Study, the proposed Project would not contribute to environmental effects that are individually limited, but cumulatively considerable. Impacts would be **less than significant with mitigation incorporated**.

c) Less than Significant Impact with Mitigation Incorporated. Based on the analysis provided throughout this IS/MND, with incorporation of mitigation measures and standard conditions, the proposed Project would not result in any environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. Potential impacts on human beings would be **less than significant with mitigation incorporated.**

MITIGATION MEASURES

The following provides a comprehensive list of the mitigation measures (MM) and standard conditions (SC) identified in this IS/MND.

MM BIO-1 **Pre-Construction Nesting Bird Survey.** If project activities with potential to indirectly disturb suitable avian nesting habitat within 500 feet of the work area would occur during the nesting season (as determined by a qualified biologist), a qualified biologist with experience in conducting breeding bird surveys will conduct a nesting bird survey no more than three days prior to the initiation of project activities to determine the presence/absence of migratory and resident bird species occurring in suitable nesting habitat. Project activities may begin no more than three days after the completion of the nesting bird survey in the absence of active bird nests. An additional nesting bird survey will be conducted if project activities daily to start within three days of the completion of the pre-construction nesting bird survey.

Nesting Bird Exclusionary Buffers. Should nesting birds be found during the pre-construction nesting bird survey, an exclusionary buffer will be established by the qualified biologist in accordance with the Migratory Bird Treaty Act. This buffer will be clearly marked in the filed by construction personnel under the guidance of the biologist, and construction will not be conducted in this zone until the biologist determines that the young have fledged, or the nest is no longer active. Work may only occur during the breeding season if nesting bird surveys indicate the absence of any active nests within the work area. Without the written approval of the CDFW and/or USFWS, no work will occur if listed or fully protected bird species are found to be actively nesting within 500 feet of the area subject to construction activities.

MM CUL-1 **Archaeological Site Monitoring.** An archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards for archaeology shall oversee archaeological monitoring of construction-related ground disturbance. Monitoring shall continue until the archaeologist determines that there is a low potential for encountering subsurface archaeological, cultural, or tribal cultural resources. In the event that archaeological cultural resources are identified by the archaeological monitor during ground-disturbing project activities, the nature of the find shall be assessed by the qualified archaeologist, and the qualified archaeologist shall determine if additional cultural resources work is appropriate. Additional cultural resources work may include, but is not limited to, collection and documentation of artifacts, documentation of the cultural resources on State of California Department of Parks and Recreation (DPR) Series 523 forms, or subsurface testing. Upon completion of any cultural resources work for the project, the archaeologist shall prepare a report to document the methods and results of the work. This report shall be submitted to any descendant community

involved in the investigation(s) and the South- Central Coastal Information Center (SCCIC).

SC CUL-2 **Human Remains.** In the event that that human remains (or remains that may be human) are discovered at the Project site, State Health and Safety Code Section 7050.5. states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to State Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be Native American, the County Coroner will notify the NAHC, which will determine and notify an MLD. With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The MLD recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials, preservation of Native American human remains and associated items in place, relinquishment of Native American human remains and associated items to the descendants for treatment, or any other culturally appropriate treatment.

SC GEO-1 Compliance with Applicable California Building Code and Project-specific Geotechnical Recommendations. Prior to the approval of grading and/or issuance of building permits, the Project Applicant shall provide evidence to County Staff, for review and approval, that the on-site structure will be designed and will be constructed in conformance with applicable provisions of the 2022 California Building Code (or the current CBC at the time of County review) and the recommendations cited in the Geotechnical Evaluations, prepared by Soils Southwest Inc., dated February 2022. This measure shall be implemented to the satisfaction of the San Bernardino County Building and Safety Division or designee.

MM GEO-2 Due to the lack of any known fossil specimens or fossil localities form within a several-mile radius encompassing the Project site, paleontological monitoring would not be required during surficial grading activities during Project construction. However, if fossils of any sort are discovered during grading/earthmoving activities, all construction activities shall cease, and the construction contractor shall notify County staff. The Project Applicant shall then retain a certified paleontologist (approved by the County) and the paleontologist shall develop a Paleontological Mitigation Monitoring and Reporting Program (PMMRP), consistent with the provisions of CEQA, those of the County of San Bernardino, and guidelines of the Society of Vertebrate Paleontology Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources. Once the PMMRP is approved and implemented, construction activities could continue on the Project site.

MM HAZ-1 **Phase 1 Environmental Site Assessment.** Prior to the grading of the site, a Phase I Environmental Site Assessment (ESA) shall be prepared for the project site including a field survey and evaluation of the single-family residential dwelling. If the Phase I ESA determines that there are hazardous materials on site (including but not limited to lead-based paint or asbestos-containing materials), a mitigation plan shall be prepared for the project specifying procedures for the safe and proper removal of structures from the project site and proper disposal of hazardous materials pursuant to applicable federal, State, and local regulations. A copy of the Phase I ESA and mitigation plan, if required, shall be submitted to the County of San Bernardino for review prior to construction. All recommendations provided in the Phase I ESA and mitigation plan, if required, shall be followed during construction of the project.

SC HYD-1 **Construction General Permit.** Prior to issuance of a grading permit, the project Applicant shall obtain coverage under the State Water Resources Control Board (SWRCB) National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002, as amended by Orders No. 2010-0014-DWQ and 2012-0006-DWQ, or subsequent permit) (Construction General Permit). This shall include submission of Permit Registration Documents (PRDs), including a Notice of Intent for coverage under the permit to the State Water Resources Control Board (SWRCB) via the Stormwater Multiple Application and Report Tracking System (SMARTs). The project Applicant shall provide the Waste Discharge Identification Number (WDID) to the County of San Bernardino (County), or designee, to demonstrate proof of coverage under the Construction General Permit. Project construction shall not be initiated until a WDID is received from the SWRCB and is provided to the County, or designee. A Stormwater Pollution Prevention Plan (SWPPP) shall be prepared and implemented for the proposed project in compliance with the requirements of the Construction General Permit. The SWPPP shall identify construction best management practices (BMPs) to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities. Upon completion of construction and stabilization of the site, a Notice of Termination shall be submitted via SMARTs.

SC HYD-2 Prior to the commencement of any land disturbing activities, the Project Applicant shall obtain coverage under the Construction General Permit, develop a Stormwater Pollution Prevention Plan, and submit an erosion control plan to the County for review and approval that incorporates Best Management Practices to

prevent erosion during construction activities pursuant to Chapter 85.11.030 of the County Municipal Code.

SC HYD-3 Prior to issuance of a grading permit, the project applicant shall submit a Final Water Quality Management Plan (Final WQMP) to the County of San Bernardino (County) for review and approval in compliance with the requirements of the Santa Ana RWQCB's NPDES Permit Waste Discharge Requirements for the San Bernardino County Flood Control District, the County of San Bernardino, and the Incorporated Cities of San Bernardino County Within the Santa Ana Region Area-Wide Urban Stormwater Runoff Management Program (Order No. R8-2010-0036, NPDES No. CAS618036) (San Bernardino County MS4 Permit). The Final WQMP shall specify the Best Management Practices (BMPs) to be incorporated into the Project design to target pollutants of concern in stormwater runoff from the Project site and the necessary operation and maintenance activity for each BMP. The County shall ensure that the BMPs specified in the Final WQMP are incorporated into the final Project design. The proposed BMPs specified in the Final WQMP shall be incorporated into the grading and development plans submitted to the County for review and approval. Project occupancy and operation shall be in accordance with the schedule outlined in the WQMP.

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APPENDIX A:
HISTORIC RESOURCES EVALUATION (LSA, NOVEMBER 2022)

APPENDIX B:
AIR QUALITY, GREENHOUSE GAS, AND ENERGY TECHNICAL MEMORANDUM (LSA, JANURARY 2023)

APPENDIX C:
GEOTECHNICAL EVALUATION (SOILS SOUTHWEST, INC., NOVEMBER 2022)

APPENDIX D:
WATER QUALITY MANAGEMENT PLAN (LAND DEVELOPMENT DESIGN COMPANY, LLC., SEPTEMBER 2022)

APPENDIX E:
HYDROLOGY STUDY (LAND DEVELOPMENT DESIGN COMPANY, LLC., SEPTEMBER 2022)

APPENDIX F:
NOISE AND VIBRATION IMPACT ANALYSIS (LSA, NOVEMBER 2022)

APPENDIX G:
TRAFFIC MEMORANDUM (LSA, NOVEMBER 2022)