

**SAN BERNARDINO COUNTY
INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM**

This form and the descriptive information in the application package constitute the contents of Initial Study pursuant to County Guidelines under Ordinance 3040 and Section 15063 of the California Environmental Quality Act (CEQA) Guidelines.

PROJECT LABEL

APNs:	026-202-109 and 026-202-113	USGS Quad:	Devore, CA
Applicant:	Parviz Razavian, R.A. 1212 S. Mountain View Avenue San Bernardino, CA 92408	T, R, Section:	T1N, R5W, Section 2
Location:	The project is located along Cajon Boulevard in the County of San Bernardino, CA 92407. The Project is located east of Cajon Blvd. and west of the railway tracks. The northernmost corner of the site is located just south of where Cajon Blvd. and the railroad intersect. The approximate GPS coordinates of the project site are 34.202894, -117.38217.	Thomas Bros:	N/A
Project No:	PROJ-2021-00066	Community Plan:	N/A
Rep:	Martina Masarani, Architect MM ARCHITECT SERVICES, INC.	LUZD:	Glen Helen Specific Plan-Heavy Industrial (GH/SP-HI) GP: Heavy Industrial (HI) ZD: Heavy Industrial (HI)
Proposal:	A Conditional Use Permit to construct a truck parking lot and associated truck terminal	Overlays:	Biotic Resources (BR) for Burrowing Owl, Fire Safety (FS) Liquefaction-High

PROJECT CONTACT INFORMATION

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

Contact person: Aron Liang, Planning Manager
Phone No: 949-387-0235
E-mail: Aron.Liang@lus.sbcounty.gov

PROJECT DESCRIPTION

Existing Site Conditions

The proposed project site is located in the Valley Region of San Bernardino County, within the sphere of influence of City of San Bernardino, which lies just north of and outside of the City of San Bernardino City Limits. Figures 1 and 2 provide a regional and local context, respectively, of the project location.

The project site is currently vacant, is covered entirely by weeds and vegetation. The San Bernardino Countywide Policy Plan Land Use designation is Special Development (SD), while the Zoning classification is Heavy Industrial (HI) under the Glen Helen Specific Plan. The land uses bordering the project site are outlined in Table 1 below:

Table 1
EXISTING LAND USE AND LAND USE ZONING DISTRICTS

Location	Existing Land Use	Land Use Zoning District
Project Site	Vacant	Heavy Industrial (HI)
North	Vacant	Corridor Industrial (CI)
South	Vacant	Heavy Industrial (HI)
East	Train tracks, and High-cube Warehouse	Corridor Industrial (CI) and Heavy Industrial (HI)
West	Vehicle storage	Corridor Industrial (CI)

Project Overview

Introduction

The Applicant is proposing to develop a truck trailer parking and truck terminal project that would enable truckers to stage loads and redistribute goods. The proposed use would support surrounding uses, as several warehouses serving a variety of corporations occur in the area, including FedEx, Tesla, Bob's Furniture, LG, HP, etc. The project would develop the proposed truck parking and terminal within a 9.51-acre site located along Cajon Boulevard in Unincorporated San Bernardino County (Figure 3).

Project Description

The proposed project would install a truck terminal and truck parking, refer to the site plan provided as Figure 3. Ultimately the site would consist of 66,000 SF landscaping equal to 16.5% of the lot coverage, truck and automobile parking, and a 28,680 SF truck terminal structure. This structure will include a 26,775 SF of warehouse / loading area, a 1,526 SF of office area, and a 379 SF utility/electrical room. The building height is planned to be 41 feet, with the maximum building height for a site zoned for Heavy Industrial use at 75 feet.

The automobile parking required for a facility of this size is about 32 spaces, and the proposed project will provide 34 automobile parking spaces. This includes 31 regular stalls, 1 van handicapped stall, 2 standard handicapped stalls, and 2 electric vehicle stalls, including one that is handicapped accessible. The site will provide 92 truck/trailer parking spaces, with 45 loading dock spaces. This is illustrated on Figure 3, the site plan.

Access to the site is provided through two new driveways along Cajon Boulevard. The site will contain a wrought iron fence that will be 6' high at the front yard, and 8' high at the interior and rear yards. Additionally, there will be a 6' high masonry and wrought iron combo screen wall in the front yard between the two access driveways.

The project would be consistent with the zoning designation for the project, as the intent of the Heavy Industrial zone is to provide for certain industrial uses that include primary outdoor storage. The Heavy Industrial zone is generally located in areas that are served by the railroad, are not visible from Scenic Corridors, and/or allow for additional screening from public views.

Utility Connections

The project site would require connections to sewer, water, electricity, and telecommunications. Southern California Edison would serve the project with electricity. Natural gas in the area is provided by SoCalGas. San Bernardino Municipal Water Department would serve the project with wastewater collection and water distribution services. Telecommunication services would be provided by AT&T and Time Warner Cable. The project would connect to these services at access points along/within Cajon Boulevard.

Operational Scenario

The Cajon Industrial Park will operate 7 days per week and 24 hours per day with an estimated maximum of 10 employees per shift with 3 shifts per day.

Construction Scenario

The proposed project is expected to begin construction of the Calsteel Transportation Terminal Project in the mid-to-late 2022. It is estimated that construction of the proposed project will be completed by approximately one year from construction start date.

The project will require clearing, grading and compacting native soil on approximately 9.51-acres of undeveloped land. Vegetation that requires removal will be hauled off site for processing. Development of the site would require site preparation (i.e., clearing, grading, and excavation), paving and landscaping of the whole of the site, as well as construction of the parking lot and the associated structure. The Project is anticipated to require minimal cut and fill with any cut being reused to balance of the site through grading, which will minimize import/export of material.

It is anticipated that a maximum number of 50 employees will be required to support the construction of the Project each day. Delivery of construction supplies and removal of any excavated materials, if necessary, will be accomplished using trucks during normal working hours, with a maximum of 50 round trips per day. Grading will be carried out by traditional mechanized grading and compaction equipment. Equipment utilized will be traditional site development equipment of scrapers, wheel compactors, vibratory compactors, water trucks, petroleum powered fork lifts, and various hand tools traditional to grading operations. For the areas that require paving, such as the new parking area, the asphalt or concrete will be delivered to the site and applied to these areas in a routine manner. It is the intent of the Applicant to attenuate noise, traffic, and dust during the course of construction.

Application with the County

The Applicant requires a Conditional Use Permit from the County to construct the truck parking and truck terminal.

Project Site Location, Existing Site Land Uses and Conditions (include site photos)



Exhibit 1: View looking Northeast along Cajon Boulevard at the Project site.



Exhibit 2: View looking Southeast along Cajon Boulevard at the Project site

ADDITIONAL APPROVALS THAT MAY BE REQUIRED BY OTHER PUBLIC AGENCIES

(Example: permits, financing approvals or participation agreements.)

- Notice of Intent (NOI) to the State Water Resources Control Board (SWRCB) for a NPDES general construction stormwater discharge permit. This permit is granted by submittal of an NOI to the SWRCB, but is enforced through a Storm Water Pollution Prevention Plan (SWPPP) that identifies construction best management practices (BMPs) for the site. In the project area, the Santa Ana Regional Water Quality Control Board enforces the BMP requirements described in the NPDES permit by ensuring construction activities adequately implement a SWPPP. Implementation of the SWPPP is carried out by the construction contractor, with the Regional Board and County providing enforcement oversight.
- San Bernardino County Fire Department: Project Approval
- The U.S. Fish and Wildlife Service (USFWS) and/or CDFW may need to be consulted regarding threatened and endangered species that may occur within an area of potential effects (APE). This could include consultations under the Fish and Wildlife Coordination Act.

SUMMARY OF CONSULTATION WITH CALIFORNIA NATIVE AMERICAN TRIBES

AB 52 has been initiated. On October 28, 2021, the County of San Bernardino staff notified the following tribes pursuant to AB 52: 1) Colorado River Indian Tribes, 2) Fort Mojave Indian Tribe, 3) Gabrieleño Band of Mission Indians – Kizh Nation, 4) Morongo Band of Mission Indians, 5) San Gabriel Band of Mission Indians, 6) San Manuel Band of Mission Indians, and 7) Soboba Band of Luiseno Indians. The Gabrieleño Band of Mission Indians - Kizh Nation was the only tribe that requested for consultations.

EVALUATION FORMAT

This Initial Study is prepared in compliance with the California Environmental Quality Act, Public Resources Code section 21000, et seq. (CEQA) 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 CEQA Guidelines. This format of the study is presented as follows. The project is evaluated based on its effect on 18 major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

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

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

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

DETERMINATION (To be completed by the Lead Agency)

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

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

Signature (prepared by Aron Liang)

Date

Signature (Chris Warrick, Supervising Planner)
Land Use Services Department/Planning Division

Date

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
I. AESTHETICS: Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning or other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

I. AESTHETICS

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

- a) *Less Than Significant Impact* – Adverse impacts to scenic vistas can occur in one of two ways. First, an area itself may contain existing scenic vistas that would be altered by new development. The proposed project is located on a vacant site containing native vegetation and scattered weeds. A review of the project area determined that there are no scenic vistas located internally within the area proposed for the development of the Calsteel Transportation Terminal Project, particularly given the project's located set between the railroad tracks and Cajon Boulevard. A scenic vista impact can also occur when a scenic vista can be viewed from the project area or immediate vicinity and a proposed development may interfere with the view to a scenic vista. The project is situated in the Valley Region of the County of San Bernardino. Development at this location would not interfere with mountain views to the North or any surrounding mountain views, particularly as the uses surrounding the project are industrial in nature. The proposed project is located within a site slopes upward slightly from south to north as the adjacent roadway slopes downward from south to north to accommodate traffic flow under the railroad bridge. The railroad is also elevated when compared to the project site. Much of the proposed project consists of parking areas, and as such will be flat, but the project does include the development of a structure that would be no more than 75 feet in height that would be designed to accommodate truck loading and a truck terminal. Given that there are no pristine viewpoints in the vicinity the project from which to observe the mountain vistas, the development of the 75 foot tall structure in this area of the County is not considered significant. The project site is currently vacant, containing native vegetation and weeds. The proposed use of this site would be consistent with the surrounding uses which include an auto yard, logistics centers, and warehouses. Additionally, a similar truck terminal and parking use is anticipated to be developed on the parcel adjacent to the site on the north side of the railroad tracks. As such, implementation of the proposed development is not expected to cause any substantial effects on any important scenic vistas. This potential impact is considered a less than significant adverse aesthetic impact. No mitigation is required.
- b) *Less Than Significant Impact* – 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. The project site is located on Cajon Boulevard, which is not considered by the State

to be a scenic highway. The County's recently adopted General Plan—the "Countywide Plan"¹—identifies several county scenic routes as shown on Figure I-1, but none are in close proximity to the proposed project. No historic buildings are located within the area proposed that would be disturbed as part of the proposed project. No rock outcroppings would be impacted by the proposed project, as none have been observed within the project site. As stated under issue I(a), above, the proposed project consists of native vegetation and weeds, with no trees on site that would fall under the County's tree ordinance. No other scenic resources have been identified on the site. Therefore, the project would have a less than significant potential to substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

- c) *Less Than Significant Impact* – The proposed Calsteel Transportation Terminal Project is located within a relatively urbanized area with industrial uses making up a significant portion of the surrounding uses. The proposed project is located in a relatively developed portion of the County, though there are a few vacant parcels in the immediate vicinity of the project site. The project will include landscaping as required by the County for Heavy Industrial uses, which will ensure that the site does not degrade the visual character of the site or the area. By developing this vacant site in accordance with County design guidelines for Heavy Industrial uses, as well as with the Glen Helen Valley Region Specific Plan and in accordance with site development plans, the visual character of this site and its surroundings will be enhanced. Thus, with the design elements incorporated in the project, implementation of the City's design standards will minimize the potential aesthetic impacts to a less than significant level.
- d) *Less Than Significant With Mitigation Incorporated* – Implementation of the proposed project will create new sources of light during the construction and operational phases of the project. Existing sources of light in the project area include streetlights, headlights and lighting from the adjacent roadways, lighting from the adjacent railway, and lighting from nearby industrial, logistics and warehouse uses. The San Bernardino County Development Code requires new projects to adhere to the provisions of the Chapter 83.07.030 Glare and Outdoor Lighting – Valley Region. The Development Code requires that outdoor lighting—which the project will require to light the Truck Parking area—of commercial or industrial land uses shall be fully shielded to preclude light pollution or light trespass on (1) An abutting residential land use zoning district; (2) A residential parcel; or (3) Public right-of-way (ROW). While the proposed project will generate a new source of lighting, the project lighting will occur removed from residences; however, it will generate light sources adjacent to public ROW. Compliance with the provisions outlined in San Bernardino County Development Code 83.07.030 Glare and Outdoor Lighting – Valley Region is a mandatory requirement for all new construction and as such will be required to develop the proposed project. A lighting and glare analysis shall be prepared to ensure that the public ROW is not impacted by the introduction of new light sources and potential glare from the proposed project. Therefore, to protect vehicles traveling on adjacent roadways, the following mitigation measures shall be implemented:

AES-1 Prior to approval of the Final Design, an analysis of potential glare from sunlight or exterior lighting that may impact vehicles traveling on adjacent roadways shall be submitted to the County for review and approval. This analysis shall demonstrate that due to orientation and/or shielding of lighting, no significant glare may be caused that could negatively impact drivers on the adjacent right-of-way or impact adjacent land uses. If potential glare impacts are identified, the lighting orientation, use of non-glare reflective materials or other design solutions acceptable to the County of San Bernardino shall be implemented to eliminate glare impacts.

With implementation of this mitigation measure and compliance with the County Development Code, potential light and glare impacts associated with the proposed project will be reduced to a less than significant level.

¹ <http://countywideplan.com/theplan/>

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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. Will the project:				
a) Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

II. AGRICULTURE AND FORESTRY RESOURCES

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

- a) *No Impact* – The Calsteel Transportation Terminal Project is located in an area that is urbanized. Neither the project site nor the adjacent and surrounding properties are designated for agricultural use; no agricultural activities exist in the project area; and there is no potential for impact to any agricultural uses or values as a result of project implementation. According to the San Bernardino Countywide Plan Agricultural Resources Map (Figure II-1), the proposed project has not been designated for agricultural use; no prime farmland, unique farmland, or farmland of statewide importance exists within the vicinity of the proposed project. No adverse impact to any agricultural resources would occur from implementing the proposed project. No mitigation is required.

- b) *No Impact* – There are no agricultural uses currently on the project site or on adjacent properties. The project site is zoned for Heavy Industrial (HI) and the General Plan land use designation is Heavy Industrial (HI). No potential exists for a conflict between the proposed project and agricultural zoning or Williamson Act contracts within the project area. No mitigation is required.
- c) *No Impact* – Please refer to issues II(a) and II(b) above. The project site is in an urbanized area and neither the land use designation (HI) nor zoning classification (HI) supports forest land or timberland uses or designations. No potential exists for a conflict between the proposed project and forest/timberland zoning. No mitigation is required.
- d) *No Impact* – There are no forest lands within the project area, which is because the project area is urbanized and removed from nearby mountains, where much of the County's forestry is located. No potential for loss of forest land would occur if the project is implemented. No mitigation is required.
- e) *No Impact* – Because the project site and surrounding area do not support either agricultural or forestry uses and, furthermore, because the project site and environs are not designated for such uses, implementation of the proposed project would not cause or result in the conversion of farmland or forest land to alternative use. No adverse impact would occur. No mitigation is required.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Will the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

III. AIR QUALITY

SUBSTANTIATION: The following information utilized in this section was obtained from the technical study “Air Quality and GHG Impact Analyses, Cajon Boulevard Truck Terminal Project, County Of San Bernardino, California” prepared by Giroux & Associates dated August 23, 2021, and provided as Appendix 1 to this document.

Background

Climate

The climate of the eastern San Bernardino Valley, as with all of Southern California, is governed largely by the strength and location of the semi-permanent high-pressure center over the Pacific Ocean and the moderating effects of the nearby vast oceanic heat reservoir. Local climatic conditions are characterized by very warm summers, mild winters, infrequent rainfall, moderate daytime on-shore breezes, and comfortable humidity levels. Unfortunately, the same climatic conditions that create such a desirable living climate combine to severely restrict the ability of the local atmosphere to disperse the large volumes of air pollution generated by the population and industry attracted in part by the climate.

The project will be situated in an area where the pollutants generated in coastal portions of the Los Angeles basin undergo photochemical reactions and then move inland across the project site during the daily sea breeze cycle. The resulting smog at times gives San Bernardino County some of the worst air quality in all of California. Fortunately, significant air quality improvement in the last decade suggests that healthful air quality may someday be attained despite the limited regional meteorological dispersion potential.

Air Quality Standards

Existing air quality is measured at established South Coast Air Quality Management District (SCAQMD) air quality monitoring stations. Monitored air quality is evaluated in the context of ambient air quality standards. These standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect the public health and welfare. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) currently in effect are shown in Table III-1. Because the State of California had established Ambient Air Quality Standards (AAQS) several years before the federal action and because of unique air quality problems introduced by the restrictive dispersion meteorology, there is considerable difference between state and national clean air standards. Those standards currently in effect

in California are shown in Table III-1. Sources and health effects of various pollutants are shown in Table III-2.

**Table III-1
 AMBIENT AIR QUALITY STANDARDS**

Pollutant	Average Time	California Standards ¹		National Standards ²		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Ozone (O3) ⁸	1 Hour	0.09 ppm (180 µg/m³)	Ultraviolet Photometry	–	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m³)		0.070 ppm (137 µg/m³)		
Respirable Particulate Matter (PM10) ⁹	24 Hour	50 µg/m³	Gravimetric or Beta Attenuation	150 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m³		–		
Fine Particulate Matter (PM2.5) ⁹	24 Hour	–	–	35 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m³	Gravimetric or Beta Attenuation	12.0 µg/m³	15.0 µg/m³	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m³)	–	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9 ppm (10 mg/m³)		9 ppm (10 mg/m³)	–	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m³)		–	–	
Nitrogen Dioxide (NO2) ¹⁰	1 Hour	0.18 ppm (339 µg/m³)	Gas Phase Chemiluminescence	100 ppb (188 µg/m³)	–	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m³)		0.053 ppm (100 µg/m³)	Same as Primary Standard	
Sulfur Dioxide (SO2) ¹¹	1 Hour	0.25 ppm (655 µg/m³)	Ultraviolet Fluorescence	75 ppb (196 µg/m³)	–	Ultraviolet Flourescence; Spectrophotometry (Paraosaniline Method)
	3 Hour	–		–	0.5 ppm (1300 µg/m³)	
	24 Hour	0.04 ppm (105 µg/m³)		0.14 ppm (for certain areas) ¹¹	–	
	Annual Arithmetic Mean	–		0.030 ppm (for certain areas) ¹¹	–	
Lead ^{8,12,13}	30-Day Average	1.5 µg/m³	Atomic Absorption	–	–	–
	Calendar Quarter	–		1.5 µg/m³ (for certain areas) ¹²	Same as Primary Standard	High Volume Sampler and Atomic Absorption
	Rolling 3-Month Avg	–		0.15 µg/m³		
Visibility Reducing Particles ¹⁴	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No Federal Standards		
Sulfates	24 Hour	25 µg/m³	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m³)	Ultraviolet Fluorescence			
Vinyl Chloride ¹²	24 Hour	0.01 ppm (26 µg/m³)	Gas Chromatography			

Source: California Air Resources Board 5/4/16

Footnotes:

- California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, suspended particulate matter – PM₁₀, PM_{2.5}, and visibility reducing particles, are values that are not to be exceeded. All others

are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

- 2 National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest eight-hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM₁₀, the 24-hour standard is attained when the expected number of days per calendar year, with a 24-hour average concentration above 150 µg/m³, is equal to or less than one. For PM_{2.5}, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over 3 years, are equal to or less than the standard. Contact U.S. EPA for further clarification and current federal policies.
- 3 Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
- 4 Any equivalent procedure which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
- 5 National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
- 6 National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
- 7 Reference method as described by the EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the EPA.
- 8 On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
- 9 On December 14, 2012, the national PM_{2.5} primary standard was lowered from 15 µg/m³ to 12.0 µg/m³. The existing national 24-hour PM_{2.5} standards (primarily and secondary) were retained at 35 µg/m³, as was the annual secondary standard of 15 µg/m³. The existing 24-hour PM₁₀ standards (primarily and secondary) of 150 µg/m³ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
- 10 To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
- 11 On June 2, 2010, a new 1-hour SO₂ standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO₂ national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
- 12 The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
- 13 The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m³ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
- 14 In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

Table III-2
HEALTH EFFECTS OF MAJOR CRITERIA POLLUTANTS

Pollutants	Sources	Primary Effects
Carbon Monoxide (CO)	<ul style="list-style-type: none"> • Incomplete combustion of fuels and other carbon-containing substances, such as motor exhaust. • Natural events, such as decomposition of organic matter. 	<ul style="list-style-type: none"> • Reduced tolerance for exercise. • Impairment of mental function. • Impairment of fetal development. • Death at high levels of exposure. • Aggravation of some heart diseases (angina).
Nitrogen Dioxide (NO ₂)	<ul style="list-style-type: none"> • Motor vehicle exhaust. • High temperature stationary combustion. • Atmospheric reactions. 	<ul style="list-style-type: none"> • Aggravation of respiratory illness. • Reduced visibility. • Reduced plant growth. • Formation of acid rain.
Ozone (O ₃)	<ul style="list-style-type: none"> • Atmospheric reaction of organic gases with nitrogen oxides in sunlight. 	<ul style="list-style-type: none"> • Aggravation of respiratory and cardiovascular diseases. • Irritation of eyes. • Impairment of cardiopulmonary function. • Plant leaf injury.
Lead (Pb)	<ul style="list-style-type: none"> • Contaminated soil. 	<ul style="list-style-type: none"> • Impairment of blood function and nerve construction. • Behavioral and hearing problems in children.
Fine Particulate Matter (PM-10)	<ul style="list-style-type: none"> • Stationary combustion of solid fuels. • Construction activities. • Industrial processes. • Atmospheric chemical reactions. 	<ul style="list-style-type: none"> • Reduced lung function. • Aggravation of the effects of gaseous pollutants. • Aggravation of respiratory and cardio respiratory diseases. • Increased cough and chest discomfort. • Soiling. • Reduced visibility.
Fine Particulate Matter (PM-2.5)	<ul style="list-style-type: none"> • Fuel combustion in motor vehicles, equipment, and industrial sources. • Residential and agricultural burning. • Industrial processes. • Also, formed from photochemical reactions of other pollutants, including NO_x, sulfur oxides, and organics. 	<ul style="list-style-type: none"> • Increases respiratory disease. • Lung damage. • Cancer and premature death. • Reduces visibility and results in surface soiling.
Sulfur Dioxide (SO ₂)	<ul style="list-style-type: none"> • Combustion of sulfur-containing fossil fuels. • Smelting of sulfur-bearing metal ores. • Industrial processes. 	<ul style="list-style-type: none"> • Aggravation of respiratory diseases (asthma, emphysema). • Reduced lung function. • Irritation of eyes. • Reduced visibility. • Plant injury. • Deterioration of metals, textiles, leather, finishes, coatings, etc.

Source: California Air Resources Board, 2002.

Baseline Air Quality

Existing and probable future levels of air quality in the project area can be best inferred from ambient air quality measurements conducted by the South Coast Air Quality Management District (SCAQMD) at its Central San Bernardino monitoring station. This station measures both regional pollution levels such as dust (particulates) and smog, as well as levels of primary vehicular pollutants such as carbon monoxide. Table 3 summarizes the last four years of the published data from the Central San Bernardino monitoring station.

Ozone and particulates are seen to be the two most significant air quality concerns. Ozone is the primary ingredient in photochemical smog. Slightly more than 15 percent of all days exceed the California one-hour standard. The 8-hour state ozone standard has been exceeded an average of 27 percent of all days

in the past four years. The federal 8-hour standard is exceeded 21 percent of all days. For the last four years, ozone levels have neither improved nor gotten noticeably worse although 2019 shows the most promising numbers. While ozone levels are still high, they are much lower than 10 to 20 years ago. Attainment of all clean air standards in the project vicinity is not likely to occur soon, but the severity and frequency of violations is expected to continue to slowly decline during the current decade.

In addition to gaseous air pollution concerns, San Bernardino experiences frequent violations of standards for 10-micron diameter respirable particulate matter (PM-10). High dust levels occur during Santa Ana wind conditions, as well as from the trapped accumulation of soot, roadway dust and byproducts of atmospheric chemical reactions during warm season days with poor visibility. Table III-3 shows that almost 10 percent of all days in the last four years experienced a violation of the State PM-10 standard. However, the three-times less stringent federal standard has not been exceeded in the same period.

A substantial fraction of PM-10 is comprised of ultra-small diameter particulates capable of being inhaled into deep lung tissue (PM-2.5). Peak annual PM-2.5 levels are sometimes almost as high as PM-10, which includes PM-2.5 as a sub-set. However, there has only been one violation of the 24-hour standard of 35 $\mu\text{g}/\text{m}^3$ in all monitoring days for the last four years.

More localized pollutants such as carbon monoxide, nitrogen oxides, etc. are very low near the project site because background levels, never approach allowable levels. There is substantial excess dispersive capacity to accommodate localized vehicular air pollutants such as NO_x or CO without any threat of violating applicable AAQS.

Table III-3
AIR QUALITY MONITORING SUMMARY (2016-2019)
(Number of Days Standards Were Exceeded and Maximum Levels During Such Violations) *

Pollutant/Standard	2016	2017	2018	2019
Ozone				
1-Hour > 0.09 ppm (S)	41	81	63	41
8-Hour > 0.07 ppm (S)	106	112	102	67
8- Hour > 0.075 ppm (F)	76	88	71	73
Max. 1-Hour Conc. (ppm)	0.158	0.158	0.138	0.127
Max. 8-Hour Conc. (ppm)	0.118	0.136	0.116	0.114
Carbon Monoxide				
8- Hour > 9. ppm (S,F)	0	0	0	0
Max 8-hour Conc. (ppm)	1.7	2.3	2.5	1.1
Nitrogen Dioxide				
1-Hour > 0.18 ppm (S)	0	0	0	0
Max. 1-Hour Conc. (ppm)	0.060	0.065	0.057	0.059
Respirable Particulates (PM-10)				
24-Hour > 50 $\mu\text{g}/\text{m}^3$ (S)	33/333	35/356	25/355	36/269
24-Hour > 150 $\mu\text{g}/\text{m}^3$ (F)	0/333	0/356	0/335	0/269
Max. 24-Hr. Conc. ($\mu\text{g}/\text{m}^3$)	91.	86.	129.	112.
Fine Particulates (PM-2.5)				
24-Hour > 35 $\mu\text{g}/\text{m}^3$ (F)	0/113	1/116	0/114	0/97
Max. 24-Hr. Conc. ($\mu\text{g}/\text{m}^3$)	32.5	38.2	30.1	34.8

Source: South Coast Air Quality Management District;
 Crestline Monitoring Station for Ozone and PM-10 (5181)
 San Bernardino 4th Street Monitoring Station for CO and NO₂ (5203)
 Big Bear City Monitoring Station for PM-2.5 (5818)

data: www.arb.ca.gov/adam/

Air Quality Planning

The United State Environmental Protection Agency (U.S. EPA) is responsible for setting and enforcing the National Ambient Air Quality Standards (NAAQS) for O₃, CO, NO_x, SO₂, PM₁₀, PM_{2.5}, and lead. The U.S. EPA has jurisdiction over emissions sources that are under the authority of the federal government including aircraft, locomotives, and emissions sources outside state waters (Outer Continental Shelf). The U.S. EPA also establishes emission standards for vehicles sold in states other than California. Automobiles sold in California must meet the stricter emission requirements of the California Air Resources Board (CARB).

The Federal Clean Air Act (CAA) was first enacted in 1955, and has been amended numerous times in subsequent years (1963, 1965, 1967, 1970, 1977, and 1990). The CAA establishes the federal air quality standards, the NAAQS, and specifies future dates for achieving compliance. The CAA also mandates that states submit and implement State Implementation Plans (SIPs) for local areas not meeting these standards. These plans must include pollution control measures that demonstrate how the standards will be met. Substantial reductions in emissions of ROG, NO_x and CO are forecast to continue throughout the next several decades. Unless new particulate control programs are implemented, PM-10 and PM-2.5 are forecast to slightly increase.

Air pollution contributes to a wide variety of adverse health effects. The U.S. EPA has established NAAQS for six of the most common air pollutants: CO, Pb, O₃, particulate matter (PM₁₀ and PM_{2.5}), NO₂, and SO₂ which are known as criteria pollutants. The South Coast Air Quality Management District (SCAQMD) monitors levels of various criteria pollutants at 37 permanent monitoring stations and 5 single-pollutant source Pb air monitoring sites throughout the air district. On February 21, 2019, CARB posted the 2018 amendments to the state and national area designations. See Table III-4 for attainment designations for the South Coast Air Basin (SCAB).

**Table III-4
ATTAINMENT STATUS OF CRITERIA POLLUTANTS IN THE SCAB**

Criteria Pollutant	State Designation	Federal Designation
O ₃ – 1-hour standard	Nonattainment	--
O ₃ – 8-hour standard	Nonattainment	Nonattainment
PM ₁₀	Nonattainment	Attainment
PM _{2.5}	Nonattainment	Nonattainment
CO	Attainment	Unclassifiable/Attainment
NO ₂	Attainment	Unclassifiable/Attainment
SO ₂	Unclassifiable/Attainment	Unclassifiable/Attainment
Pb ²	Attainment	Unclassifiable/Attainment

The project site is located within the SCAB, which is characterized by relatively poor air quality. The SCAB emissions forecasts are shown on Table III-5 below. The SCAQMD has jurisdiction over an approximately 10,743 square-mile area consisting of the four-county Basin and the Los Angeles County and Riverside County portions of what use to be referred to as the Southeast Desert Air Basin. In these areas, the SCAQMD is principally responsible for air pollution control, and works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, as well as state and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards.

² The Federal nonattainment designation for lead is only applicable towards the Los Angeles County portion of the SCAB.

**Table III-5
 SOUTH COAST AIR BASIN EMISSIONS FORECASTS (EMISSIONS IN TONS/DAY)**

Pollutant	2020	2025	2030
NOx	289	266	257
VOC	393	393	391
PM-10	165	170	172
PM-2.5	68	70	71

With current emissions reduction programs and adopted growth forecasts.
 Source: California Air Resources Board, 2013 Almanac of Air Quality

Currently, these state and federal air quality standards are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted a series of Air Quality Management Plan (AQMPs) to meet the state and federal ambient air quality standards. AQMPs are updated regularly to reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy more effectively.

In March 2017, the SCAQMD released the Final 2016 AQMP (2016 AQMP). The 2016 AQMP continues to evaluate current integrated strategies and control measures to meet the NAAQS, as well as, explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels. Similar to the 2012 AQMP, the 2016 AQMP incorporates scientific and technological information and planning assumptions, including the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS), a planning document that supports the integration of land use and transportation to help the region meet the federal Clean Air Act requirements. Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the 1993 CEQA Handbook.

The 2016 AQMP acknowledges that motor vehicle emissions have been effectively controlled and that reductions in NOx, the continuing ozone problem pollutant, may need to come from major stationary sources (power plants, refineries, landfill flares, etc.). The current attainment deadlines for all federal non-attainment pollutants are now as follows:

8-hour ozone (70 ppb)	2032
Annual PM-2.5 (12 µg/m ³)	2025
8-hour ozone (75 ppb)	2024 (old standard)
1-hour ozone (120 ppb)	2023 (rescinded standard)
24-hour PM-2.5 (35 µg/m ³)	2019

The key challenge is that NOx emission levels, as a critical ozone precursor pollutant, are forecast to continue to exceed the levels that would allow the above deadlines to be met. Unless additional stringent NOx control measures are adopted and implemented, ozone attainment goals may not be met.

Impact Thresholds

Appendix G of the California CEQA Guidelines offers the following four tests of air quality impact significance. A Project would have a potentially significant impact if it:

- Conflicts with or obstructs implementation of the applicable air quality plan.
- Results in a cumulatively considerable net increase of any criteria pollutants for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

- c. Exposes sensitive receptors to substantial pollutant concentrations.
- d. Creates objectionable odors affecting a substantial number of people.

Primary Pollutants

Air quality impacts generally occur on two scales of motion. Near an individual source of emissions or a collection of sources such as a crowded intersection or parking lot, levels of those pollutants that are emitted in their already unhealthful form will be highest. Carbon monoxide (CO) is an example of such a pollutant. Primary pollutant impacts can generally be evaluated directly in comparison to appropriate clean air standards. Violations of these standards where they are currently met, or a measurable worsening of an existing or future violation, would be considered a significant impact. Many particulates, especially fugitive dust emissions, are also primary pollutants. Because of the non-attainment status of the South Coast Air Basin (SCAB) for PM-10, an aggressive dust control program is required to control fugitive dust during project construction.

Secondary Pollutants

Many pollutants, however, require time to transform from a more benign form to a more unhealthful contaminant. Their impact occurs regionally far from the source. Their incremental regional impact is minute on an individual basis and cannot be quantified except through complex photochemical computer models. Analysis of significance of such emissions is based upon a specified amount of emissions (pounds, tons, etc.) even though there is no way to translate those emissions directly into a corresponding ambient air quality impact.

Because of the chemical complexity of primary versus secondary pollutants, the SCAQMD has designated significant emissions levels as surrogates for evaluating regional air quality impact significance independent of chemical transformation processes. Projects with daily emissions that exceed any of the following emission thresholds are recommended by the SCAQMD to be considered significant under CEQA guidelines.

**Table III-6
DAILY EMISSIONS THRESHOLDS**

Pollutant	Construction	Operations
ROG	75	55
NOx	100	55
CO	550	550
PM-10	150	150
PM-2.5	55	55
SOx	150	150
Lead	3	3

Source: SCAQMD CEQA Air Quality Handbook, November, 1993 Rev.

Additional Indicators

In its CEQA Handbook, the SCAQMD also states that additional indicators should be used as screening criteria to determine the need for further analysis with respect to air quality. The additional indicators are as follows:

- Project could interfere with the attainment of the federal or state ambient air quality standards by either violating or contributing to an existing or projected air quality violation
- Project could result in population increases within the regional statistical area which would be in excess of that projected in the AQMP and in other than planned locations for the project's build-out year.
- Project could generate vehicle trips that cause a CO hot spot.

Impact Analysis

- a) *Less Than Significant Impact* – The proposed project does not directly relate to the AQMP in that there are no specific air quality programs or regulations governing development projects. Conformity with adopted plans, forecasts and programs relative to population, housing, employment and land use is the primary yardstick by which impact significance of planned growth is determined. The SCAQMD, however, while acknowledging that the AQMP is a growth-accommodating document, does not favor designating regional impacts as less than significant just because the proposed development is consistent with regional growth projections. Air quality impact significance for the proposed project has therefore been analyzed on a project-specific basis. The County requires compliance with the Development Code for projects such as this, and the Applicant intends to meet these standards. Additionally, the Calsteel Transportation Terminal Project will otherwise be consistent with the County's General Plan and Zoning Code within which the project is located. The proposed project is projected to be consistent with regional planning forecasts maintained by the Southern California Association of Governments (SCAG) regional plans. Air quality impact significance for the proposed project has been analyzed on a project-specific basis. As the analysis of project-related emissions provided below indicates, the proposed project will not cause or be exposed to significant air pollution is implemented, and is, therefore, consistent with the applicable air quality plan.
- b) *Less Than Significant With Mitigation Incorporated* – Air pollution emissions associated with the proposed project would occur over both a short- and long-term time period. Short-term emissions include fugitive dust from construction activities (i.e. site prep, demolition, grading, exhaust emissions) at the project site. Long-term emissions generated by operation of the proposed project primarily include energy consumption and mobile source emissions generated by traffic and building operations at the proposed project site.

Construction Emissions

CalEEMod was developed by the SCAQMD to provide a model by which to calculate both construction emissions and operational emissions from a variety of land use projects. It calculates both the daily maximum and annual average emissions for criteria pollutants as well as total or annual greenhouse gas (GHG) emissions.

The project proposes to develop a Calsteel Transportation Terminal Project that would enable truckers to stage loads and redistribute goods within a 9.51-acre site located along Cajon Boulevard in Unincorporated San Bernardino County. The project will construct a 9,360 sf office and a 19,320 sf truck terminal. Approximately 305,300 sf of the site will be hardscaped. Construction will begin in the mid-to-late 2022. The Project is anticipated to require minimal cut and fill with any cut being reused to balance of the site through grading, which will minimize import/export of material.

Construction was modeled in CalEEMod2016.3.2 using the default construction equipment and schedule for a project of this size and categorization as shown in Table III-6.

Table III-6
 CONSTRUCTION ACTIVITY EQUIPMENT FLEET

Phase Name and Duration	Equipment
Site Prep (10 days)	3 Dozers
	4 Loader/Backhoes
Grading (20 days)	1 Grader
	1 Excavator
	1 Dozer
	3 Loader/Backhoes
Construction (220 days)	1 Crane
	3 Loader/Backhoes
	3 Welders
	1 Generator Set
	3 Forklifts
Paving (20 days)	2 Pavers
	2 Paving Equipment
	2 Rollers

Utilizing this indicated equipment fleet and durations shown in Table III-6 the following worst-case daily construction emissions are calculated by CalEEMod and are listed in Table III-7.

Table III-7
 CONSTRUCTION ACTIVITY EMISSIONS MAXIMUM DAILY EMISSIONS (POUNDS/DAY)

Maximal Construction Emissions	ROG	NOx	CO	SO ₂	PM-10	PM-2.5
2021	3.6	33.4	23.5	0.0	9.8	5.7
2022	18.2	18.5	20.5	0.1	2.2	1.1
SCAQMD Thresholds	75	100	550	150	150	55

With mandatory dust suppression during grading activities, peak daily construction activity emissions are estimated be below SCAQMD CEQA thresholds without the need for added mitigation. However, construction activities are not anticipated to cause dust emissions to exceed SCAQMD CEQA thresholds. Nevertheless, emissions minimization through an enhanced dust control mitigation measure is recommended for use because of the non-attainment status of the air basin.

AQ-1 Fugitive Dust Control. The following measures shall be incorporated into project plans and specifications for implementation during construction:

- **Apply soil stabilizers to inactive areas.**
- **Prepare a high wind dust control plan and implement plan elements and terminate soil disturbance when winds exceed 25 mph.**
- **Stabilize previously disturbed areas if subsequent construction is delayed.**
- **Apply water to disturbed surfaces and haul roads 3 times/day.**
- **Replace ground cover in disturbed areas quickly.**
- **Reduce speeds on unpaved roads to less than 15 mph.**
- **Trenches shall be left exposed for as short a time as possible.**
- **Identify proper compaction for backfilled soils in construction specifications.**

This measure shall be implemented during construction, and shall be included in the construction contract as a contract specification.

Similarly, ozone precursor emissions (ROG and NOx) are calculated to be below SCAQMD CEQA thresholds. However, because of the regional non-attainment for photochemical smog, the use of a reasonably available exhaust emission control mitigation measure for diesel exhaust is recommended.

AQ-2 Exhaust Emissions Control. The following measures shall be incorporated into Project plans and specifications for implementation:

- ***Utilize off-road construction equipment that has met or exceeded the maker's recommendations for vehicle/equipment maintenance schedule.***
- ***Contactors shall utilize Tier 4 or better heavy equipment.***
- ***Enforce 5-minute idling limits for both on-road trucks and off-road equipment.***

With implementation of mitigation measures (MMs) **AQ-1** through **AQ-2**, any impacts related to construction emissions are considered less than significant.

Operational Emissions

The project will generate 540 daily trips using trip generation numbers provided in the project traffic report. The vehicle fleet for warehousing was modified to reflect the anticipated vehicle mix provided in the traffic analysis trip generation rates. Operational emissions were calculated using CalEEMod2016.3.2 for an assumed completion year of 2023. The operational impacts are shown in Table III-8. As shown, operational emissions will not exceed applicable SCAQMD operational emissions CEQA thresholds of significance.

**Table III-8
PROPOSED USES DAILY OPERATIONAL IMPACTS (2023)**

Source	Operational Emissions (lbs/day)					
	ROG	NOx	CO	SO ₂	PM-10	PM-2.5
Area	0.8	0.0	0.0	0.0	0.0	0.0
Energy	0.0	0.0	0.0	0.0	0.0	0.0
Mobile	6.6	35.7	72.7	0.3	6.7	2.2
Total	7.4	35.7	72.7	0.3	6.7	2.2
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source: CalEEMod Output in Appendix

Based on previous discussions with SCAQMD regarding operational emissions for multi-use commercial projects, the following mitigation measures shall be implemented to minimize operational impacts to the greatest extent feasible:

AQ-3 *Maximize the use of solar energy including solar panels by installing the maximum possible number of solar energy arrays on the building roofs and/or on the Proposed Project site to generate solar energy for the facility.*

AQ-4 *Require the use of electric landscaping equipment, such as lawn mowers and leaf blowers.*

AQ-5 *Require use of electric or alternatively fueled sweepers with HEPA filters.*

AQ-6 **Maximize the planting of trees in landscaping and parking lots consistent with water availability.**

AQ-7 **Use light colored paving and roofing materials.**

AQ-8 **Utilize only Energy Star heating, cooling, lighting devices, and appliances, where applicable.**

Conclusion

With the incorporation of MMs **AQ-1** and **AQ-8**, the development of the proposed project would have a less than significant potential to 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) *Less Than Significant Impact* – The SCAQMD has developed analysis parameters to evaluate ambient air quality on a local level in addition to the more regional emissions-based thresholds of significance. These analysis elements are called Localized Significance Thresholds (LSTs). LSTs were developed in response to Governing Board's Environmental Justice Enhancement Initiative 1-4 and the LST methodology was provisionally adopted in October 2003 and formally approved by SCAQMD's Mobile Source Committee in February 2005.

Use of an LST analysis for a project is optional. For the proposed project, the primary source of possible LST impact would be during construction. LSTs are applicable for a sensitive receptor where it is possible that an individual could remain for 24 hours such as a residence, hospital or convalescent facility.

LSTs are only applicable to the following criteria pollutants: oxides of nitrogen (NO_x), carbon monoxide (CO), and particulate matter (PM-10 and PM-2.5). LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

LST screening tables are available for 25, 50, 100, 200- and 500-meter source-receptor distances. The nearest possible residence is north of Kendall Drive approximately 350 feet from the closest site perimeter. Therefore, a 100-meter source-receptor distance was modeled.

LST pollutant screening level concentration data is currently published for 1, 2- and 5-acre sites for varying distances. For this project, the most stringent thresholds for a 1-acre site were applied. The following thresholds and emissions in Table III-9 are therefore determined (pounds per day):

**Table III-9
LST AND PROJECT EMISSIONS (POUNDS/DAY)**

1.0 acre/100 meters Central San Bernardino Valley	CO	NO_x	PM-10	PM-2.5
LST	2,141	211	33	9
Max On-Site Emissions				
2021 Unmitigated	24	33	10	6
2021 Mitigated	21	19	2	1

CalEEMod Output in Appendix

LSTs were compared to the maximum daily construction activities. As seen in Table III-9, even if all activities were performed simultaneously, emissions meet the LST for construction thresholds. LST impacts are less than significant.

Construction equipment exhaust contains carcinogenic compounds within the diesel exhaust particulates. The toxicity of diesel exhaust is evaluated relative to a 24-hour per day, 365 days per year, 70-year lifetime exposure. The SCAQMD does not generally require the analysis of construction-related diesel emissions relative to health risk due to the short period for which the majority of diesel exhaust would occur. Health risk analyses are typically assessed over a 9-, 30-, or 70-year timeframe and not over a relatively brief construction period due to the lack of health risk associated with such a brief exposure. No analysis was required for the proposed project.

Given that the proposed project does not exceed LST thresholds, the development of the proposed project would have a less than significant potential to expose sensitive receptors to substantial pollutant concentrations. No mitigation is required.

- d) *Less Than Significant Impact* – Heavy-duty equipment in the proposed project area during construction will emit odors; however, the construction activity would cease to occur after a short period of time. Land uses generally associated with odor complaints include:

- Agricultural uses (livestock and farming)
- Wastewater treatment plants
- Food processing plants
- Chemical plants
- Composting operations
- Refineries
- Landfills
- Dairies
- Fiberglass molding facilities

The project does not propose any such uses or activities that would result in potentially significant operational-source odor impacts. Potential sources of operational odors generated by the project would include disposal of refuse. Consistent with County requirements, all project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with solid waste regulations, thereby precluding substantial generation of odors due to temporary holding of refuse on-site. Moreover, SCAQMD Rule 402 acts to prevent occurrences of odor nuisances. No other sources of objectionable odors or other emissions have been identified for the proposed project. As such, the proposed project would have a less than significant potential to result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
IV. BIOLOGICAL RESOURCES: Will the project:				
a) Have a substantial adverse effect, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IV. BIOLOGICAL RESOURCES

SUBSTANTIATION: (Check if project is located in the Biological Overlay or contains habitat for any species listed in the California Natural Diversity Database ☐): The project is not located in the any of the County's Biological Overlays. The following information is provided based on a study titled "Biological Resource Assessment for Cajon Truck Parking Facility" (BRA) prepared by Jacobs Engineering Group, Inc dated October 2021 and provided as Appendix 2.

General Site Conditions

The project area of potential effect (APE) consists of approximately 9.51 acres of previously graded and routinely disced lands. Site topography varies from an elevation of approximately 2,079 to 2,284 feet above mean sea level (amsl). The site is predominantly flat with little or no topographical variation. The site is located east of Cajon Creek. Historically, Cajon Creek flowed through a broad alluvial plain. Currently Cajon Creek is controlled with berms, banks and rock barriers, roadway, and railroad high-fill, all of which limit the flood plain to the east of the Burlington Northern Santa Fe railroad (BNSF) right of way. The site is located in uplands outside the historic creek floodplain.

The project site situated between the heavy industry to the north and south and the BNSF Railway to the west. Disturbances on site include historic and ongoing off-highway vehicle (OHV), pedestrian uses, and vegetation clearing. There are also human disturbances associated with the surrounding developments.

The onsite vegetation consists of areas dominated by non-native annual grassland (grasses), with a large component of ruderal forbs. Non-native grasslands are associated with areas of historic grazing, disking and off-road recreational vehicle use. Soils are generally deep, well-drained sand to fine sandy loam. The projectsite the dominant species in the included brome grasses (*Bromus spp.*), stork's bill (*Erodium cicutarium*), Maltese star thistle (*Centaurea melitensis*) and slender oat (*Avena barbata*). The non-native grassland onsite is regularly disked. These areas were very homogenous in species composition throughout the site.

Coastal Sage Scrub-California Buckwheat scrub is composed of low growing, soft, woody, drought-deciduous shrubs and herbaceous plants that grow on steep usually south-facing slopes, severely drained soils. Species composition and diversity is determined by soil factors, fire, and topography. This vegetation community is typically found on bouldery, gravelly slopes with sandy loam soils, from 250-950 meters in elevation. The disturbed coastal sage scrub occurs in a patchy distribution along the northeastern edge adjacent to the dirt roads and the BNSF right of way. This vegetation was dominated by California sagebrush (*Artemisia californica*) and California buckwheat (*Eriogonum fasciculatum*). Other dominant species included everlasting (*Gnaphalium californicum*), distant phacelia (*Phacelia distans*), deerweed (*Lotus scoparius*) and telegraph weed (*Heterotheca grandiflora*). A number of other subshrubs species made up most of other cover, with some annual species growing in gaps between perennials. This vegetation is very dense where it occurs on the project site.

Wildlife at the study area consisted of common species and species associated with open, disturbed areas. The most abundant species detected during the site visit were birds such as mourning dove (*Zenaida macroura*), house finch (*Carpodacus mexicanus*) and northern mockingbird (*Mimus polyglottos*); and California ground squirrel (*Otospermophilus beecheyi*). No special-status wildlife species were observed on the Cajon project site during the April 2021 site surveys, and there are no historic site records for any special status wildlife species onsite.

Conclusion

Sensitive Biological Resources

The BRA surveys were conducted by Jacobs in April 2021 to identify potential habitat for special status wildlife within the project APE. No special status wildlife species, including state and/or federally listed threatened or endangered species, were observed within the project APE during the reconnaissance-level assessment survey and none are expected to occur. Due to the environmental conditions on site and the adjacent disturbances, the project APE is likely not suitable to support any of the special status wildlife species that have been documented in the project vicinity (within approximately 3 miles), including the state listed as threatened southern rubber boa, the federally delisted and state listed as endangered bald eagle, and the California species of special concern (SSC) San Bernardino flying squirrel and California spotted owl.

The project APE does not contain any sensitive habitats, including any United States Fish and Wildlife Service (USFWS) designated Critical Habitat for any federally listed species, and the project will not result in any loss or adverse modification of Critical Habitat.

Nesting Birds

There is habitat within the project APE that is suitable to support nesting birds, including both natural and urban environments. Most native bird species are protected from unlawful take by the Migratory Bird Treaty Act (MBTA). In December 2017, the Department of the Interior (DOI) issued a memorandum concluding that the MBTA's prohibitions on take apply "[...] only to affirmative actions that have as their purpose the taking or killing of migratory birds, their nests, or their eggs." Then in April 2018, the USFWS issued a guidance memorandum that further clarified that the take of migratory birds or their active nests (i.e., with eggs or young) that is incidental to, and not the purpose of, an otherwise lawful activity does not constitute a violation of the MBTA.

However, the State of California provides additional protection for native bird species and their nests in the Fish and Game Code (FGC). Bird nesting protections in the FGC include the following (Sections 3503, 3503.5, 3511, 3513 and 3800):

- Section 3503 prohibits the take, possession, or needless destruction of the nest or eggs of any bird.
- Section 3503.5 prohibits the take, possession, or needless destruction of any nests, eggs, or birds in the orders Falconiformes (new world vultures, hawks, eagles, ospreys, and falcons, among others), and Strigiformes (owls).
- Section 3511 prohibits the take or possession of Fully Protected birds.
- Section 3513 prohibits the take or possession of any migratory nongame bird or part thereof, as designated in the MBTA. To avoid violation of the take provisions, it is generally required that Project-related disturbance at active nesting territories be reduced or eliminated during the nesting cycle.
- Section 3800 prohibits the take of any non-game bird (i.e., bird that is naturally occurring in California that is not a gamebird, migratory game bird, or fully protected bird).

In general, impacts to all bird species (common and special status) can be avoided by conducting work outside of the nesting season, which is generally March 15th through September 1st. However, if all work cannot be conducted outside of nesting season, mitigation is recommended.

Jurisdictional Waters

In addition to the BRA and focused botanical field survey, Jacobs also assessed the project APE for the presence of any state and/or federal jurisdictional waters. The result of the jurisdictional waters assessment is that there are no wetland or non-wetland waters of the United States (WOTUS) or waters of the State potentially subject to regulation by the United States Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act (CWA), the Regional Water Quality Control Board (RWQCB) under Section 401 of the CWA and/or Porter Cologne Water Quality Control Act, or the California Department of Fish and Wildlife (CDFW) under Section 1602 of the FGC, respectively. Therefore, the project will not impact and jurisdictional waters and no state or federal jurisdictional waters permitting will be required.

Impact Analysis

- a) *Less Than Significant Impact* – Implementation of the project has minimal potential for a significant adverse effect, either directly or through habitat modifications, on species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS. The project site is vacant containing various types of non-native annual grassland and Coastal Sage Scrub -California Buckwheat scrub. The BRA provided as Appendix 2 to this Initial Study determined that the project site does not contain suitable habitat for the following species with a potential to occur in the project area:³

- Arroyo Toad (*Anaxyrus californicus*) – FE/DCH:
- Southern mountain yellow-legged frog (*Rana muscosa*) – FE/SE
- San Bernardino Merriam's Kangaroo Rat (*Dipodomys merriami parvus*) – FE/DCH/SCE
- California gnatcatcher (*Poliophtila californica californica*) – FT
- Least Bell's vireo (*Vireo bellii pusillus*) – FE/SE
- Southwestern Willow Flycatcher (*Empidonax traillii extimus*) - FE/SE
- Burrowing Owl (*Athene cunicularia*) – MBTA/SFP
- Crotch bumble bee (*Bombus crotchii*) - SCE
- Santa Ana River Woolly-star (*Eriastrum densifolium ssp sanctorum*) – FE/SE
- Slender-horned Spineflower (*Dodecahema leptoceras*) – FE/SE

³ Definitions - status: Fed = federal, FE = federal endangered, FT = federal threatened, FPE = federally proposed for listing as endangered, FPT = federally proposed for listing as threatened, FC = federal candidate species, FSC = federal special concern species, state = state of California, SE = state endangered, ST = state threatened, SCE = state candidate for listing as endangered, SCT = state candidate for listing as threatened. MBTA= Migratory Bird Treaty Act protected: SFP=State Fully Protected Species

No State- and/or federally listed threatened or endangered species, or other sensitive species were observed on site during the field survey. Thus, for purposes of this analysis, it is assumed that temporary ground disturbance within the project site would not have a potential to adversely impact any of the above species. As such, there is a less than significant potential for implementation of this project to have a significant adverse effect, on species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS.

- b) *Less Than Significant Impact* – Implementation of the proposed project has a potential to have an adverse effect on any riparian habitat or sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS. The project footprint does not contain suitable habitat for any of the sensitive species with a potential to occur in the project APE, and it does not contain any known riparian habitat or any other sensitive natural community identified by any agency. The project APE does not contain any sensitive habitats, including any USFWS designated Critical Habitat for any federally listed species, and the project will not result in any loss or adverse modification of Critical Habitat. Therefore, there is a less than significant potential for implementation of this project to have an adverse effect on any riparian habitat or sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS. No mitigation is required.
- c) *No Impact* – According to the data gathered by Jacobs in the BRA, no federally protected wetlands occur within the project footprint. Jacobs assessed the project APE for the presence of any state and/or federal jurisdictional waters. The result of the jurisdictional waters assessment is that there are no wetland or non-wetland WOTUS or waters of the State potentially subject to regulation by the USACE under Section 404 of the CWA, the RWQCB under Section 401 of the CWA and/or Porter Cologne Water Quality Control Act, or the CDFW under Section 1602 of the FGC, respectively. Therefore, the project will not impact and jurisdictional waters and no state or federal jurisdictional waters permitting will be required. Thus, implementation of the proposed project will have no potential to impact any federally protected wetlands through direct removal, filling, hydrological interruption, or other means. No mitigation is required.
- d) *Less Than Significant With Mitigation Incorporated* – Based on the field survey of the project site, the project will not substantially interfere with the impede the use of native nursery sites. In light of the project's location between two major transportation corridors (Cajon Boulevard and the BNSF railroad), with two additional transportation corridors (Kendall Drive and additional railroad tracks located just further north and south of the project site), thus further separating any wildland interfaces from the project site, the proposed project would have a less than significant potential to restrict movement of any native resident or migratory species or conflict with established native or migratory wildlife corridors. Once constructed, the project area will be transformed to contain the developed truck terminal and parking area proposed as part of the Calsteel Transportation Terminal Project. The State protects all migratory and nesting native birds. Several bird species were identified as potentially occurring in the project area, and the proposed project site contains suitable habitat for nesting birds within the site. To avoid impacting nesting birds as required by the MBTA and California FGC, the following mitigation measure shall be implemented:

BIO-1 *Nesting bird surveys shall be conducted by a qualified avian biologist no more than three (3) days prior to vegetation clearing or ground disturbance activities. Preconstruction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified avian biologist will make every effort to avoid potential nest predation as a result of survey and monitoring efforts. If active nests are found during the preconstruction nesting bird surveys, a Nesting Bird Plan (NBP) shall be prepared and implemented by the qualified avian biologist. At a minimum, the NBP shall include guidelines for addressing active nests, establishing buffers, ongoing monitoring, establishment of avoidance and minimization measures, and reporting. The size and location of all buffer zones, if required, shall be based on the nesting species, individual/pair's behavior, nesting stage, nest*

location, its sensitivity to disturbance, and intensity and duration of the disturbance activity. To avoid impacts to nesting birds, any grubbing or vegetation removal should occur outside peak breeding season (typically February 1 through September 1).

Thus, with implementation of the above measure, any effects on wildlife movement or the use of wildlife nursery sites can be reduced to a less than significant impact.

- e) *Less Than Significant Impact* – Based on the field survey, there are no species that are specifically protected by a local policy or ordinance specific to the proposed project site. As no biological resources located within the project footprint are protected under local policies or ordinances, impacts under this issue are considered less than significant.
- f) *No Impact* – Please refer to the discussion under response IV(a) above. The Biological Resources Assessment provided as Appendix 2 concluded that the project, is not located in an area within a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, and implementation of the project will therefore not result in a significant impact to any such plans. No further mitigation is necessary.

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES: Will the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

V. CULTURAL RESOURCES

SUBSTANTIATION: (Check if project is located in the ☐ or Paleontological ☐ Resources overlays or cite results of cultural resource review) The following information is provided based on a Historical / Archaeological resources Survey Report of the project site. The report was conducted by CRM TECH dated November 3, 2021 and is titled “*Historical/Archaeological Resources Survey Report: Assessor’s Parcel Numbers 0262-021-09 and -13, near the City of San Bernardino, San Bernardino County, California*” (Appendix 3). The following information is abstracted from this report. It provides an overview and findings regarding the cultural resources found within the project area.

Summary of the Finding

The purpose of the cultural report is to provide the County and other responsible agencies with the necessary information and analysis to determine whether the project would have an effect on any “historic properties,” as defined by 36 CFR 800.16(l), or “historical resources,” as defined by PRC §5020.1(j), that may exist in or near the APE. In order to identify such resources, CRM TECH reviewed the results of a recent historical/archaeological resources records search on a nearby property, pursued historical background research, initiated a Sacred Lands File search, and carried out an intensive-level field survey.

During the survey, four cultural resources of historic-period origin were recorded within the project boundaries and designated temporarily as Site 3762-1H and Isolates 3762-2H, -3H, and -4H, pending the assignment of official identification numbers once the California Historical Resources Information System resumes normal operation.

Site 3762-1H, representing an abandoned segment of access road associated with the railway, was determined not to be eligible for listing in the California Register of Historical Resources and thus does not meet CEQA’s definition of a “historical resource.” The isolates, each consisting of an item of railroad-related refuse, by definition do not qualify as archaeological sites. As such, they do not constitute potential “historical resources” and require no further study. No other features or artifact deposits more than 50 years of age were encountered within project boundaries.

Outside but adjacent to the project area, the segments of Cajon Boulevard, formerly a part of U.S. Route 66, and the BNSF Railway, formerly the Atchison, Topeka and Santa Fe (ATSF) Railway, were previously recorded into the California Historical Resources Inventory as Sites 36-002910 and 36-006793. While both of these early transportation arteries played important roles in the development of the southern California region during their heydays, namely the 1880s-1910s and the 1910s-1960s, respectively, their current appearance reflects the results of repeated upgrading and regular maintenance during both the historic period and the modern era.

The physical components of the road and the rail line near the project area, as working components of the modern transportation infrastructure, do not demonstrate sufficient historical character to contribute to the potential significance of U.S. Route 66 and the ATSF Railway. As the historic values of U.S. Route 66 and the ATSF Railway are largely symbolic and extends well beyond the immediate area, the proposed project has no potential to cause a substantial adverse change in their significance. Therefore, Sites 36-002910 and 36-006793 require no further consideration in conjunction to this project.

Based on these findings, CRM TECH recommends to the County of San Bernardino a finding of *No Impact* regarding “historical resources.” No further cultural resources investigation is recommended for the project unless construction plans undergo such changes as to include areas not covered by this study. However, if buried cultural materials are encountered during any earth-moving operations associated with the project, all work within 50 feet of the discovery should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds.

Impact Analysis

a&b) *Less Than Significant With Mitigation Incorporated* – CEQA establishes that “a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment” (PRC §21084.1). “Substantial adverse change,” according to PRC §5020.1(q), “means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired.”

Per the above discussion and definition, no archaeological sites or isolates were recorded within the project boundaries. However, four cultural resources of historic-period origin were recorded within the project boundaries as Site 3762-1H and Isolates 3762-2H, -3H, and -4H, pending the assignment of official identification numbers once the California Historical Resources Information System resumes normal operation. None of these resources meet the definition of a “historic property” or a “historical resource.” Thus, no archaeological or historical isolates requires further consideration. In light of this information and pursuant to PRC §21084.1, the following conclusions have been reached for the project:

- No historical resources within or adjacent to the project area have any potential to be disturbed as they are not within the proposed area in which the facilities will be constructed and developed, and thus, the project as it is currently proposed will not cause a substantial adverse change to any known historical resources.
- No further cultural resources investigation is necessary for the proposed project unless construction plans undergo such changes as to include areas not covered by this study.

However, if buried cultural materials are discovered during any earth-moving operations associated with the project, the following mitigation measure shall be implemented:

CUL-1 Should any cultural resources be encountered during construction of these facilities, earthmoving or grading activities in the immediate area of the finds shall be halted and an onsite inspection shall be performed immediately by a qualified archaeologist. Responsibility for making this determination shall be with the County. The archaeological professional shall assess the find, determine its significance, and make recommendations for appropriate mitigation measures within the guidelines of the California Environmental Quality Act.

With the above mitigation measure, the potential for impacts to cultural resources will be reduced to a less than significant level. No additional mitigation is required.

c) *Less Than Significant Impact* – As noted in the discussion above, no available information suggests that human remains may occur within the Area of Potential Effect (APE) and the potential for such an occurrence is considered low. Human remains discovered during the project will need to be treated

in accordance with the provisions of HSC §7050.5 and PRC §5097.98, which is mandatory. State law (Section 7050.5 of the Health and Safety Code) as well as local laws requires that the Police Department, County Sheriff and Coroner's Office receive notification if human remains are encountered. Compliance with these laws is considered adequate mitigation for potential impacts and no further mitigation is required.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
VI. ENERGY: Would the project:				
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

VI. ENERGY

SUBSTANTIATION:

- a) *Less Than Significant With Mitigation Incorporated* – During construction, the proposed project will utilize construction equipment that is CARB approved, minimizing emissions generated and electricity required to the extent feasible (as outlined under Section III, Air Quality, above). As stated in Section III, Air Quality, the construction of the proposed Calsteel Transportation Terminal Project would require mitigation measures to minimize emissions impacts from construction equipment use (refer to MM **AQ-2**). These mitigation measures also apply to energy resources as they require equipment not in use for 5 minutes to be turned off, and for electrical construction equipment to be used where available. These measures would prevent a significant impact during construction due to wasteful, inefficient, or unnecessary consumption of energy resources, and would also conform to the CARB regulations regarding energy efficiency.

The proposed project consists of truck parking and truck terminal that would include an office/loading dock structure, truck terminal, as well as 97 truck parking spaces at build-out. The project will not require substantial energy to operate, as much of the required energy will be to light the parking lot in the evening hours. Additionally, energy will be required to operate the truck terminal and office that will be developed by the proposed project. Energy consumption encompasses many different activities. For example, construction can include the following activities: delivery of equipment and material to a site from some location (note it also requires energy to manufacture the equipment and material, such as harvesting, cutting and delivering wood from its source); employee trips to work, possibly offsite for lunch (or a visit by a catering truck), travel home, and occasionally leaving a site for an appointment or checking another job; use of equipment onsite (electric or fuel); and sometimes demolition and disposal of construction waste. To minimize energy costs of construction debris management, mitigation has been established to require diversion of all material capable of being recycled. As stated above, energy consumption by equipment will be reduced by requiring shutdowns when equipment is not in use after five minutes and ensuring equipment is being operated within proper operating parameters (tune-ups) to minimize emissions and fuel consumption. These requirements are consistent with State and regional rules and regulations. Under the construction scenario outlined above, the proposed project will not result in wasteful, inefficient, or unnecessary energy consumption during construction.

The proposed project will be powered by Southern California Edison (SCE) through the power distribution system located adjacent to the site. SCE will be able to supply sufficient electricity. Natural gas will be supplied by Southern California Gas. The site will connect to the existing natural gas line adjacent to the project site. As such, the amount of electricity and natural gas required by the project is considered modest. Furthermore, mitigation measures (MMs **AQ-3, AQ-4, AQ-5, AQ-6, AQ-7, and AQ-8**) identified under Section III, Air Quality, above indicate that the proposed project will further encourage energy efficiency, including that solar panels will be encouraged to be developed as part of the project should their inclusion in the project be feasible, which will minimize

operational energy use even further than through the mandatory energy efficiency requirements discussed below. However, the proposed structures must be constructed in conformance with a variety of existing energy efficiency regulatory requirements or guidelines including:

- Compliance with Title Chapter 6 of the California Code of Regulations with respect to energy efficiency standards for new building construction.
- Both federally and non-federally regulated appliances shall abide by the efficiency standards of Title 20, Section 1601 et seq. of the California Code of Regulations.
- Compliance California Green Building Standards Code, AKA the CALGreen Code (Title 24, Part 11), which became effective on January 1, 2017. The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of building through the use of building concepts encouraging sustainable construction practices.
- The provisions of the CALGreen code apply to the planning, design, operation, construction, use, and occupancy of every newly construction building.
- Compliance The Building Energy Efficiency Standards (CBSC) would ensure that the building energy use associated with the proposed project would not be wasteful or unnecessary.
- Compliance with Indoor Water use consumption reduced through the maximum fixture water use rates.
- Compliance with diversion of construction and demolition materials from landfills.
- Compliance with SBDC Water Efficient Landscape Ordinance Chapter 83-10 – Landscaping Standards.
- Compliance with SBDC Chapter 83.07 – Glare & Outdoor Lighting.
- Compliance with AQMD Mandatory use of low-pollutant emitting finish materials.
- Compliance with AQMD Rules 431.1 and 431.2 to reduce the release of undesirable emissions.
- Compliance with diesel exhaust emissions from diesel vehicles and off-road diesel vehicle/equipment operations.

Compliance with these regulatory requirements for operational energy use and construction energy use would not be wasteful or unnecessary use of energy. Further, SCE is presently in compliance with State renewable energy supply requirements and SCE will supply electricity to the project. Under the operational scenario for the proposed project, the proposed project will not result in wasteful, inefficient, or unnecessary energy consumption that could result in a significant adverse impact to energy issues based on compliance with the referenced laws, regulations and guidelines. No mitigation beyond those identified above are required.

- b. *Less Than Significant With Mitigation Incorporated* – Based on the analysis in the preceding discussion, the proposed project will not conflict with current State energy efficiency or electricity supply requirements or any local plans or programs for renewable energy or energy efficiency requirements. The County of San Bernardino has adopted State energy efficiency standards as part of its Municipal Code. No mitigation beyond those identified above are required.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

VII. GEOLOGY AND SOILS

SUBSTANTIATION: (Check ☐ if project is located in the Geologic Hazards Overlay District) The following information is provided based on a Geotechnical Investigation of the project site. The report was prepared by LOR Geotechnical Group, dated May 17, 2021 and is titled “*Preliminary Geotechnical and Infiltration Feasibility Investigation Proposed Industrial Project APN’s 026-202-109 and -113 San Bernardino County, California*” (Appendix 4a). The following information is abstracted from this report. It provides an overview and findings regarding the cultural resources found within the project area.

a. Ground Rupture

Less Than Significant Impact – The project site is located in the County of San Bernardino within the Glen Helen Valley Region Specific Plan which is located in a highly seismically active area. The project is located between two fault systems, both of which are classified as Alquist-Priolo Special

Study Zones under the Alquist-Priolo Earthquake Fault Zoning Act. Figure VII-1 shows where these faults are located as indicated by the San Bernardino Countywide Plan Earthquake Fault Zones Map. The closest known active fault is the San Jacinto fault, which is located approximately 1.2 kilometers (0.75 mile) to the southwest. In addition, other relatively close active faults include the San Andreas fault located 1.8 kilometers (1.1 miles) to the northeast, and the Cucamonga fault located 7.2 kilometers (4.5 miles) to the southwest. Figure VII-1, the site is not located within an Alquist-Priolo Special Study Zone. Based on this information, the risk for ground rupture at the site location is low; therefore, it is not likely that future customers and employees of the project will be subject to rupture from a known earthquake fault. Therefore, any impacts under this issue are considered less than significant; no mitigation is required.

Strong Seismic Ground Shaking

Less Than Significant Impact – As stated in the discussion above, several faults run through this portion of the County, and as with much of southern California, the proposed structures will be subject to strong seismic ground shaking impacts should any major earthquakes occur in the future, as shown on Figure VII-1. Additionally, according to the Geotechnical Investigation prepared for the project, provided as Appendix 4a, the historical seismicity of the site entails numerous small to medium magnitude earthquake events occurring around the subject site, predominately associated with the presence of the faults described within. Any future developments at the subject site should anticipate that moderate to large seismic events could occur very near the site. As a result, and like all other development projects in the City and throughout the Southern California Region, the proposed project will be required to comply with all applicable seismic design standards contained in the 2019 California Building Code (CBC), including Section 1613- Earthquake Loads. Compliance with the CBC will ensure that structural integrity will be maintained in the event of an earthquake. Therefore, impacts associated with strong ground shaking will be less than significant without mitigation.

Seismic-Related Ground Failure Including Liquefaction

Less Than Significant Impact – According to the map prepared for the County of San Bernardino Countywide Plan Liquefaction & Landslides Map (Figure VII-2), the project site is located in an area that is considered highly susceptible to seismic-related ground failure, including liquefaction. The County's General Plan Environmental Impact Report requires implementation of MM Regulatory Requirement (RR) GEO-1, which requires site-specific geotechnical reports to determine the site-specific liquefaction potential and possible seismic design mitigation where projects are located in an area delineated within a liquefaction zone. The Geotechnical Investigation prepared for the proposed project indicates that the potential for liquefaction generally occurs during strong ground shaking within loose granular sediments where the depth to groundwater is usually less than 50 feet. As groundwater is thought to be in excess of 50 feet beneath the site and the site is underlain by relatively dense alluvial deposits, the possibility of liquefaction within these units is considered nil. Therefore, impacts under this issue would be less than significant, and compliance with the 2019 CBC will ensure human safety will be protected from any liquefaction hazards that may exist at the project site.

Landslides

No Impact – The project site is essentially flat, and is therefore not located in an area in which landslides are anticipated to occur. According to the map prepared for the San Bernardino Countywide Plan Liquefaction & Landslides Map (Figure VII-2), the project site is not located in an area that is considered susceptible to landslides. Therefore, the project will not expose people or structures to potential substantial adverse landslide effects, including the risk of loss, injury, or death involving landslides. No impacts under this issue are anticipated and no mitigation is required.

- b. *Less Than Significant With Mitigation Incorporated* – The potential for soil erosion, loss of topsoil, and/or developing the site on unstable soils is anticipated to be marginally possible at the site during ground disturbance associated with construction. The project site is vacant with a modest amount of native and non-native vegetation coverage. The San Bernardino County Development Code Chapter

85.11.030 requires standard erosion control practices to be implemented for all construction. County grading standards, best management practices and the Storm Water Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP) are required to control the potential significant erosion hazards. The topography of the site slopes gently from north to south. During project construction when soils are exposed, temporary soil erosion may occur, which could be exacerbated by rainfall. Project grading would be managed through the preparation and implementation of a SWPPP, and will be required to implement best management practices to achieve concurrent water quality controls after construction is completed and the truck terminal and truck parking is in operation. The following mitigation measures or equivalent best management practices (BMPs) shall be implemented to address these issues:

GEO-1 *Stored backfill material shall be covered with water resistant material during periods of heavy precipitation to reduce the potential for rainfall erosion of stored backfill material. Where covering is not possible, measures such as the use of straw bales or sand bags shall be used to capture and hold eroded material on the project site for future cleanup such that erosion does not occur.*

GEO-2 *All exposed, disturbed soil (trenches, stored backfill, etc.) shall be sprayed with water or soil binders twice a day, or more frequently if fugitive dust is observed migrating from the site within which the project is being constructed.*

With implementation of the above mitigation measures, implementation of the SWPPP and associated BMPs, any impacts under this issue are considered less than significant.

- c. *Less Than Significant With Mitigation Incorporated* – As previously stated, according to the Liquefaction & Landslides Map prepared for the San Bernardino Countywide Plan (Figure VII-2), the potential for liquefaction within the project site is high, though the Geotechnical Investigation prepared on behalf of the proposed project, which pertains specifically to the project site indicates that the potential for liquefaction to occur at the project site is low. However, the potential for landslide at the project site has been determined to be minimal. The San Bernardino Countywide Plan EIR indicates that subsidence and collapse are not known to occur within the project area. Since the site is underlain by dense alluvial materials, the potential for settlement is considered low. Additionally, the earthwork operations recommended in the Geotechnical Investigation provided as Appendix 4a would mitigate any near surface loose soil conditions. As such, the following mitigation measures shall be implemented as it would require the implementation of design measure identified in the geotechnical report.

GEO-3 *Based upon the geotechnical investigation (Appendix 4a of this document), all of the recommended design and construction measures identified in Appendix 4a (listed on Pages 8-9, and 10-21) shall be implemented by the Applicant. Implementation of these specific measures will address all of the identified geotechnical constraints identified at project site, including soil stability on future project-related structures.*

With the implementation of MM GEO-3, above it is not anticipated that the project will 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 onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse. No further mitigation is required.

- d. *Less Than Significant With Mitigation Incorporated* – According to the United States Department of Agriculture Web Soil Survey, the project's Area of Potential Effect (APE) is underlain by Tujunga gravelly loamy sand, Soboba stony loamy sand, and Soboba gravelly loamy sand (Appendix 4b). According to the USDA Soil Series website, Tujunga series soils are somewhat excessively drained

soils, have negligible to low runoff, and flooding is none to frequent.⁴ Soboba series soils are excessively drained soils that formed in alluvium from predominantly granitic rock sources.⁵ The San Bernardino Countywide Plan does not designate the project area as being located within an area known to contain expansive soils. Furthermore, the Geotechnical Investigation also does not designate the site as containing expansive soils, which are typically clay type soil; given that no clay type soils exist at the project site, the development of the project will not create a substantial risk to life or property by being placed on expansive soils because none exist on the site. With implementation of MM **GEO-1** above, intended to ensure site specific design measures are implemented during construction, impacts under this issue are considered less than significant. No further mitigation is required.

- e) *No Impact* – The project does not propose any septic tanks or alternative wastewater disposal systems. Therefore, determining if the project site soils are capable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater does not apply. No impacts are anticipated. No mitigation is required.
- f) *Less Than Significant With Mitigation Incorporated* – The San Bernardino Countywide Plan for indicates that the proposed project area is located in a low-to-high sensitivity area for paleontological resources. Previously unknown and unrecorded paleontological resources may be unearthed during excavation and grading activities of the proposed project. If previously unknown potentially unique paleontological resources are uncovered during excavation or construction, significant impacts could occur. According to the San Bernardino Countywide Plan EIR, the County requires that projects located within areas that have been delineated as low-to-high sensitivity for paleontological resources by the County General Plan (Figure VII-4) meet the requirements of its MM **CUL-5**, which states:

All projects involving ground disturbance in previously undisturbed areas mapped with low-to-high paleontological sensitivity will only require monitoring if construction activity will exceed the depth of the low sensitivity surficial sediments. The underlying sediments may have high paleontological sensitivity, and therefore work in those units might require paleontological monitoring, as designated by the Qualified Paleontologist in the PRMMP. When determining the depth at which the transition to high sensitivity occurs and monitoring becomes necessary, the Qualified Paleontologist should take into account: a) the most recent local geologic mapping, b) depths at which fossils have been found in the vicinity of the project area, as revealed by the museum records search, and c) geotechnical studies of the project area, if available.

The proposed project shall implement the following measure to meet the County's requirements pertaining to paleontological resources:

GEO-4 *The Applicant shall retain the services of a Qualified Paleontologist meeting the standards of SVP (2010). The Qualified Paleontologist shall determine the depth at which the transition to high sensitivity occurs and monitoring becomes necessary, by taking into account: a) the most recent local geologic mapping, b) depths at which fossils have been found in the vicinity of the project area, as revealed by the museum records search, and c) geotechnical studies of the project area, if available. Should the project require excavation that will exceed the depth of low sensitivity surficial sediments as determined by a Qualified Paleontologist, a project-specific paleontological resources monitoring and mitigation plan (PRMMP) shall be developed and adhered to for the duration of ground disturbance activities during construction or as otherwise determined by the Qualified Paleontologist. This plan will address specifics of monitoring and mitigation for the development project, and will take into account updated geologic mapping, geotechnical data, updated paleontological records searches, and*

⁴ https://soilseries.sc.egov.usda.gov/OSD_Docs/T/TUJUNGA.html

⁵ https://soilseries.sc.egov.usda.gov/OSD_Docs/S/SOBOBA.html

any changes to the regulatory framework. This PRMMP shall meet the standards of the SVP (2010).

The MM **CUL-6** (sourced from the 2019 San Bernardino Countywide Plan EIR), which addresses the potential for discovery of fossils, shall also be required as part of this project as follows:

In the event of any fossil discovery, regardless of depth or geologic formation, construction work will halt within a 50-ft. radius of the find until its significance can be determined by a Qualified Paleontologist. Significant fossils will be recovered, prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility in accordance with the standards of the SVP (2010) and BLM (2009). A repository will be identified and a curatorial arrangement will be signed prior to collection of the fossils. Although the San Bernardino County Museum is specified as the repository for fossils found in the county in the current General Plan (San Bernardino County, 2007), the museum may not always be available as a repository. Therefore, any accredited institution may serve as a repository.

With incorporation of the above project specific and County developed mitigation measures, the potential for impact to paleontological resources will be reduced to a less than significant level. No additional mitigation is required.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

VIII. GREENHOUSE GAS EMISSIONS

SUBSTANTIATION: The following information utilized in this section was obtained from the technical study “Air Quality and GHG Impact Analyses, Cajon Boulevard Truck Terminal Project, County Of San Bernardino, California” prepared by Giroux & Associates dated August 23, 2021, and provided as Appendix 1 to this document.

Background

Global Climate Change (GCC) is defined as the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. Many scientists believe that the climate shift taking place since the industrial revolution (1900) is occurring at a quicker rate and magnitude than in the past. Scientific evidence suggests that GCC is the result of increased concentrations of greenhouse gases in the earth's atmosphere, including carbon dioxide, methane, nitrous oxide, and fluorinated gases. Many scientists believe that this increased rate of climate change is the result of greenhouse gases resulting from human activity and industrialization over the past 200 years.

An individual project like the project evaluated in this GHGA cannot generate enough greenhouse gas emissions to effect a discernible change in global climate. However, the project may participate in the potential for GCC by its incremental (cumulative) contribution of greenhouse gasses combined with the cumulative increase of all other sources of greenhouse gases, which when taken together constitute potential influences on GCC.

AB 32 is one of the most significant pieces of environmental legislation that California has adopted. Among other things, it is designed to maintain California's reputation as a “national and international leader on energy conservation and environmental stewardship.” It will have wide-ranging effects on California businesses and lifestyles as well as far reaching effects on other states and countries. A unique aspect of AB 32, beyond its broad and wide-ranging mandatory provisions and dramatic GHG reductions are the short time frames within which it must be implemented. Major components of the AB 32 include:

- Require the monitoring and reporting of GHG emissions beginning with sources or categories of sources that contribute the most to statewide emissions.
- Requires immediate “early action” control programs on the most readily controlled GHG sources.
- Mandates that by 2020, California's GHG emissions be reduced to 1990 levels.
- Forces an overall reduction of GHG gases in California by 25-40%, from business as usual, to be achieved by 2020.
- Must complement efforts to achieve and maintain federal and state ambient air quality standards and to reduce toxic air contaminants.

Statewide, the framework for developing the implementing regulations for AB 32 is under way. Maximum GHG reductions are expected to derive from increased vehicle fuel efficiency, from greater use of renewable energy and from increased structural energy efficiency. Additionally, through the California

Climate Action Registry (CCAR now called the Climate Action Reserve), general and industry-specific protocols for assessing and reporting GHG emissions have been developed. GHG sources are categorized into direct sources (i.e., company owned) and indirect sources (i.e., not company owned). Direct sources include combustion emissions from on-and off-road mobile sources, and fugitive emissions. Indirect sources include off-site electricity generation and non-company owned mobile sources.

Thresholds of Significance

In response to the requirements of SB97, the State Resources Agency developed guidelines for the treatment of GHG emissions under CEQA. These new guidelines became state laws as part of Title 14 of the California Code of Regulations in March, 2010. The CEQA Appendix G guidelines were modified to include GHG as a required analysis element. A project would have a potentially significant impact if it:

- Generates GHG emissions, directly or indirectly, that may have a significant impact on the environment, or,
- Conflicts with an applicable plan, policy or regulation adopted to reduce GHG emissions.

Section 15064.4 of the Code specifies how significance of GHG emissions is to be evaluated. The process is broken down into quantification of project-related GHG emissions, making a determination of significance, and specification of any appropriate mitigation if impacts are found to be potentially significant. At each of these steps, the new GHG guidelines afford the lead agency with substantial flexibility.

Emissions identification may be quantitative, qualitative, or based on performance standards. CEQA guidelines allow the lead agency to “select the model or methodology it considers most appropriate.” The most common practice for transportation/combustion GHG emissions quantification is to use a computer model such as CalEEMod, as was used in the ensuing analysis.

The significance of those emissions then must be evaluated; the selection of a threshold of significance must take into consideration what level of GHG emissions would be cumulatively considerable. The guidelines are clear that they do not support a zero net emissions threshold. If the lead agency does not have sufficient expertise in evaluating GHG impacts, it may rely on thresholds adopted by an agency with greater expertise.

On December 5, 2008 the SCAQMD Governing Board adopted an Interim quantitative GHG Significance Threshold for industrial projects where the SCAQMD is the lead agency (e.g., stationary source permit projects, rules, plans, etc.) of 10,000 Metric Tons (MT) CO₂ equivalent/year. In September 2010, the SCAQMD CEQA Significance Thresholds GHG Working Group released revisions which recommended a threshold of 3,000 MT CO₂e for all land use projects. This 3,000 MT/year recommendation has been used as a guideline for this analysis. In the absence of an adopted numerical threshold of significance, project related GHG emissions in excess of the guideline level are presumed to trigger a requirement for enhanced GHG reduction at the project level.

Impact Analysis

- a) *Less Than Significant Impact* –The proposed project would install a truck terminal and truck parking, with 66,000 SF landscaping, and a 28,680 SF truck terminal structure, which will include a 26,775 SF of warehouse / loading area, a 1,526 SF of office area, and a 379 SF utility/electrical room.

Construction Activity GHG Emissions

Project construction is assumed to occur over two calendar years. During project construction, the CalEEMod2016.3.2 computer model predicts that the construction activities will generate the annual CO₂e emissions identified in Table VIII-1.

**Table VIII-1
 CONSTRUCTION EMISSIONS (METRIC TONS CO₂e)**

	MT CO₂e
Year 2022	187.3
Year 2023	431.1
Total	618.4
Amortized	20.6

CalEEMod Output provided in appendix

SCAQMD GHG emissions policy from construction activities is to amortize emissions over a 30-year lifetime. The amortized level is also provided. GHG impacts from construction are considered individually less than significant.

Operational GHG Emissions

The input assumptions for operational GHG emissions calculations, and the GHG conversion from consumption to annual regional CO₂e emissions are summarized in the CalEEMod2016.3.2 output files found in the appendix of this report. The total operational and annualized construction emissions for the proposed project are identified in Table VIII-2. The project GHG emissions are considered less than significant.

**Table VIII-2
 OPERATIONAL EMISSIONS (METRIC TONS CO₂e)**

Consumption Source	MT CO₂e)
Area Sources	<0.1
Energy Utilization	46.9
Mobile Source	4,512.5
Solid Waste Generation	13.5
Water Consumption	37.5
Construction	20.6
Total	4,631.0
Guideline Threshold	10,000

Consistency with GHG Plans, Programs and Policies

In 2021, San Bernardino County published its the Regional Greenhouse Gas Reduction Plan (2021), which was an update to a previous plan drafted in 2014.

The 2021 plan was in response to AB 32, the Global Warming Solutions Act of 2006. The law establishes a limit on greenhouse gas (GHG) emissions for the state of California to reduce state-wide emissions to 1990 levels by 2020. In 2016, the California Assembly and Senate expanded upon AB 32 with Senate Bill (SB) 32, which mandates a 40% reduction in GHG emissions from 1990 levels by 2030 (California Legislative Information, 2016). In January 2017, the California Air Resources Board (CARB) developed a plan (SB 32 Scoping Plan1) that charted a path towards the GHG reduction goal using all technologically feasible and cost-effective means (CARB, 2017).

In response to these initiatives, an informal project partnership, led by the San Bernardino Council of Governments (SBCOG), compiled a GHG emissions inventory and an evaluation of reduction measures that could be adopted by the 25 Partnership Cities of San Bernardino County. For the

purposes of this report, this group is referred to as the San Bernardino Council of Governments and Participating San Bernardino County Jurisdictions Partnership (Partnership). The Partnership committed to undertake the following actions that will reduce GHG emissions associated with its regional (or countywide) activities.

1. Prepare a baseline (2016) GHG emissions inventory for each of the 25 Partnership jurisdictions in the county.
2. Prepare future year (2020, 2030, and 2045) GHG emissions forecasts for each of the jurisdictions.
3. Develop general GHG reduction measures and jurisdiction-specific measures appropriate for each jurisdiction.
4. Develop consistent baseline information for jurisdictions to use for their development of community climate action plans (CAPs) meeting jurisdiction-identified reduction goals.

The goal is to develop consistent information in an efficient manner that can subsequently be used by individual jurisdictions that choose to develop and adopt CAPs for their jurisdictions. The reduction plan established a baseline GHG inventory and emissions forecast that can be referenced for any future GHG analyses and planning. It contains basic terms and concepts that may be useful for future planning.

For unincorporated San Bernardino County, it is assumed that emissions reductions will be met through a combination of state (80%) and local (20%) efforts. Projects that demonstrate consistency with the strategies, actions, and emission reduction targets contained in the Reduction Plan would have a less than significant impact on climate change. The project will be compliant with the goals and objectives set forth in the Partnership's Reduction Plan as shown on Table VIII-3. Therefore, as the project would be consistent with the plan, the project would have a less than significant potential to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

**Table VIII-3
 GHG REDUCTION MEASURES AND ESTIMATED 2020 REDUCTIONS FOR UNINCORPORATED SAN
 BERNARDINO COUNTY**

Measure Number	Measure Description	Reductions (MTCO _{2e})
State Measures		
State-SB 100	SB 100	303,807
State-SB 350	SB 350	132,965
State-T24	Title 24 (Energy Efficiency Standards)	1,302
State-Solar Water Heater	Solar Water Heaters (Residential)	213
State-Increased CHP	Increased Combined Heat and Power (Commercial)	1,257
State-OnRoad	State Fuel Efficiency Measures	509,334
State-SB 1383	Methane Capture	96,018
Total State Reductions		1,044,896
Local Measures		
<i>Building Energy</i>		
Energy-1	Building Energy Efficiency	20,775
Energy-2	Lighting Efficiency	0
Energy-3	All Electric Buildings	0
Energy-5	Renewable Energy – New Commercial/Industrial	0
Energy-6	Solar Energy for Warehouse Space	0
Energy-7	Solar Installation for Existing Housing	30,274

Energy-8	Solar Installation for Existing Commercial/Industrial	88,198
Energy-9	Rooftop Gardens	0
Energy-10	Urban Tree Planting for Shading and Energy Savings	28
<i>On-Road Transportation</i>		
OnRoad-1	Alternative Fueled Transit Fleets	0
OnRoad-2	Encourage Use of Mass Transit	0
OnRoad-3	Transportation Demand Management and Synchronization	11,319
OnRoad-4	Expand Bike Routes	11,239
OnRoad-5	Community Fleet Electrification	0
<i>Off-Road Equipment</i>		
OffRoad-1	Electric-Powered Construction Equipment	0
OffRoad-2	Idling Ordinance	457
OffRoad-3	Electric Landscaping Equipment	0
<i>Waste</i>		
Waste-1	Methane Capture - Local	0
Waste-2	Waste Diversion and Reduction	72,474
<i>Agriculture</i>		
Agriculture-3	Methane Capture at Large Dairies	0
<i>Wastewater</i>		
Wastewater-1	Methane Recovery at Wastewater Treatment Plants	0
Wastewater-2	Equipment Upgrades and Wastewater Treatment Plants	0
<i>Water Conveyance</i>		
Water-1	Require Tier 1 Voluntary CALGreen Standards for New Construction	0
Water-2	Renovate Existing Buildings to Achieve Higher Levels of Water Efficiency	0
Water-3	Water-Efficient Landscaping Practices	2,973
<i>GHG Performance Standard for New Development</i>		
PS-1	GHG Performance Standard for New Development (40% below projected BAU emissions for the project)	16,889
Total Local Reductions		254,625
Total Reductions		1,299,521

Notes:

Values may not sum due to rounding.

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

IX. HAZARDS AND HAZARDOUS MATERIALS

SUBSTANTIATION:

a&b) *Less Than Significant With Mitigation Incorporated* – During construction of proposed project, hazardous or potentially hazardous materials will be routinely handled in small quantities on the project site. These hazardous materials would include use of adhesives, solvents, paints, thinners, gasoline, diesel fuel, lubricants, and other petroleum-based products used to operate and maintain construction equipment and vehicles. Cal/OSHA regulations provide for the proper labeling, storage, and handling of hazardous materials to reduce the potential harmful health effects that could result from worker exposure to hazardous materials. If not properly handled, accidental release of these substances could expose construction workers, degrade soils, or become entrained in stormwater runoff, resulting in adverse effects on the public or the environment. A permitted and licensed service provider will conduct the removal of such hazardous materials; any handling, transporting, use or disposal of hazardous materials would comply with all applicable federal, State, and local agencies and regulations. The project would be required to comply with all relevant and applicable federal, state and local laws and regulations that pertain to the accidental release of hazardous materials during construction of proposed facilities such as Health and Safety Code, Section 2550 et seq. Compliance with all applicable federal, state and local regulations can reduce potential impacts to

the public or the environment regarding accidental release of hazardous materials to less than significant impact, but the following mitigation measure will be incorporated into the Storm Water Pollution Prevent Plan (SWPPP) prepared for the project and implementation of this measure can further reduce this potential hazard to a less than significant level.

HAZ-1 *All accidental spills or discharge of hazardous material during construction activities shall be reported to the Certified Unified Program Agency and shall be remediated in compliance with applicable state and local regulations regarding cleanup and disposal of the contaminant released. The contaminated waste will be collected and disposed of at an appropriately a licensed disposal or treatment facility. This measure shall be incorporated into the SWPPP prepared for the proposed project. Prior to accepting the site as remediated, the area contaminated shall be tested to verify that any residual concentrations meet the standard for future residential or public use of the site.*

The proposed project will consist of developing a Calsteel Transportation Terminal Project that would serve as a transfer point for staging loads and redistribution of goods. Operation of the project would not involve routine use of hazardous materials, though trucks utilizing the facility may be transporting hazardous materials. Operators and operations of such trucks are required to comply with all applicable federal, state and local regulations regarding the handling, storage, transportation, and disposal of hazardous materials. This requirement is further enforced by San Bernardino Countywide Plan EIR RR HAZ-1:

Transportation of Hazardous Waste. Hazardous materials and hazardous wastes will be transported to and/or from the projects developed under the Countywide Plan in compliance with any applicable state and federal requirements, including the U.S. Department of Transportation regulations listed in the Code of Federal Regulations (Title 49, Hazardous Materials Transportation Act); California Department of Transportation standards; and the California Occupational Safety and Health Administration standards.

Furthermore, given that no hazardous materials are anticipated to be stored in great quantities during operation of the project, beyond household cleaning supplies, operation of the project would also be required to comply with all Federal, State, and local regulations governing the storage and use of hazardous materials is required, which will ensure that the project operates in a manner that poses no substantial hazards to the public or the environment.

- c) *No Impact* – The proposed project site is not located within one quarter mile of a school. The nearest schools are located about one mile east of the project site: North Verdemon Elementary School and Cesar Chavez Middle School, which are part of the San Bernardino Unified School District. Based on this information, implementation of the project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. No adverse impacts are anticipated. No additional mitigation is required.
- d) *Less Than Significant Impact* – The proposed project would develop a Calsteel Transportation Terminal Project to serve the Industrial Corridor located in the Devore / Glen Helen area within the County and regional truckers; the project site is vacant with native and non-native plant vegetation coverage over the whole of the site. The project will not be located on a site that is included on a list of hazardous materials sites that are currently under remediation. According to the California State Water Board's GeoTracker website (consistent with Government Code Section 65962.5), which provides information regarding Leaking Underground Storage Tanks (LUST) and Department of Toxic Substance Control (DTSC) cleanup sites, there are no open LUST, DTSC, or other clean-up sites within 2,500 feet of the project site (Figure IX-1). Therefore, there is no potential for the project to be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 thereby creating a significant hazard to the public or the environment. Project construction and operation of the site as the Calsteel Transportation Terminal

Project will have a less than significant potential to create a significant hazard to the population or to the environment from their implementation. No mitigation is required.

- e) *No Impact* – The project site is located at a great distance from any nearby airport. As shown on the Airport Safety & Planning Areas map prepared for the San Bernardino Countywide Plan (Figure IX-2), the proposed project is not located within an Airport Safety Review Area at any of the area airports shown on the Map (Ontario International Airport, San Bernardino International Airport, and Redlands Airport). Therefore, there is no potential safety hazard for people residing or working in the project area as a result of proximity to a public airport or private airstrip. No mitigation is required.
- f) *Less Than Significant Impact* – The proposed project is not anticipated to interfere with an adopted emergency response plan or emergency evacuation plan. As shown on the Evacuation Route Map prepared for the San Bernardino Countywide Plan (Figure IX-3), the adopted evacuation routes are the Interstate 215 (I-215) and the I-15 located to the east, west, and north of the project site. Development at this location would not interfere with access to these emergency evacuation routes, as the proposed project will be constructed entirely within the boundaries of the project site, with minimal improvements to the site frontage and entrances to the site along Cajon Boulevard. The project would involve ingress and egress of traffic onto Cajon Boulevard from the new driveways that will provide entry to the site. As such, the proposed project will not experience substantial conflicts with surrounding traffic. Given the above, there is a less than significant potential for the development of the project to physically interfere with any adopted emergency response plans, or evacuation plans.
- g) *Less Than Significant Impact* – The proposed project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. The proposed project area is an area susceptible to wildland fires as it is located within a delineated Very High Fire Hazard Severity Zone (VHFHSZ) as shown on Figure IX-4, the Countywide Plan Policy Map of Fire Hazard Severity Zones. The project is also located within the County Fire Safety Overlay. The proposed project is required to, and will incorporate the most current fire protection designs, including an adequate water supply for fire flow and fighting purposes. Regardless of the benefits, the proposed development on the project site will expose future visitors of the proposed Calsteel Transportation Terminal Project to a potential for damage during a major wildland fire. However, the potential for loss of life is considered to be low for the following reasons: the proposed project site is located in a relatively developed area, with very little fuel load, there are two emergency routes that lead away from the project area, I-15 and I-215, and the project site provides access to Cajon Boulevard, which ultimately leads away from the fire hazard zones when traveling south of the project site, and the proposed project will result in the clearing of the 9.51-acre site of vegetation that could support a wildfire. Based on past experience with wildfires in the area, the Valley Region does not experience the same level of wildfire hazards as do the mountain areas where fuel loads are greater, and as such, this part of the County can be successfully evacuated and life preserved, even if structures or property is damaged. Given the type of project proposed—a truck terminal and truck parking site, serving trucks requiring staging of loads and redistribution of goods—exposure to wildfire would have a limited potential to substantially damage the site. As a result, and due to the availability of and access to emergency routes, the potential for loss of life and structures is considered to be a less than significant impact without mitigation.

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

X. HYDROLOGY AND WATER QUALITY

SUBSTANTIATION:

Impact Analysis

- a) *Less Than Significant With Mitigation Incorporated* – The proposed project is located within the planning area of the Santa Ana Regional Water Quality Control Board (RWQCB). The project would be supplied with water by San Bernardino Municipal Water District (SBMWD or District) that uses local and imported water to meet customer demand.

For a developed area, the only three sources of potential violation of water quality standards or waste discharge requirements are from generation of municipal wastewater, stormwater runoff, and potential discharges of pollutants, such as accidental spills. Municipal wastewater is delivered to San Bernardino Municipal Water Department's Water Reclamation Plant (WRP), which meets the waste discharge requirements imposed by the RWQCB. To address stormwater and accidental spills within this environment, any new project must ensure that site development implements a Storm Water

Pollution Prevention Plan (SWPPP) and a National Pollutant Discharge Elimination System (NPDES) to control potential sources of water pollution that could violate any standards or discharge requirements during construction and a Water Quality Management Plan (WQMP) to ensure that project-related after development surface runoff meets discharge requirements over the short- and long-term. This requirement is further enforced through compliance with RR HYD-1 identified in the Countywide Plan:

National Pollutant Discharge Elimination System (NPDES): Projects will be constructed in accordance with the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities, NPDES No. CAS000002. Compliance requires a risk assessment, a SWPPP, and associated BMPs.

The WQMP would specify stormwater runoff permit Best Management Practices (BMPs) requirements for capturing, retaining, and treating on site stormwater once the project has been developed. Per RR HYD-3 identified in the Countywide Plan, the WQMP must: Control contaminants into storm drain systems; Educate the public about stormwater impacts; Detect and eliminate illicit discharges; Control runoff from construction sites; and, Implement BMPs and site-specific runoff controls and treatments.

Because the project site consists of pervious surfaces, the project has identified onsite drainage that will generally be directed to the perforated infiltration trench, pervious pavement, and other water quality control measures that will be developed as part of the project. The SWPPP would specify the BMPs that the project would be required to implement during construction activities to ensure that all potential water pollutants of concern are prevented from discharge, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Furthermore, the proposed project must comply with the San Bernardino Countywide Plan requirement that developments creating 10,000 square feet or more of impervious area, and redevelopments adding or replacing 5,000 square feet or more of such area—must implement low-impact development (LID) BMPs to the maximum extent practicable in order to reduce the discharge of pollutants to receiving waters, and also must comply with San Bernardino County Development Code Chapter 83.15, which provides requirements to ensure compliance with projects subject to water quality management plans. With implementation of these mandatory Plans and their BMPs, regulatory requirements identified by the Countywide Plan and Development Code, as well as MM HAZ-1 above, the development of project will not cause a violation of any water quality standards or waste discharge requirements.

- b) *Less Than Significant Impact* – The project does not propose the installation of any water wells that would directly extract groundwater and the change in pervious surfaces to impervious surfaces will be substantial within the 9.51-acre site, as only 16.5% of the site will consist of landscaping. However, the County requires BMPs that minimize impervious area, so even the areas that would be developed with pavement would be required to contain pervious pavers or other mechanisms to allow for infiltration within the site. The project site is located in the Upper Santa Ana Valley Basin (shown on Figure X-1, the Countywide Plan Groundwater Basins Map). The San Bernardino Municipal Water Department (SBMWD) average consumption in 2020 was 179 gallons per capita per day. The 2020 San Bernardino Valley Regional Urban Water Management Plan (UWMP) indicates that the 2020 demand was 42,218 acre feet (AF) of raw and potable water in the SBMWD service area; a number which is anticipated to increase to 46,661 AF by 2045, while the demand in 2045 would be less than the projected supply at 53,603 AF. The proposed project is not anticipated to require substantial potable water in support of the project. The main water utilizing sources on site would be landscaping and restroom facilities. The project will install onsite landscaping that is required to abide by the County Code, Chapter 83.10, which pertains to water efficiency standards. Given the minimal demand for water supply to the project site, the projected increase in demand by the project would be well below the amount of water SBMWD produces per capita per day. Thus, given that minimal interference with groundwater recharge would occur due to infiltration requirements by the County, the construction of the Calsteel Transportation Terminal Project is not forecast to cause a significant impact to groundwater recharge or groundwater supply. The potential impact under this proposed project is considered less than significant; no mitigation measures other than the installation of

standard water conservation fixtures and use of drought resistant landscaping are required; these measures have been incorporated into the design for the project.

c) i. Result in substantial erosion or siltation onsite or offsite?

Less Than Significant Impact – The proposed project is not anticipated to significantly change the volume of flows downstream of the project site, and would not be anticipated to change the amount of surface water in any water body in an amount that could initiate a new cycle of erosion or sedimentation downstream of the project site. During construction, the project must comply with San Bernardino County Development Code Section 85.11.030, which requires standard erosion control practices to be implemented for all construction. Additionally, as discussed in the San Bernardino Countywide Plan, construction sites are required to prepare and implement a SWPPP in accordance with the requirements of the statewide Construction General Permit and are subject to the oversight of the Santa Ana RWQCB. The SWPPP must include BMPs to reduce or eliminate erosion and sedimentation from soil-disturbing activities, as well as proper materials and waste management.

The onsite drainage system will capture the incremental increase in runoff from the project site associated with project development. Impervious coverage of the site as proposed is anticipated to be about 85% (landscaped area will be about 15% of the site), and onsite surface flows will be collected and conveyed in a controlled manner through the project site through a subsurface infiltration system, such as a corrugated metal pipe (CMP) system, which is used to meet low impact development (LID) requirements, and through other water quality control measures. This system will be designed to capture the peak 100-year flow runoff from the project site or otherwise be detained on site and discharged in conformance with County requirements. The downstream drainage system will not be altered and given the control of future surface runoff from the project site, thus, the potential for downstream erosion or sedimentation will be controlled to a less than significant impact level.

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

Less Than Significant Impact – The proposed project will alter the existing drainage courses or patterns onsite but will maintain the existing offsite downstream drainage system through control of future discharges from the site, which would prevent flooding onsite or offsite from occurring. Impervious coverage of the site as proposed is anticipated to be about 85% (landscaped area will be about 15% of the site), and onsite surface flows will be collected and conveyed in a controlled manner through the project site through a subsurface infiltration system, such as a CMP system, which is used to meet LID requirements, and through other water quality control measures. This system will be designed to capture the peak 100-year flow runoff from the project site or otherwise be detained on site and discharged in conformance with San Bernardino County requirements. Thus, the implementation of onsite drainage improvements and applicable requirements will ensure that stormwater runoff will not substantially increase the rate or volume of runoff in a manner that would result in flooding on- or off-site. Impacts under this issue are considered less than significant with no mitigation required.

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

Less Than Significant With Mitigation Incorporated – The proposed project will alter the site such that stormwater runoff within the site will be increased, but will maintain the existing off-site downstream drainage system through control of future discharges from the site to be equivalent to the current conditions. This would prevent the project from exceeding the capacity of existing or planned stormwater drainage systems and from providing substantial additional sources of polluted runoff. The development of the project site collect and convey on site flows in a controlled manner such that runoff will be collected and allowed to infiltrate on site through the provision of subsurface infiltration system, such as a CMP system, which is used to meet LID requirements, and through other water

quality control measures. The development of these drainage improvements would be designed to prevent runoff from leaving the project site or otherwise pretreat the runoff before leaving the site to meet County of San Bernardino Requirements. Varying amounts of urban pollutants, such as motor oil, antifreeze, gasoline, pesticides, detergents, trash, animal wastes, and fertilizers, could be introduced into downstream stormwater within the watershed. However, the proposed project is not anticipated to generate discharges that would require pollution controls beyond those already incorporated into the project design and/or required by the County as a standard operating procedure to meet water quality management requirements from the RWQCB. As such, the project is not anticipated to result in a significant adverse impact to water quality or flows downstream of the project with implementation of mitigation outlined below.

The County has adopted stringent best management practices designed to control discharge of non-point source pollution that could result in a significant adverse impact to surface water quality. Although BMPs are mandatory for the project to comply with established pollutant discharge requirements, the following mitigation measure is designed to establish a performance standard to ensure that the degree of water quality control is adequate to ensure the project does not contribute significantly to downstream water quality degradation.

HYD-1 The project proponent will select best management practices from the range of practices identified by the County and reduce future non-point source pollution in surface water runoff discharges from the site to the maximum extent practicable, both during construction and following development. The Storm Water Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP) shall be submitted to the County for review and approval prior to ground disturbance and the identified BMPs installed in accordance with schedules contained in these documents.

Compliance will also be ensured through fulfilling the requirements of a SWPPP and WQMP monitored by the County and the RWQCB, and through the implementation of MM **HAZ-1**, which will ensure that discharge of polluted material does not occur or is remediated in the event of an accidental spill. The SWPPP must incorporate the BMPs that meet the performance standard established in MM **HYD-1** for construction, while the WQMP would incorporate BMPs that would apply to the operation stages of the project. Thus, the implementation of onsite drainage improvements and applicable requirements will ensure that that drainage and stormwater will not create or contribute runoff that would exceed the capacity of existing or planned offsite stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts under this issue are considered less than significant with mitigation required.

c) iv. Impede or redirect flood flows?

Less Than Significant Impact – According to the County of San Bernardino General Plan 100-Year Floodplain Map (Figure X-2), the proposed project is not located in a 100-year or 500-year flood hazard area. Furthermore, development of this site is not anticipated to redirect or impede flood flow at the project site, particularly given that surface flows on site will be directed to the onsite drainage features which will be capable of intercepting the peak 100-year flow rate from the project site or otherwise be detained on site and discharged in conformance with San Bernardino County requirements. Therefore, impacts under this issue are considered less than significant and no mitigation is required.

d) *Less Than Significant Impact* – Implementation of the project will not expose people or structures to a significant risk of inundation by seiche, tsunami, or other flood hazards. According to the Countywide Plan Dam & Basin Hazards Map (Figure X-3), the project is not located within the limit of flooded area of a nearby dam. The project is located more than 50 miles from the Pacific Ocean, which eliminates the potential for a tsunami to impact the project area. Additionally, a seiche would not occur within the vicinity of the project because no lakes or enclosed bodies of water exist near the site that could be impacted by such an event. It is anticipated that through compliance with the

County's Municipal Code and implementation of the onsite drainage system, inundation hazards within the County would be reduced to a level of less than significant. Therefore, the potential to expose people or structures to a significant risk of pollutants due to inundation would be minimal. No mitigation is required.

- e) *Less Than Significant Impact* – The project site is located in the Upper Santa Ana Valley Basin (shown on Figure X-1, the Countywide Plan Groundwater Basins Map), which has been designated very low priority by the Sustainable Groundwater Management Act (SGMA). The SGMA empowers local agencies to form Groundwater Sustainability Agencies (GSAs) to manage basins and requires GSAs to adopt Groundwater Sustainability Plans (GSPs) for crucial groundwater basins in California. The SGMA “requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. For critically over-drafted basins, that will be 2040. For the remaining high and medium priority basins, 2042 is the deadline.”⁶ Given that the project is located within a basin that is considered very low priority, no conflict or obstruction of a water quality control plan or sustainable groundwater management plan is anticipated. As such, the project would not conflict with a sustainable groundwater management plan. Water consumption and effects in the basin indicate that the proposed project's water demand is considered to be minimal. By controlling water quality during construction and operations through implementation of both short- (SWPPP) and long- (WQMP) term best management practices at the site, no potential for conflict or obstruction of the Regional Board's water quality control plan has been identified.

⁶ <https://water.ca.gov/Programs/Groundwater-Management/SGMA-Groundwater-Management>

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XI. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

XI. LAND USE AND PLANNING

SUBSTANTIATION:

- a) *No Impact* – Refer to the aerial photos provided as Figures 1 and 2, which depict the project's regional and site-specific location. The project site is zoned for Heavy Industrial (HI) and the General Plan land use designation is Heavy Industrial (HI). The proposed project would occur within a site located near the community of Devore within the Glen Helen Specific Plan area of San Bernardino County. The proposed truck parking and truck terminal would be developed within an industrial corridor that extends along Cajon Boulevard and Kendall Drive. The proposed use of this site would be consistent with the surrounding uses which include an auto yard, logistics centers, and warehouses. Additionally, a similar truck terminal and parking use is anticipated to be developed on the parcel adjacent to the site on the other side of the railroad tracks. Given that the development of the proposed project at this site would be consistent with and similar to the surrounding uses, development of the Calsteel Transportation Terminal Project at this location would be consistent with both the uses surrounding the project and the surrounding land use designations and zoning classifications. Consequently, the development of the project site with the proposed use will not divide any established community in any manner. Therefore, no significant impacts under this issue are anticipated and no mitigation is necessary
- b) *Less Than Significant Impact* – The proposed project will develop a truck parking and truck terminal within a vacant site containing weeds, and non-native and native vegetation. The project site is located within the zoned for HI under the Glen Helen Specific Plan and the General Plan land use designation is HI. The County's recently approved Countywide Plan lists the following Goals and Policies under the Land Use Element:
- Goal LU-1: Growth and development that builds thriving communities, contributes to our Complete County, and is fiscally sustainable.
 - Applicable policies:
 - Policy LU-1.2 Infill Development
 - Policy LU-1.5 Development Impact Fees
 - Goal LU-2 Land Use Mix 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.
 - Applicable policies:
 - Policy LU-2.1: Compatibility with existing uses
 - Policy LU-2.2: Compatibility with planned uses
 - Policy LU-2.3: Compatibility with natural environment
 - Policy LU-2.4: Land Use Map consistency
 - Policy LU-2.6: Coordination with adjacent entities
 - Policy LU-2.12: Office and industrial development within the Valley Region
 - Goal LU-4 Community Design: Preservation and enhancement of unique community identities and their relationship with the natural environment.

- Applicable policies:
 - Policy LU-4.2: Fire-adapted communities
 - Policy LU-4.3: Native or drought-tolerant landscaping
 - Policy LU-4.5: Community identity

The proposed project would be consistent with the above goals and policies. A review of all other General Plan Goals (Housing Element, Infrastructure & Utilities Element, Transportation & Mobility Element, Natural Resources Element, Renewable Energy & Conservation Element, Cultural Resources Element, Hazards Element, Personal & Property Protection Element, Economic Development Element, and Health & Wellness Element) indicates that the proposed project is consistent with all applicable Goals, often with mitigation, as demonstrated by the findings in the pertinent sections of this Initial Study. The proposed project can be implemented without significant effects on the circulation system; all infrastructure exists at or can be extended to the site to support the Calsteel Transportation Terminal Project; it can meet the requirements set forth in the Economic Development Element pertaining to new revenue generating development; it will not generate significant air emissions or GHG emissions; it will meet noise design requirements with mitigation; it can meet all Safety Element requirements; and it implements the land use compatibility requirements of the Health and Wellness Element. Therefore, the implementation of this project at this site will be consistent with surrounding land uses, and current use of the site. The project would therefore have a less than significant potential to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. No mitigation is required to minimize impacts under this issue.

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

XII. MINERAL RESOURCES

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

- a) *Less Than Significant Impact* – The proposed project is located on an undeveloped site containing non-native and native vegetation and weeds, and as such, does not contain any known important minerals resources. The San Bernardino Countywide Plan Mineral Resource Zones map indicates that the proposed project is located within the MRZ-2 zone—a known or highly likely location for mineral resources to occur—for aggregate resources (Figure XII-1). However, the proposed project is not within an area designated by the State Mining and Geology Board in 1987 or 2013 as shown on Figure XII-2, which depicts Regional Significant Construction Aggregate Resource Areas in the San Bernardino Production-Consumption Region. Given that the proposed project is not located on a delineated state or regionally significant site, and that no mineral extraction currently occurs or is known to have ever occurred on the property, it is anticipated that the development of the site would have a less than significant to result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.
- b) *Less Than Significant Impact* – The proposed Calsteel Transportation Terminal Project would not result in a significant impact under any of the Initial Study Checklist Topics, provided mitigation measures are implemented. As stated above, The San Bernardino Countywide Plan Mineral Resource Zones map indicates that the proposed project is located within the MRZ-2 zone—a known or highly likely location for mineral resources to occur—for aggregate resources (Figure XII-1). Given that the site does not currently support mineral resources and has not supported any mineral resources extraction in the past, it is not anticipated that the proposed project would interfere with a locally important mineral resource recovery site. Furthermore, given the small size of the site and the lack of any mining operations in the immediate vicinity of the project, such a use at this site would be infeasible; additionally, development of the site would not preclude future extraction of resources in the general project area. As such, the development of the proposed Calsteel Transportation Terminal Project at the proposed site would have a less than significant potential to result in the loss of any available locally important resource recovery site delineated on a local general plan, specific plan or other land use plan.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XIII. NOISE: Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of a project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XIII. NOISE

SUBSTANTIATION: (Check if project is located in the Noise Hazard Overlay District ☐ or is subject to severe noise levels according to the General Plan Noise Element ☐) The following information utilized in this section was obtained from the technical study "Noise Impact Analyses, Cajon Boulevard Truck Terminal Project, County of San Bernardino, California" prepared by Giroux & Associates dated August 23, 2021, and provided as Appendix 5 to this document.

Introduction to Noise Regulations

Noise is generally described as unwanted sound. The proposed Truck Terminal and Truck Parking Project would ultimately consist of a 28,680 SF truck terminal structure with 100 truck parking spaces. The proposed project is located within a site adjacent to the railroad tracks, and is therefore in a high background noise level environment. The nearest sensitive receptor is a non-conforming residential use along Kendall Avenue about 275 feet to the east/southeast of the project site. Background traffic noise in this area is relatively high given that the project site is located in close proximity to the I-215, and Cajon Boulevard and Kendall Drive experience consistent volumes of truck traffic serving the nearby industrial uses.

The unit of sound pressure ratio to the faintest sound detectable to a person with normal hearing is called a decibel (dB). Sound or noise can vary in intensity by over one million times within the range of human hearing. A logarithmic loudness scale, similar to the Richter scale for earthquake magnitude, is therefore used to keep sound intensity numbers at a convenient and manageable level. The human ear is not equally sensitive to all sound frequencies within the entire spectrum. Noise levels at maximum human sensitivity from around 500 to 2,000 cycles per second are factored more heavily into sound descriptions in a process called "A-weighting," written as "dBA."

Leq is a time-averaged sound level; a single-number value that expresses the time-varying sound level for the specified period as though it were a constant sound level with the same total sound energy as the time-varying level. Its unit of measure is the decibel (dB). The most common averaging period for Leq is hourly.

Because community receptors are more sensitive to unwanted noise intrusion during more sensitive evening and nighttime hours, state law requires that an artificial dBA (A-weighted decibel) increment be added to quiet time noise levels. The State of California has established guidelines for acceptable community noise levels that are based on the Community Noise Equivalent Level (CNEL) rating scale (a 24-hour integrated noise measurement scale). The guidelines rank noise land use compatibility in terms of "normally acceptable," "conditionally acceptable," and "clearly unacceptable" noise levels for various land

use types. The State Guidelines, Land Use Compatibility for Community Noise Exposure, single-family homes are "normally acceptable" in exterior noise environments up to 60 dB CNEL and "conditionally acceptable" up to 70 dB CNEL based on this scale. Multiple family residential uses are "normally acceptable" up to 65 dB CNEL and "conditionally acceptable" up to 70 CNEL. Schools, libraries and churches are "normally acceptable" up to 70 dB CNEL, as are office buildings and business, commercial and professional uses with some structural noise attenuation.

Noise Compatibility

standards for noise exposure for sources that are pre-empted from local control are articulated in the Noise Element of the County Development Code shown in Table 1. These standards apply to transportation noise such as roadways or railways. Industrial uses are not considered noise-sensitive. Guidelines consider most non-residential uses to be "compatible with noise environments up to 65 dB(A) CNEL. Sensitive receptors such as residential uses are recommended to achieve a 60 dB CNEL or lower thresholds.

**Table XIII-1
NOISE STANDARDS FOR ADJACENT MOBILE NOISE SOURCES**

Categories	Land Use Uses	Ldn (or CNEL) dB(A)	
		Interior ⁽¹⁾	Exterior ⁽²⁾
Residential	Single and multi-family, duplex, mobile homes	45	60 ⁽³⁾
Commercial	Hotel, motel, transient housing	45	60 ⁽³⁾
	Commercial retail, bank, restaurant	50	N/A
	Office building, research and development, professional offices	45	65
	Amphitheater, concert hall, auditorium, movie theater	45	N/A
Institutional/Public	Hospital, nursing home, school classroom, religious institution, library	45	65
Open Space	Park	N/A	65
Notes: (1) The indoor environment shall exclude bathrooms, kitchens, toilets, closets and corridors. (2) The outdoor environment shall be limited to: <ul style="list-style-type: none"> • Hospital/office building patios • Hotel and motel recreation areas • Mobile home parks • Multi-family private patios or balconies • Park picnic areas • Private yard of single-family dwellings • School playgrounds (3) An exterior noise level of up to 65 dB(A) (or CNEL) shall be allowed provided exterior noise levels have been substantially mitigated through a reasonable application of the best available noise reduction technology, and interior noise exposure does not exceed 45 dB(A) (or CNEL) with windows and doors closed. Requiring that windows and doors remain closed to achieve an acceptable interior noise level shall necessitate the use of air conditioning or mechanical ventilation.			
CNEL = (Community Noise Equivalent Level). The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of approximately five decibels to sound levels in the evening from 7 p.m. to 10 p.m. and 10 decibels to sound levels in the night from 10 p.m. to 7 a.m.			

San Bernardino County, in Section 83.01.080 of the County Code, has developed noise performance standards for a variety of land uses that are designed to achieve acceptable interior and/or exterior noise exposures for the affected use. These guidelines for exposure from stationary sources are designed to regulate the level of sound that one use may broadcast across the property line of an adjacent use. Source regulations most commonly use the energy-weighted noisiest single hour called "Leq". The applicable one-hour allowable maximum property line exposures in San Bernardino County for stationary sources are shown below. If the background already exceeds any of the specified levels in the table below, the allowable thresholds are adjusted upward to equal the background. The industrial property line standard is 70 dB(A) Leq. These standards are shown in Table XIII-2.

**Table XIII-2
 COUNTY OF SAN BERNARDINO NOISE ORDINANCE LIMITS – PRIVATE PROPERTY AND STATIONARY
 SOURCES**

Affected Land Uses (Receiving Noise)	7 a.m. to 10 p.m. Leq¹ dB(A)²	10 p.m. to 7 a.m. Leq¹ dB(A)²
Residential	55	45
Professional Services	55	55
Other Commercial	60	60
Industrial	70	70

¹Leq=(Equivalent Energy Level): The sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over a given sample period, typically 1.8 or 24 hours.

²dB(A)=(A-weighted Sound Pressure Level): The sound pressure level, in decibels, as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound, placing greater emphasis on those frequencies within the sensitivity range of the human ear.

Source: County of San Bernardino General Design Standards, Section 87.0905.

These standards shall apply for a cumulative period of 30 minutes in any hour, as well as plus 5 dBA for a cumulative period of more than 15 minutes in any hour, or the standard plus 10 dBA for a cumulative period of more than 5 minutes in any hour, or the standard plus 15 dBA for a cumulative period of more than 1 minute in any hour, or the standard plus 20 dBA for any period of time.

Noise from temporary construction activities is exempt from the above ordinance levels if the construction activities are between the hours of 7 a.m. and 7 p.m., Monday through Saturday, with no activity on Sundays or Federal Holidays.

Project Background

The project proposes develop of a Calsteel Transportation Terminal Project that would enable truckers to stage loads and redistribute goods. The proposed use would support surrounding uses. The project would develop the proposed truck parking and terminal within a 9.51-acre site located along Cajon Boulevard in Unincorporated San Bernardino County.

The adjacent zoning is as follows:

**Table XIII-3
 ADJACENT ZONING AND LAND USES**

Location	Existing Land Use	Land Use Zoning District
North	Vacant	Heavy Industrial (HI)
South	Vacant	Corridor Industrial (CI)
East	Train tracks, high cube warehouse	Corridor Industrial (CI) and Heavy Industrial (HI)
West	Vehicle storage	Corridor Industrial (CI)

Close to the site are other distribution centers and trucking facilities.

There are three structures that could be residential uses to the north of the project site in the heavily industrial area as shown below in Exhibit XIII-1.

Exhibit XIII-1
ADJACENT STRUCTURES IN INDUSTRIAL CORRIDOR THAT COULD BE RESIDENTIAL USES



The structure closest to the site, as shown below, is surrounded by staged trailers, heavy trucks and equipment and it is not known if this house is used as a residence or for business.

Exhibit XIII-2
CLOSEST STRUCTURE RESEMBLING RESIDENTIAL USE IN INDUSTRIAL CORRIDOR TO THE NORTH



Although the use of this structure is unknown, for the purpose of this analysis it is treated as the closest sensitive use. The structure is 350 feet from the closest project property line. The terminal itself is 150 feet south of the property line. Therefore, the structure is 500 feet from the closest loading dock façade.

Baseline Noise Measurements

Short term on-site noise measurements were made to document baseline levels in the project area. These help to serve as a basis for projecting future noise exposure from the project upon the surrounding community. Noise measurements were conducted on Wednesday, July 21, 2021, in the early afternoon at the locations indicated below. A map of the locations is provided in Table XIII-4.

**Table XIII-4
MEASURED NOISE LEVELS (dBA)**

Site No.	Location	Leq	Lmax	Lmin
1	50 feet E of Cajon Blvd	57.3	67.0	50.0
2	150 feet W of tracks during SB train passage	67.5	79.0	50.0
3	30 ft E of Kendall Drive at closest home	56.0	67.0	52.0

The noise monitoring shows that noise levels in the project vicinity are fairly low even during a commuter train pass by. The majority of the train noise was from the wheels clacking as they passed over the track expansion joints.

**Exhibit XIII-3
NOISE MEASUREMENT LOCATIONS**



Impact Analysis

- a) *Less Than Significant With Mitigation Incorporated* – The proposed project is located in a developed area and is adjacent to a major roadway which experiences heavy traffic due to the railroad noise from the railroad tracks adjacent to the project, from traffic along the I-215, Kendall Drive, and Cajon Boulevard, and from the large number of heavy industrial/industrial uses located within the Cajon Boulevard Corridor. The San Bernardino Countywide Plan Existing & Future Noise Contours maps (Figure XIII-1: Existing, Figure XIII-2: Future) indicate that under existing and future circumstances, the proposed project is and will continue to be located within the 65 CNEL noise contour. As such, background noise is anticipated to be generally at or lower than the San Bernardino Development Code noise standard for Industrial uses (70 dBA 24 hours a day).

Short Term Construction Noise

Short-term construction noise impacts associated with the proposed project will occur in phases as the project site is developed. The earth-moving sources are the noisiest type of equipment typically ranging from 82 to 85 dB at 50 feet from the source. Temporary construction noise is exempt from the County Noise Performance Standards between 7:00 a.m. and 7:00 p.m., except Sundays and Federal holidays. Furthermore, the San Bernardino County Development Code Section 83.01.080 establishes standards for mobile noise sources by limiting construction to the daytime hours between 7 AM to 7 PM on Monday through Friday and 9 AM to 6PM on Saturday, with construction mobile noise sources prohibited on Sundays.

Table XIII-5 identifies highest (L_{max}) noise levels associated with each type of equipment identified for use, then adjusts this noise level for distance to the closest sensitive receptor and the extent of equipment usage (usage factor), which is represented as Leq. The table is organized by construction activity and equipment associated with each activity.

Quantitatively, the primary noise prediction equation is expressed as follows for the hourly average noise level (Leq) at distance D between the source and receiver (dBA):

$$Leq = L_{max} @ 50' - 20 \log (D/50') + 10 \log (U.F\%/100) - I.L.(bar)$$

Where:

L_{max} @ 50' is the published reference noise level at 50 feet

U.F.% is the usage factor for full power operation per hour

I.L.(bar) is the insertion loss for intervening barriers

For a construction project such as the proposed project, the construction fleet would include equipment such as shown in Table XIII-5, which describes the noise level for each individual piece of equipment at a reference 50-foot distance. As discussed, there are three potential locations with residential use in the project proximity. The closest is 350 feet from the site perimeter which would afford a -21 dBA attenuation due to distance.

Table XIII-5
CONSTRUCTION EQUIPMENT NOISE LEVELS

Phase Name	Equipment	Usage Factor ¹	Measured Noise @ 50 feet (dB)	Cumulative Noise Level @ 50 feet (dB)	Noise at Closest Potential Sensitive Receptor
Site Prep	Dozer	40%	82	78	57
	Loader/Backhoe	37%	78	74	53
Grading	Grader	40%	85	81	60
	Dozer	40%	82	78	57
	Loader/Backhoe	37%	78	74	53
	Forklift	20%	75	68	47

Phase Name	Equipment	Usage Factor ¹	Measured Noise @ 50 feet (dB)	Cumulative Noise Level @ 50 feet (dB)	Noise at Closest Potential Sensitive Receptor
Building Construction	Gen Set	50%	81	78	57
	Loader/Backhoe	37%	78	74	53
	Crane	16%	81	73	52
	Welder	46%	74	71	50
Paving	Paver	50%	77	74	53
	Paving Equip	40%	76	72	51
	Roller	38%	80	76	55

Source: FHWA's Roadway Construction Noise Model, 2006

Estimates the fraction of time each piece of equipment is operating at full power during a construction operation

Represents the actual hours of peak construction equipment activity out of a typical 8-hour day

The highest construction noise levels at the maximally impacted residential receiver location is expected to approach 60.0 dBA Leq and will satisfy the NIOSH 85 dBA Leq significance threshold during temporary construction activities. The noise impact due to unmitigated construction noise levels is, therefore, considered a less than significant impact at all nearby sensitive receiver locations. Additionally, the proposed project would be constructed in compliance with the County's Noise Performance Standards, and therefore construction of the project would be less than significant. However, to minimize the noise generated on the site to the extent feasible, the following mitigation measures shall be implemented:

- NOI-1** *All construction vehicles and fixed or mobile equipment shall be equipped with operating and maintained mufflers.*
- NOI-2** *All employees that will be exposed to noise levels greater than 75 dB over an 8-hour period shall be provided adequate hearing protection devices to ensure no hearing damage will result from construction activities.*
- NOI-3** *No construction activities shall occur during the hours of 7 PM through 7 AM, Monday through Saturday; at no time shall construction activities occur on Sundays or holidays, unless a declared emergency exists.*
- NOI-4** *Equipment not in use for five minutes shall be shut off.*
- NOI-5** *Equipment shall be maintained and operated such that loads are secured from rattling or banging.*
- NOI-6** *Construction employees shall be trained in the proper operation and use of equipment consistent with these mitigation measures, including no unnecessary revving of equipment.*
- NOI-7** *The Applicant shall require that all construction equipment be operated with mandated noise control equipment (mufflers or silencers). Enforcement will be accomplished by random field inspections by the County.*
- NOI-8** *Construction staging areas shall be located as far from adjacent sensitive receptor locations as possible, for example toward the western boundary of the site.*

Long-Term Operational Noise

The long-term or permanent change in noise consists of the additional trips associated with trips to and from the Truck Parking and Truck Terminal, most of which are anticipated to be trips by Trucks, not passenger cars. The proposed project will operate 24 hours a day, though it is anticipated that the proposed project will not exceed the Industrial Noise Standards, particularly given the great distance at which the nearest sensitive receptor is located. Noise attenuates at a rate of approximately 6 to 7 decibels per doubling of distance, and the operational noise that will be generated by the project consists mainly of truck traffic noise, as well as truck idling noise, anticipated to range from approximately 75 dBA to 85 dBA at 50 feet from the source.

Long-term operational noise concerns from the Cajon Trucking Terminal center on heavy diesel vehicles entering and leaving the site as well as activity at the loading docks. Project related traffic was obtained from the Trip Generation Analysis prepared by Urban Crossroads for this project. According to the traffic study, the project will generate the following quantity of trips and vehicle types and associated noise levels. The AM peak hour generates more trips than the PM peak hour so was used as a worst case.

**Table XIII-6
OPERATIONAL TRIP GENERATION**

Type of Vehicles	# AM Peak Hour	# Daily
Passenger Cars	26	248
2 Axle Truck	3	34
3, and 4 Axle Trucks	27	258
Noise Level @ 25 mph @ 50 ft	63.8 dBA Leq	67.4* dBA CNEL

*assumes approximately 50% of trips are during the night (10 pm to 7 am) and 50% are during the day (7 am -7 pm) with night trips incurring a +10 dBA per hour penalty

During the peak hour, the noise level at 50 feet from the drive aisle is 63.8 dBA Leq. The driveway entry and exit for the site are along Cajon Boulevard, almost 800 feet from the closest residence. At this distance the noise level would decay by 30 dBA for a net noise level of 34 dBA Leq for the peak hour and 37 dBA for a daily average which would not be audible due to ambient noise levels including the adjacent train tracks and freeway.

Loading and unloading will take place at the terminal building in the center of the site. The closest loading dock façade is 150 to the property line, and 500 feet to the closest possible residence to the north.

The reference noise level for loading docks is intended to describe the expected operational noise sources that may generally include idling trucks, delivery truck activities, backup alarms, as well as loading and unloading of dry goods. Giroux & Associates, in past studies measured a noise level of 67 dBA Leq at a reference distance of 50 feet at a big box retailer. However, this was for refrigerated trucks and warehouses. A non-refrigerated operation would be approximately 4-5 dBA less. This is consistent with measurements used by other noise studies.

A noise level of 63 dBA Leq at 50 feet was adjusted to the distance of the closest residence (500 feet) which would provide -25 dBA of noise attenuation for a net noise level of 38 dBA Leq. The County of San Bernardino noise ordinance standards, presented in Table XIII-2 are referenced below. The industrial noise standard is 70 dBA which would be met at a distance of even 50 feet. The potential residential uses in the industrial neighborhood north of the project could require application of the residential noise standards even though zoning is industrial. However, as shown below, because of distance separation to the site, even the residential nocturnal noise standard would be met.

**Table XIII-7
 COUNTY OF SAN BERNARDINO NOISE ORDINANCE LIMITS – PRIVATE PROPERTY AND STATIONARY
 SOURCES**

Affected Land Uses (Receiving Noise)	7 a.m. to 10 p.m. Leq dB(A)	10 p.m. to 7 a.m. Leq dB(A)
Residential Noise Standard	55	45
Industrial Noise Standard	70	70
Project Peak Hour Loading Dock Noise	38 dBA Leq	

Therefore, because site entry and egress are along the Cajon Boulevard frontage (the area furthest from possible sensitive receptors to the north) and because of the distance to the closest sensitive receptors to the loading docks, project noise levels at potential sensitive uses will be below the County of San Bernardino residential or industrial noise standards. The proposed project is anticipated to generate noise in the evenings, and during the daytime, but as previously stated, it is anticipated that the nearest sensitive receptor will not experience noise disturbance at a level greater than the standards outlined in the San Bernardino County Development Code. However, in order to further minimize operational noise onsite, the following mitigation measures shall be implemented:

NOI-9 *The truck access gates, scattered parking lot spaces, and loading docks on the Project site shall be posted with signs which state:*

- ***Truck drivers shall turn off engines when not in use;***
- ***Diesel trucks servicing the Project shall not idle for more than five (5) minutes; and***
- ***Post telephone numbers of the building facilities manager to report idling violations.***

NOI-10 *The Applicant shall maintain quality pavement conditions on the property that are free of vertical deflection (i.e. speed bumps) to minimize truck noise.*

Conclusion

Construction activities are mitigated by required compliance with grading/construction permits, as well as through the implementation of MMs **NOI-1** through **NOI-8**, while operational activities are mitigated through MMs **NOI-9** and **NOI-10**.

Trucks entering and leaving the site will use the drive aisle off Cajon Boulevard which is 800 feet to the closest potential sensitive use. Both the peak hourly noise level, and the daily average CNEL, will be low due to distance separation. It was assumed that half of the trucks would be entering/leaving during the nocturnal hours of greatest noise sensitivity which, when calculating a CNEL weighted average noise level incur a 10 dBA penalty.

There are loading docks on both the north and south site of the terminal. Those on the northern façade are closest to possible off-site sensitive uses but are still located at a 500-foot setback distance. The peak hour noise level would be 38 dBA Leq at the properties north of Kendall Drive. Even if the peak hour occurred at night both the industrial and much more stringent residential nocturnal noise standards would be met. Therefore, through the implementation of the mitigation measures identified above, neither operation or construction of the proposed project would violate noise standards outlined in the San Bernardino County Development Code. Impacts under this issue are considered less than significant with mitigation incorporated.

- b) ***Less Than Significant Impact*** – Vibration is the periodic oscillation of a medium or object. The rumbling sound caused by vibration of room surfaces is called structure borne noises. Sources of groundborne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction

equipment). Vibration sources may be continuous or transient. Vibration is often described in units of velocity (inches per second), and discussed in decibel (VdB) units in order to compress the range of numbers required to describe vibration. Vibration impacts related to human development are generally associated with activities such as train operations, construction, and heavy truck movements.

Vibration is most commonly expressed in terms of the root mean square (RMS) velocity of a vibrating object. RMS velocities are expressed in units of vibration decibels. The range of vibration decibels (VdB) is as follows:

65 VdB	-	threshold of human perception
72 VdB	-	annoyance due to frequent events
80 VdB	-	annoyance due to infrequent events
94-98 VdB	-	minor cosmetic damage

Construction activity can result in varying degrees of groundborne vibration, but is generally associated with pile driving and rock blasting. Other construction equipment—such as air compressors, light trucks, hydraulic loaders, etc.—generates little or no ground vibration. The San Bernardino County Development Code offers guidance on Vibration. San Bernardino County Development Code 83.01.090 provides guidance regarding how vibration should be measured and offers the following Standard:

(a) Vibration standard. No ground vibration shall be allowed that can be felt without the aid of instruments at or beyond the lot line, nor shall any vibration be allowed which produces a particle velocity greater than or equal to two-tenths (0.2) inches per second measured at or beyond the lot line.

Additionally, according to the San Bernardino County Development Code, construction is exempt from vibration regulations during the hours of 7 a.m. and 7 p.m..

To determine potential impacts of the project's construction activities, estimates of vibration levels induced by the construction equipment at various distances are presented below:

**Table XIII-8
CONSTRUCTION VIBRATION**

Equipment	Approximate Vibration Levels (VdB)*		
	25 feet	50 feet	350 feet
Pile Driver	93	87	67
Large Bulldozer	87	81	61
Loaded Truck	86	80	60
Jackhammer	79	73	53
Small Bulldozer	58	52	32

* (FTA Transit Noise & Vibration Assessment, Chapter 12, Construction, 2006)

A pile driver is not anticipated for use at this site. The nearest sensitive use is 350 feet from the closest site perimeter. Therefore, construction vibration will be well below any structural damage threshold and less than the threshold of human perception. Furthermore, vibration related to construction activities will be less than significant because the project is required to and therefore will limit construction to the hours indicated in the San Bernardino County Development Code. Operational vibration is anticipated to be less than significant given that there are no sensitive receptors within 300 feet of the proposed project site. Therefore, any vibration generated within the

site is not anticipated to be felt beyond the lot line. Therefore, any impacts under this issue are considered less than significant. No mitigation is required.

- c) *No Impact* – The project site is located at a great distance from any nearby airport. As shown on the Airport Safety & Planning Areas map prepared for the San Bernardino Countywide Plan (Figure IX-2), the proposed project is not located within a designated Airport Safety Review Area at any of the area airports shown on the Map (Ontario International Airport, San Bernardino International Airport, and Redlands Airport), and therefore is not located within the noise contours for the Airport. Therefore, there is no potential for the project expose people residing or working in the project area to excessive noise levels as a result of proximity to a public airport or private airstrip. No mitigation is required.

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

XIV. POPULATION AND HOUSING

SUBSTANTIATION:

- a) *Less Than Significant Impact* – Implementation of the project will not induce substantial population growth in the area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure). This project proposes to develop a Calsteel Transportation Terminal Project within a 9.51-acre site. The provision of a parking facility, specifically for truckers which by nature are transient, is not typically considered to be growth inducing. The proposed project would not require a significant number of employees to operate (anticipated to create no more than 30 positions of employment). It is unknown whether the new employees will be drawn from the general area or will bring new residents to the project area, but it is anticipated that many of the employees will reside in the Valley Region of San Bernardino County. According to the Countywide Plan, the total population within unincorporated San Bernardino County was 304,300 persons in 2020, or 13.8% of the overall County population of 2,197,400. According to the San Bernardino Countywide Plan PEIR, the population of unincorporated San Bernardino County is anticipated to grow to 344,100 by 2040. The proposed project would create a potential for 30 more permanent opportunities for employment during operation, and 50 temporary opportunities for employment in support of project construction. This would constitute a permanent increase in population of less than one percent if each of the 30 new workers are new residents to unincorporated San Bernardino County. Given that the County General Plan indicates that the planned population within unincorporated San Bernardino is anticipated to grow by 39,800 from the 2020 population identified in the Countywide Plan (304,300), the potential increase in residents is well within the planned population growth within unincorporated San Bernardino County. As such, the County has planned for growth in population beyond that which exists at present, and should the project result in a temporary increase in population by 50 persons, or by 30 persons in the long term to manage and maintain the new sports complex, this growth would be well within the planned growth within the County as indicated by the Countywide Plan PEIR. Thus, based on the type of project, and the small increment of potential indirect population growth the project may generate, the population generation associated with project implementation will not induce substantial population growth that exceeds either local or regional projections.
- b) *No Impact* – There are no residences within the project site, as the project site is vacant containing non-native and native vegetation and weeds. No persons currently reside on the site and therefore, implementation of the proposed project will not displace substantial numbers of existing housing, or persons necessitating the construction of replacement housing elsewhere. Thus, no impacts will occur and no mitigation is required.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XV. PUBLIC SERVICES: Will 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:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

XV. PUBLIC SERVICES

SUBSTANTIATION:

- a) *Less Than Significant Impact* – The proposed project site is served by the San Bernardino County Fire Department, and the nearest Fire Stations to the proposed project site are Station #232 and Station #2. These stations are located just north and south of the project site, each within a one mile radius of the project site. Additionally, there is a Department of Forestry and Fire Protection (CAL FIRE) station located just north of the project site. The San Bernardino County Fire Department provides fire protection, fire prevention, and emergency medical services to the project area. The proposed Calsteel Transportation Terminal Project would result in minimal potential for random emergency events during operations, because the majority of the activities at the site would be related to parking, loading, and unloading of trucks. The project will be served by fire equipment at nearby fire stations, which would be capable of reaching the proposed project in the event of an emergency of fire in less than 5 minutes. Furthermore, in the event of a wildfire, the proposed project and project area would be served by the nearby CAL FIRE station. Based on the above information, the proposed project does not pose a significant fire or emergency response hazard, nor is the proposed project forecast to cause a significant demand for fire protection services. The County will require standard conditions to ensure adequate fire flow at the proposed facilities, and the project will be required to adhere to the California Fire Code, which ensures that new structures are designed to minimize fire risks related to human safety (including that of emergency responders), loss of property, and other impacts to the environment. Furthermore, the proposed project would not induce substantial population within the County such that a significantly greater demand on fire protection services would be required. These requirements are considered adequate measures to prevent any significant impacts under this issue, thus no mitigation is required.
- b) *Less Than Significant Impact* – The proposed project receives police services through the San Bernardino County Sheriff's Department. The Department enforces local, state, and federal laws; performs investigations and makes arrests; administers emergency medical treatment; and responds to County emergencies. The project site is served by the Central Sheriff Service Agency as shown on Figure XV-1, which depicts the service area of Sheriff Operations from the San Bernardino Countywide Plan. The Central Sheriff's Station is located at 655 East Third Street, San Bernardino, California 92415-0061, which is approximately 10 miles to the southwest of the project site, and the project is located within the existing patrol routes. The proposed project will not include the kind of uses or activities that would likely attract criminal activity, except for random trespass and/or theft;

however, any random trespass is unlikely given that the facility will be fenced to control access and the type of activities proposed would not typically attract criminal activities. Furthermore, the proposed project would not induce substantial population within the County such that a significantly greater demand on police services would be required. Therefore, due to the proposed use of the project site, implementation of the proposed project would not substantially increase the demand for law enforcement services beyond that already existing at the project site.

- c) *Less Than Significant Impact* – The proposed project is anticipated to temporarily employ a maximum of 50 persons during construction and a maximum of 30 persons during operation of the proposed project. The project is not anticipated to generate any new direct demand for the area schools. The Calsteel Transportation Terminal Project would be developed within a site served by San Bernardino City Unified School District (SBCUSD). As addressed above under issue Population and Housing, XV(a) above, the proposed project does not include any land uses that would substantially induce population growth, and will not require a substantial temporary or permanent labor force. The development of truck trailer parking and a truck terminal at this site is not anticipated adversely impact schools in any manner. Furthermore, the State of California requires a portion of the cost of construction of public schools to be paid through a fee collected on residential, commercial, and industrial developments. The development impact fee mitigation program of the SBCUSD provides for mitigating the impacts of the proposed project in accordance with current state law (SB 50). Thus, the proposed project will not generate a substantial increase in elementary, middle, or high school population, and since payment of school impact fees is a mandatory requirement, no further mitigation measures are required to reduce school impacts caused by the proposed project to a less than significant level.
- d) *Less Than Significant Impact* – The proposed project will not directly add to the existing demand on local recreational facilities. The project will develop a Calsteel Transportation Terminal Project which will result in the creation of about 30 new jobs. The project is not anticipated to generate any new direct demand for parks within the County, as this project would have a minimal potential to induce population growth within the County. The Glen Helen Regional Park, a 1,340-acre park at the base of Cajon Pass, is the nearest park in the vicinity of the project site, shown on Figure XV-2, the Countywide Plan Parks and Open Space Resources Policy Map. The project will contribute to the County's General Fund through payment of property and sales tax, which is considered sufficient to offset any impacts to parks that result from implementing the project. As such, this would offset the minimal potential for increased demand for park and recreation services within the County that may result from implementation of the proposed project and therefore, the proposed project will have a less than significant impact to parks and recreation facilities.
- e) *Less Than Significant Impact* – Other public facilities include library and general municipal services. According to the Countywide Plan, County library services are funded mostly through taxes—mainly property taxes and sales taxes. State, federal, and other government assistance, in addition to library fees, also fund the library. Since the project will not directly induce substantial population growth, it is not forecast that the use of such facilities will increase as a result of the proposed project. Thus, any impacts under this issue are considered less than significant, and no mitigation is required.

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

XVI. RECREATION

SUBSTANTIATION:

- a) *Less Than Significant Impact* – As addressed in the discussion under XIV above, the proposed project does not include a use that would substantially induce population growth. As stated in the discussion under Population and Housing, the project would create about 30 jobs at the new Calsteel Transportation Terminal Project; however, it is unknown what portion of the employees will be new residents. The proposed project will contribute to the County's General Fund through payment of property and sales tax. Given that the proposed project would not induce substantial population growth, and the availability of land for recreational use in the surrounding area, the project is not anticipated to result in a substantial increase in the use of existing park and recreation facilities. Therefore, any impacts under this issue are considered less than significant. No mitigation is required.
- b) *No Impact* – The proposed project site is vacant and does not include any recreational uses at present. The proposed Calsteel Transportation Terminal Project will not require the development or expansion of recreational facilities. Therefore, the proposed project is not anticipated to cause an adverse physical effect on the environment as a result of construction or expansion of recreational facilities.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

XVII. TRANSPORTATION

SUBSTANTIATION: A Trip Generation Assessment is provided as Appendix 6a to this Initial Study, titled “Cajon Truck Terminal (APN 0262-021-13 And -09) Scoping Agreement” prepared by Urban Crossroads, dated July 14, 2021. A Vehicle Miles Travelled Analysis (VMT Analysis) is provided as Appendix 6b to this Initial Study, titled “Cajon Truck Terminal Vehicle Miles Travelled (VMT) Analysis” prepared by Urban Crossroads, dated August 2, 2021.

- a) *Less Than Significant Impact* – Implementation of the project will not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. The project is located along Cajon Boulevard near the railroad bridge that crosses over the roadway. Cajon Boulevard has been designated as a Major Highway according to the San Bernardino Countywide Plan EIR (Figure XVII-1). The San Bernardino County Transportation Authority 2016 Congestion Management Program⁷ indicates the Level of Service (LOS) of Cajon Boulevard is an LOS “B,” and the San Bernardino County Transit Authority (SBCTA) has identified LOS E as the minimum acceptable standard on CMP-designated roadway segments and intersections.

During construction it is anticipated that a maximum number of 50 employees will be required to support the construction of the project each day. Delivery of construction supplies and removal of any excavated materials, if necessary, will be accomplished using trucks during normal working hours, with a maximum of 50 round trips per day. As such, construction is anticipated to result in about 100 round-trips per day. The construction traffic is considered minimal and not anticipated to lower the LOS levels within this roadway segment or surrounding segments to an unacceptable level. Due to the nature of this type of a project, many of the trips to this site would be accomplished on the way to another site because it is anticipated that the use of the site would be to support nearby warehouse and logistics center uses, of which there are many within a 3 mile radius of the project site. Given that Cajon Boulevard is currently operating at acceptable conditions, and the ingress and egress from the project site will be reviewed by County traffic engineers prior to construction, it is not anticipated that traffic generated by operation of the truck parking and truck terminal would lower the LOS levels within this roadway segment or surrounding segments to an unacceptable level.

The trip generation rates shown on Table XVII-1 are based upon information collected by the Institute of Transportation Engineers (ITE) as provided in their Trip Generation Manual for the proposed use, for the Truck Terminal land use. The vehicle and truck mix are based on the City of Fontana Truck Trip Generation Study (April 2003) as the ITE Trip Generation Handbook (3rd Edition) does not have a mix available for this land use code.

⁷ <https://www.gosbcta.com/wp-content/uploads/2019/10/2016-Congestion-Management-Plan-.pdf>

**Table XVII-1
ITE TRIP GENERATION RATES**

Land Use ¹	Units ²	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Trip Generation Rates: Actual Vehicles	TSF	30							
Truck Terminal ^{3,4}			0.926	1.044	1.970	0.972	0.898	1.870	18.700
Passenger Cars			0.426	0.480	0.906	0.447	0.413	0.860	8.602
2-Axle Trucks			0.056	0.064	0.120	0.059	0.055	0.114	1.141
3-Axle Trucks			0.129	0.145	0.274	0.135	0.125	0.260	2.599
4+Axle Trucks			0.315	0.355	0.670	0.331	0.305	0.636	6.358
Trip Generation Rates: PCE	TSF	30							
Truck Terminal ^{3,4}			0.926	1.044	1.970	0.972	0.898	1.870	18.700
Passenger Cars			0.426	0.480	0.906	0.447	0.413	0.860	8.602
2-Axle Trucks			0.085	0.096	0.180	0.089	0.082	0.171	1.711
3-Axle Trucks			0.257	0.290	0.548	0.270	0.250	0.520	5.199
4+Axle Trucks			0.944	1.065	2.009	0.992	0.916	1.907	19.074

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Tenth Edition (2017).

² TSF=thousand square feet

³ The ITE Trip Gen Manual does not include a daily Trip Generation Rate, therefore the daily rate has been generated as ten times the PM total rate.

⁴ Truck mix per City of Fontana Truck Trip Generation Study for LU 030, August 2003.

The trip generation summary illustrating daily, and peak hour trip generation estimates for the proposed project are shown on Table XVII-2. As shown in Table XVII-3, the proposed project is anticipated to generate a total of 176 two-way per day with 18 AM peak hour trips and 18 PM peak hour trips. In passenger car equivalent (PCE), the project is anticipated to generate 322 two-way PCE trips per day with 34 PCE AM peak hour trips and 33 PCE PM Peak hour trips.

**Table XVII-3
PROJECT TRIP GENERATION RATES**

Land Use ¹	Quantity Units	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Trip Generation Rates: Actual Vehicles	9.300 TSF							
Truck Terminal ^{3,4}		4	4	8	4	4	8	80
Passenger Cars		1	1	1	1	1	1	12
2-Axle Trucks		1	1	3	1	1	2	24
3-Axle Trucks		3	3	6	3	3	6	60
4+Axle Trucks		5	5	10	5	5	10	96
Total Trips (Actual Vehicles)		9	9	18	9	9	18	176
Trip Generation Rates: PCE	9.300 TSF							
Truck Terminal ^{3,4}		4	4	8	4	4	8	80
Passenger Cars		1	1	2	1	1	2	16
2-Axle Trucks		2	3	5	3	2	5	48
3-Axle Trucks		9	10	19	9	9	17	178
4+Axle Trucks		10	14	26	13	12	25	242
Total Trips (PCE) ²		16	18	34	17	16	33	322

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Tenth Edition (2017).

² TSF=thousand square feet

³ The ITE Trip Gen Manual does not include a daily Trip Generation Rate, therefore the daily rate has been generated as ten times the PM total rate.

⁴ Truck mix per City of Fontana Truck Trip Generation Study for LU 030, August 2003

The traffic impact study area is to be defined in conformance with the requirements of the County's TIS Guidelines, which state that the requirement to prepare a traffic study will be based upon, but not limited to, one or more of the following criteria:

- If a project generates 100 or more trips without consideration of pass-by trips during any peak hour.
- If a project is located within 300 feet of the intersection of two streets designated as Collector or higher in the County's General Plan or the Department's Master Plan or impacted intersection as determined by the Traffic Division.
- If this project creates safety or operational concerns.

Based on this criterion, the project is anticipated to generate fewer than 100 peak hour trips during any peak hour and would contribute fewer than 50 peak hour trips to any off-site study area intersection. As such, additional traffic analysis beyond the scoping agreement does not appear to be necessary, and no significant contributions from the project to area circulation would occur.

The project site is currently accessible by car, though sidewalk has not been installed along this segment of Cajon Boulevard. The project will be required to install sidewalk concurrent with construction of the project. Additionally, this segment of Cajon Boulevard does not currently provide for a bike lane, though ultimately, the County plans to install a Class II Bike Lane as shown on Figure XVII-2, the Countywide Future Bicycle Facilities Map. The County may require setbacks that would enable this bikeway in the future. The site will continue to be accessible by existing means of transport, with enhanced access to the site through the proposed driveways.

The project site is located within the service area of Omnitrans, though no routes serve the project site at present. However, the area surrounding the project is served by the SBX Greenline, which stops at the park and ride at Palm Avenue and Kendall Drive about one mile south of the project site and serves the E Street Corridor, Cal State University San Bernardino at the north and Loma Linda University & Medical Center. Based on this information, the proposed project is not anticipated to conflict with the circulation of any alternative modes of transportation.

Based on a review of the circulation in the vicinity of Calsteel Transportation Terminal Project, the minimal peak hour traffic that would be generated over the short- and long-term by the proposed project, and that will contribute to off- and on-site improvements to area roadways and sidewalks, this project would have a less than significant potential to conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. No mitigation is required.

- b) *Potentially Significant Impact* – Senate Bill 743 mandates that California Environmental Quality Act (CEQA) guidelines be amended to provide an alternative to Level of Service for evaluating transportation impacts. The amended CEQA guidelines, specifically Section 15064.3, recommend the use of Vehicle Miles Traveled (VMT) for transportation impact evaluation. Urban Crossroads prepared a VMT analysis to determine whether the proposed project would result in a significant VMT impact (refer to Appendix 6b).

The County of San Bernardino Board of Supervisors adopted analytical procedures, screening tools and impact thresholds for VMT, which are documented in the San Bernardino County Transportation Impact Study Guidelines (July 2019) (County Guidelines). The County Guidelines provides details on appropriate criteria 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
- Transit Priority Area (TPA) Screening
- Low VMT Area

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

The project was not found meet any of the screening thresholds and would therefore require further VMT analysis.

VMT Analysis

The calculation of VMT for land use projects is based on the total number of trips generated and the average trip length of each vehicle. The San Bernardino Transportation Analysis Model (SBTAM) is a useful tool to estimate VMT as it considers interaction between different land uses based on socio-economic data such as population, households, and employment. The County Guidelines identifies SBTAM as the appropriate tool for conducting VMT analysis for land use projects in the County of San Bernardino. Therefore, the vehicle trips and average daily trip length for project-related vehicle trips are model derived from SBTAM.

Project VMT has been calculated using the most current version of SBTAM. Adjustments in socio-economic data (SED) (i.e., employment) have been made to the appropriate traffic analysis zone (TAZ) within the SBTAM model to reflect the project's proposed land use. Table XVII-4 summarizes the employment estimates for the project. It should be noted that the employment estimates are consistent with the applicant's anticipation of the project's operation of three shifts (i.e., 24-hours a day) and employ up to 10 people per shift.

Adjustments to employment for the project's TAZ were made to the SBTAM baseline year model. Project generated total VMT was calculated for the baseline condition. The total VMT is then normalized by dividing by the project's employees. As shown in Table XVII-4, the project Baseline VMT per employee is 25.08.

**Table XVII-4
PROJECT VMT TRIPS PER EMPLOYEE**

	PROJECT
Project Employee Estimate	30
VMT	753
VMT Per Employee	25.08

SBCTA provides VMT calculations for base model year for each of its member agencies and the unincorporated County for which Urban Crossroads has obtained this data from SBCTA. The VMT per employee for baseline conditions, which is 19.49.

The County has identified following recommended threshold:

- A project should be considered to have a significant impact if the project VMT per person/employee is greater than 4% below the existing VMT per person for the unincorporated County.

Applying the required threshold of 4% below unincorporated San Bernardino County would result in a VMT per employee of 18.71.

Table XVII-5 illustrates the comparison between project generated VMT per employee to the Baseline regional (San Bernardino County) VMT per SP. As shown, the project would exceed the threshold of

4 percent below the baseline County of San Bernardino VMT per employee the project's VMT impact is therefore considered potentially significant.

**Table XVII-5
 HBW VMT PER WORKER COMPARISON**

	PROJECT
Project	25.08
Unincorporated County Threshold	18.71
Percent Change	+34.07%
Potentially Significant?	Yes

Consistent with County Guidelines, the cumulative impacts of a project should be evaluated if the project is not consistent with the adopted RTP/SCS. As the proposed project is consistent with the adopted RTP/SCS, then the project's cumulative impacts shall be less than significant.

Projects that exceed VMT threshold(s) are required to mitigate to the extent feasible its transportation impact. VMT reduction strategies for smaller individual development projects through the use of transportation demand management (TDM) strategies.

TDM strategies that may be applicable at the implementing project level may include:

- Commute trip reduction (CTR) programs offered by individual building tenants that would encourage the use of vanpools, carpooling, public transit, and biking.
- CTR programs may also provide for alternative work or compressed work schedules to reduce the number of days an employee commutes to work.
- Provision of on-site facilities to provide end of trip services for bicycling such as secure bike parking, storage lockers and showering facilities.

In summary, project generated VMT per employee was found to exceed the existing county-wide average VMT per employee threshold by 34.07%. The project will provide feasible VMT reduction measures such as those described above, however, inclusion of such VMT reduction measures in areas that are characteristically suburban in context are limited to a maximum VMT reduction of 15%. Therefore, even with the implementation of all feasible VMT reduction measures, project generated VMT cannot be reduced to a level of less than significant, and impacts would be significant and unavoidable. Impacts will be further analyzed in a Focused Environmental Impact Report (EIR) addressing this as the only potentially significant impacts arising from the proposed project.

- c) *Less Than Significant With Mitigation Incorporated* – The proposed project will occur entirely within the project site boundaries, though it will involve improvements along Cajon Boulevard in order to develop the proposed driveways that will provide access to the proposed truck parking area. Large trucks delivering equipment or removing small quantities of excavated dirt or debris can enter the site without major conflicts with the flow of traffic on the roadways used to access the site. Primary access to the site will be provided by the new driveways along Cajon Boulevard. Cajon Boulevard has been designated as a Major Highway serving the Community of Glen Helen / Devore within the Valley Region of San Bernardino County. In the vicinity of the project site, this roadway is generally relatively heavily traveled as it serves as a major through way that parallels the I-215. The proposed new access driveways will be designed such that the project would not increase hazards due to a geometric design feature or incompatible uses. Furthermore, access to the site must comply with County design standards and would be reviewed by the County to ensure that inadequate design features or incompatible uses do not occur. Additionally, the proposed project would be required to comply with all applicable fire code and ordinance requirements for construction and access to the site. Emergency response and evacuation procedures would be coordinated with the County, as well as the police and fire departments. Because the proposed project will require some improvements

along Cajon Boulevard, the project will require implementation of a traffic management plan, which will ensure adequate circulation within the County. As such, to mitigate the potential impacts to traffic flow during construction, the following mitigation measure shall be implemented:

TRAN-1 *The County shall mandate that the Applicant require their contractors prepare a construction traffic control plan. Elements of the plan should include, but are not necessarily limited to, the following:*

- *Develop circulation and detour plans, if necessary, to minimize impacts to local street circulation. Use haul routes minimizing truck traffic on local roadways to the extent possible.*
- *To the extent feasible, and as needed to avoid adverse impacts on traffic flow, schedule truck trips outside of peak morning and evening commute hours.*
- *Install traffic control devices as specified in Caltrans' Manual of Traffic Controls for Construction and Maintenance Work Zones where needed to maintain safe driving conditions. Use flaggers and/or signage to safely direct traffic through construction work zones.*
- *For roadways requiring lane closures that would result in a single open lane, maintain alternate one-way traffic flow and utilize flagger-controls.*
- *Coordinate with facility owners or administrators of sensitive land uses such as police and fire stations, hospitals, and schools. Provide advance notification to the facility owner or operator of the timing, location, and duration of construction activities.*

TRAN-2 *The County shall require that all disturbances to public roadways be repaired in a manner that complies with the Standard Specifications for Public Works Construction (green book) or other applicable County of San Bernardino standard design requirements.*

Upon implementation of a construction traffic management plan, any potential increase in hazards due to design features or incompatible use will be considered less than significant in the short term. In the long term, no impacts to any hazards or incompatible uses in existing or planned roadways are anticipated. Operation of the proposed Calsteel Transportation Terminal Project would be similar to the surrounding uses, and the design of the project would not create any hazards to surrounding roadways. Thus, any impacts are considered less than significant with implementation of mitigation. No additional mitigation is required.

- d. *Less Than Significant With Mitigation Incorporated* – The proposed project consists of activities that will take place along Cajon Boulevard within the Unincorporated area of Glen Helen within the County of San Bernardino. Vehicles travelling to and from the project site would utilize Cajon Boulevard to access the site. Primary access to the site will be provided by the new driveways. Access to the site is adequate and the nearest emergency response station is located within a mile of the project site to either the north or south of the project site. As shown on Figure IX-3, there is an emergency evacuation route located east, west, and north of the project site, as the I-215 and I-15 have been delineated as such on the Countywide Plan Evacuation Route Map. With implementation of mitigation measures **TRAN-1** and **TRAN-2**, adequate emergency access along Cajon Boulevard will be maintained. Thus, because of the lack of adverse impact on local circulation no potential for significant impacts on emergency access are forecast to occur during construction or operation. No further mitigation is required.

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES: Will the project:				
a) Would the project cause a substantial change in the significance of tribal cultural resources, 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 the 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

XVIII. TRIBAL CULTURAL RESOURCES

SUBSTANTIATION: 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. Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

a)i-ii *Less Than Significant With Mitigation Incorporated* – The County has been contacted by seven Tribes under Assembly Bill (AB) 52: 1) Colorado River Indian Tribes, 2) Fort Mojave Indian Tribe, 3) Gabrieleño Band of Mission Indians – Kizh Nation, 4) Morongo Band of Mission Indians, 5) San Gabriel Band of Mission Indians, 6) San Manuel Band of Mission Indians, and 7) Soboba Band of Luiseno Indians. The tribes were contacted to initiate the AB-52 process on October 28, 2021 to notify the tribes of the proposed project through mailed letters. During the 30-day consultation period, the Gabrieleño Band of Mission Indians (Gabrieleño Band) was the only tribe to respond. The Gabrieleño Band requested that mitigation be incorporated to ensure protection of potential tribal cultural resources within the project site, as such the following mitigation shall be implemented:

TCR-1 *Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities*

A. *The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as*

public improvement work). “Ground- disturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

- B. A copy of the executed monitoring agreement shall be submitted to the Lead Agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.*
- C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground- disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or “TCR”), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.*
- D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for The project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to The project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.*
- E. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the including for educational, cultural and/or historic purposes.*

TCR-2 *Unanticipated Discovery of Human Remains and Associated Funerary Objects*

- A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.*
- B. If Native American human remains and/or grave goods discovered or recognized on the project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.*
- C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).*
- D. Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager*

express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)

- E. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.*
- F. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.*

TCR-3: Procedures for Burials and Funerary Remains:

- A. As the Most Likely Descendant (MLD), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient times, as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.*
- B. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.*
- C. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.*
- D. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.*
- E. In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.*
- F. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.*
- G. The Tribe will work closely with the project’s qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data*

recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

The above mitigation measures will ensure that a Native American monitor is available to monitor the site and to recover unearthened tribal cultural resources, and ultimately to ensure appropriate treatment of such resources, which is sufficient to ensure protection of such resources by the Gabrieleño and County standards. Furthermore, the above mitigation measures would ensure appropriate procedures are followed in the event of the unanticipated discovery of human remains and associated funerary objects, including procedures for burials and funerary remains treatment. Ultimately, the implementation of the above measures would prevent significant adverse impacts to tribal cultural resources, and impacts under this issue are considered less than significant with mitigation. No further mitigation is required beyond that which was identified under Section V, Cultural Resources, above.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

XIX. UTILITIES AND SERVICE SYSTEMS

SUBSTANTIATION:

a) Water

Less Than Significant Impact – Water will be provided by the SBMWD. The project is located in an area that is currently served by water transmission lines, and as such, the proposed project will be served by an existing water transmission line located within the roadway adjacent to the project site. It is not anticipated that the relocation or construction of new or expanded water transmission would be required to serve the proposed project. SBMWD that uses groundwater from the Bunker Hill Basin to meet customer demand. As previously stated under issue X, Hydrology and Water Quality, the District's Urban Water Management Plan (2020) identifies sufficient water resources to meet demand in its service area. The project will operate under the guidelines outlined in the UWMP and within SBMWD's capacity, and the estimated water demand will represent only a nominal percentage of the surplus that currently exists in the water supply. The anticipated demand of water supply within SBMWD's retail service area is anticipated to be greater than the demand for water in the future, which indicates that the District has available capacity to serve the proposed project. Therefore, development of the Calsteel Transportation Terminal Project would not result in a significant environmental effect related to the relocation or construction of new or expanded water facilities. Impacts are less than significant.

Wastewater

Less Than Significant Impact – The Wastewater collection will be provided by San Bernardino Municipal Water Department's (SMWD) Water Reclamation Plant (WRP). The project is located in an area that is currently served by sewer transmission lines, and as such, the proposed project will be served by an existing sewage transmission line located within the roadway adjacent to the project

site. It is not anticipated that the relocation or construction of new or expanded wastewater transmission would be required to serve the proposed project. The WRP is a 33 million gallon per day (MGD) regional secondary treatment facility that provides services to a number of cities, including Unincorporated areas of San Bernardino County. The WRP receives approximately 28 MGD of wastewater per day, and therefore has available capacity to accommodate the project's wastewater generation. It is not anticipated that SBMWD would need to expand their existing facilities to accommodate the wastewater generated by the proposed project. This is discussed further under issue XIX(c) below. Therefore, development of the project would not result in a significant environmental effect related to the relocation or construction of new or expanded wastewater facilities. Impacts are less than significant.

Stormwater

Less Than Significant Impact – The stormwater runoff, will be managed in accordance with the WQMP as discussed in the Hydrology and Water Quality Section (Section X) of this Initial Study. The onsite drainage system will capture the incremental increase in runoff from the project site associated with project development. Impervious coverage of the site as proposed is anticipated to be about 85% (landscaped area will be about 15% of the site), and onsite surface flows will be collected and conveyed in a controlled manner through the project site through a subsurface infiltration system, such as a corrugated metal pipe (CMP) system, which is used to meet low impact development (LID) requirements, and through other water quality control measures. This system will be designed to capture the peak 100-year flow runoff from the project site or otherwise be detained on site and discharged in conformance with San Bernardino County requirements. Therefore, surface water will be adequately managed on site and as such, development of the project would not result in a significant environmental effect related to the relocation or construction of new or expanded stormwater facilities. Impacts are less than significant.

Electric Power

Less Than Significant Impact – Southern California Edison (SCE) will provide electricity to the site and the power distribution system located adjacent to the site will be able to supply sufficient electricity. There are existing electrical power lines that traverse the property, in which the project will be connected. No construction or relocation of electric facilities will be required to serve the project. Therefore, development of the project would not result in a significant environmental effect related to the relocation or construction of new or expanded electric power facilities. Impacts are less than significant.

Natural Gas

No Impact – Development of the proposed truck terminal and truck parking would not create a demand for natural gas. Therefore, the project would not result in a significant environmental effect related to the relocation or construction of new or expanded natural gas facilities. No impacts are anticipated.

Telecommunications

No Impact – Development of the proposed truck terminal and truck parking would require installation of wireless internet service or phone service, but such services are available for connection at the project site, with no expanded services required to meet demand. Therefore, the project would not result in a significant environmental effect related to the relocation or construction of new or expanded telecommunication facilities. No impacts are anticipated.

- b) *Less Than Significant With Mitigation Incorporated* – Please refer to the discussion under Hydrology, Section X(b). The project site is located in the Upper Santa Ana Valley Basin (shown on Figure X-1, the Countywide Plan Groundwater Basins Map). The main water utilizing sources on site would be landscaping and restroom facilities. The project will install onsite landscaping that is required to abide by the County Code, Chapter 83.10, which pertains to water efficiency standards. The SBMWD average consumption in 2020 was 179 gallons per capita per day. The 2020 San Bernardino Valley Regional UWMP indicates that the 2020 demand was 42,218 acre feet (AF) of raw and potable water in the SBMWD service area; a number which is anticipated to increase to 46,661 AF by 2045, while

the demand in 2045 would be less than the projected supply at 53,603 AF. As such, the 2020 San Bernardino Valley Regional UWMP indicates that the anticipated demand of water supply within SBMWD's retail service area is anticipated to be greater than the demand for water in the future, which indicates that SBMWD has available capacity to serve the proposed project. The proposed project is not anticipated to require substantial potable water in support of the project. Given the minimal demand for water supply to the project site, the projected increase in demand by the Project is well below the amount of water SBMWD produces per capita per day. Thus, based on the availability of water within the area the development of the Calsteel Transportation Terminal Project within the 9.51-acre site is not forecast to cause a significant demand for water supply and is therefore anticipated to be served by a water provider with sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. Based on these substantiating data, provision of domestic water supply can be accomplished without causing significant impacts on the existing water system or existing entitlements. However, the following mitigation measure shall be implemented to reduce consumption of potable water by the project site should recycled water become available at the project site in the future, as recycled water use would be appropriate for this type of use:

UTL-1 If recycled water becomes available at the project site, the Applicant shall connect to this system and utilize recycled water for landscape irrigation, and any other feasible uses of recycled water on the project site.

With implementation of the above contingency measure as well as the installation of standard water conservation fixtures and use of drought resistant landscaping, which are required by the County, and have been incorporated into the design for the project, impacts under this issue would be less than significant.

- c) *Less Than Significant Impact* – The proposed project would install wastewater infrastructure within the site to serve the proposed truck parking and truck terminal uses concurrent with the development of the site. All wastewater generated by the interior plumbing system of the proposed project would be discharged into the local sewer main and conveyed for treatment through SBMWD's WRP. All wastewater generated by the interior plumbing system of the new structures proposed by the project would be discharged into the local sewer main and conveyed for treatment through SBMWD's WRP. The WRP is a 33 MGD regional secondary treatment facility that provides services to a number of cities and serves portions of Unincorporated San Bernardino County. According to the SBMWD website, the WRP receives approximately 28 MGD of wastewater per day. The project will generate only a modest amount of wastewater, through the use of the onsite restroom facilities. This wastewater will represent a miniscule percentage of the available capacity of the permitted wastewater treatment capacity available through SBMWD. As such, it is anticipated that there will be available capacity to accommodate the demand generated by the proposed project. Impacts under this issue are less than significant.
- d) *Less Than Significant Impact* – Solid waste generation rates outlined in the San Bernardino Countywide Plan EIR in Table 5.18-11, indicate the following solid waste generation rates for non-residential uses, also below are the solid waste generation rates calculated for the proposed project.

▪ Industrial: 0.010 lb / 1 SF / day	= 280 lbs / day
▪ TOTAL:	= 280 lbs / day or 102,200 lbs /year

The total solid waste generated per year would equal about 51.1 tons, or after an assumed 75% diversion to be recycled per the state's solid waste diversion requirements under AB 939 and AB 341, the project solid waste generation will be about 12.8 tons per year. With the County's mandatory source reduction and recycling program, the proposed project is not forecast to cause a significant adverse impact to the waste disposal system. Additionally, as this project would be developed after 2022, operation of the project would be required to comply with SB1383, otherwise known as "California's Short-Lived Climate Pollutant Reduction" law, often called SB 1383, which establishes

methane reduction targets for California. California SB 1383 sets goals to reduce disposal of organic waste in landfills, including edible food.⁸ The bill's purpose is to reduce greenhouse gas emissions, such as methane, and address food insecurity in California. This requires jurisdictions to implement mandatory organic waste collection and recycling in a statewide effort to divert organic waste from landfills with goals to:

- Reduce organic waste disposal 50% by 2020 and 75% by 2025
- Recover at least 20% of currently disposed surplus edible food by 2025

As such, while the proposed project is likely to generate a significant amount of organic waste, much of the organic waste produced at the project site in future will be required to be diverted from landfills, and as such, the amount of waste generated by the proposed project that would end up in landfills is even less than the reduced tonnage quoted above.

The San Bernardino Countywide Plan identifies landfills that serve the planning area. The San Timoteo Sanitary Landfill and Mid-Valley Sanitary Landfill serve the project area. The San Timoteo Sanitary Landfill has a maximum permitted daily capacity of 2,000 tons per day, with a permitted capacity of 20,400,000 cubic yards (CY), with 11,402,000 CY of capacity remaining. The Mid-Valley Sanitary Landfill has a maximum permitted daily capacity of 7,500 tons per day, with a permitted capacity of 101,300,000 CY, with 67,520,000 CY of capacity remaining. The County anticipates an increase in solid waste generation of 5,979,355 pounds per day at Build-Out of the Countywide Plan. Therefore, the proposed project would consist of about 0.0049% of solid waste generation within the County of San Bernardino.

Construction would not require demolition of any structures, though it would require vegetation removal which can be removed and transported to a green waste collection facility. There is adequate capacity at the nearest landfill as well as in other landfills that serve the area to handle construction and operational waste from the proposed project. Any hazardous materials collected on the project site during construction of the project will be transported and disposed of by a permitted and licensed hazardous materials service provider. Considering the availability of landfill capacity and the amount of solid waste generation from the proposed project during both construction and operations, project solid waste disposal needs can be adequately met without a significant impact on the capacity of the nearest landfills. Furthermore, new projects will be constructed in accordance with the California Green Building Standards Code, which requires a minimum of 65 percent of the "non-hazardous construction and demolition debris" (by weight or volume) to be recycled or reused. Therefore, it is expected that implementation of the Calsteel Transportation Terminal Project will be served by landfills with sufficient permitted capacity to accommodate the project's solid waste disposal needs. Any impacts under this issue are considered less than significant.

- e) *Less Than Significant Impact* – All collection, transportation, and disposal of any solid waste generated by the proposed project is required to comply with all applicable federal, state, and local regulations. As previously stated, solid waste produced in the Glen Helen area of the County is collected and transported by the Burrtec. The area is served by several nearby landfills, though the closest are the San Timoteo Sanitary Landfill and Mid-Valley Sanitary Landfill, which, as stated under issue XIX(d) above, have adequate capacity to serve the project. New projects will also store and collect recyclable materials in compliance with AB 341. Green waste will be handled in accordance with AB 1826. Additionally, any hazardous materials collected on the project site during either construction or operation of the project will be transported and disposed of by a permitted and licensed hazardous materials service provider, as stated under issue VIII, Hazards and Hazardous Materials above. Furthermore, new projects will be constructed in accordance with the California Green Building Standards Code, which requires a minimum of 65 percent of the "non-hazardous construction and demolition debris" (by weight or volume) to be recycled or reused. As such, the construction contract for this project will require concrete, asphalt and base material to be recycled

⁸ <https://reducewaste.sccgov.org/food-recovery/understand-senate-bill-sb-1383#3925188384-318395615>

by grinding, which allows reuse of these materials, should any require removal as part of the project. All woods and other vegetation that is reusable shall be recycled or composted, where applicable.

Thus, and the amount and types of wastes that will be generated both during construction and operation of the project, the potential impacts to the waste disposal systems are considered less than significant. Therefore, the project is expected to comply with all regulations related to solid waste under federal, state, and local statutes. No mitigation is necessary.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

XX. WILDFIRE

SUBSTANTIATION:

- a) *Less Than Significant Impact* – The proposed project area is an area susceptible to wildland fires, and is located within an area delineated as a Very High Fire Hazard Severity Zone (VHFHSZ) in a State Responsibility Area (SRA) shown on Figure XX-1, the CALFIRE Fire Hazard Severity Zone (FHSZ) Map; the majority of the area in and around Cajon Pass is located within a VHFHSZ, as shown on Figure IX-4, the Countywide Plan Policy Map of Fire Hazard Severity Zones. As stated under Section XVII, Transportation under issue (d), there is an emergency evacuation route located north, west, and east of the project, the I-15 and I-215 freeways have been delineated as such on the Evacuation Route map provided as Figure IX-3. The proposed project is not located along this emergency route, nor would implementation of the project impede emergency response from accessing the site or surrounding area. As stated under issue XVIII(c), the proposed project would develop a truck parking and terminal, and access to the site as well as site design must comply with County design standards and would be reviewed by the County to ensure that inadequate design features or incompatible uses do not occur. Additionally, the proposed project would be required to comply with all applicable fire code and ordinance requirements for construction and access to the site. Though the project is located within a very high fire hazard severity zone within an SRA, impacts to emergency response and/or emergency evacuation plans are considered less than significant.
- b) *Less Than Significant Impact* – The proposed project is located within a vacant site in the Community of Glen Helen, at the base of the entryway to Cajon Pass; it is located in a relatively flat area as it is within the Valley Region. The project site is relatively flat, though it slopes gently from northwest to southeast, and will be graded to create level foundations upon which to develop the parking lot, and the approximately 28,000 SF truck terminal building. The proposed project is located in an urban environment that contains similar industrial uses, though due to the proximity to Cajon Wash and the Glen Helen Regional Park, there are nearby areas that remain undeveloped or contain native vegetation. Once in operation, the proposed project will consist of a truck parking lot with relatively minimal indoor structures serving the proposed use. The proposed project will remove vegetation, thereby minimizing the potential fire risks within this site, and the proposed project will be subject to a design review by the County to ensure that the development of a truck terminal and parking at this

site is designed in accordance with fire department recommendations and to County design standards. Furthermore, given that, based on past experience with wildfires in the area, this area can be successfully evacuated and life preserved due to the availability of evacuation routes, there is a less than significant potential for the proposed project to expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire. Therefore, impacts under this issue are considered less than significant. No mitigation is required.

- c) *Less Than Significant With Mitigation Incorporated* – The project will require associated infrastructure in support of the truck parking and truck: the project will require a potable water connection to SBMWD's service area; the project will require a wastewater connection to SBMWD's service area; and the project will require a connection to SoCal Edison's electrical system through a connection to the adjacent powerlines. As stated above, the project will require removal of vegetation located within the project site. However, the project will be required to implement the following mitigation measure, which would minimize fire risk during activities that would utilize electric equipment by requiring construction crews to carry fire prevention equipment during activities involving electrical equipment.

WF-1 *During site clearing within the project site when any electrical construction equipment is in use, the construction crew shall have fire prevention equipment (such as fire extinguishers, emergency sand bags, etc.) to put out any accidental fires that could occur from the use of electrical construction/maintenance equipment.*

The proposed project would not result in any ongoing impacts to the environment that would exacerbate fire risk as the proposed project is a truck parking and truck terminal that will be designed in accordance with fire department recommendations and to County design standards. Therefore, with the implementation of MM **WF-1** above, the project would not have a significant potential to exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Impacts under this issue are considered less than significant.

- d) *Less Than Significant Impact* – The proposed project is located within a site that slopes slightly from north to south, with the elevation ranging from 1,868' at the highest point to 1,838' at the lowest point which is not a substantial variation in elevation. The discussion under Section VII, Geology and Soils, concluded that the project would not have a significant potential to experience landslides or slope instability, particularly given that this project area has not been delineated as containing potential for landslides or slope instability by the San Bernardino Countywide Plan, and that the project would be graded to enable a level surface for the proposed structure and parking areas that would be developed by this project. The proposed project is located in an area that has not been historically subject to flooding. Furthermore, given that the project would install a subsurface infiltration system, such as a corrugated metal pipe (CMP) system, which is used to meet low impact development (LID) requirements, pervious area would change, but runoff would be captured on site in conformance with County requirements; compaction, grading, and overall construction of this site would minimize slope instability by design. Therefore, the development of the Calsteel Transportation Terminal Project at this site is anticipated to have a less than significant potential to 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.

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

SUBSTANTIATION: The analysis in this Initial Study and the findings reached indicate that the proposed project may result in one unavoidable significant adverse impact to the existing environment, but the proposed project can be implemented without causing any other new project specific or cumulatively considerable unavoidable significant adverse environmental impacts. Mitigation is required to control potential environmental impacts of many environment issues, other than potential impacts to area vehicle miles traveled and possibly tribal cultural resources to a less than significant impact level. The potential impacts to scenic vistas will be evaluated in a "Focused" Environmental Impact Report (EIR). The following findings are based on the detailed analysis in the Initial Study of all environmental topics and the implementation of the mitigation measures identified in the previous text and summarized following this section.

- a) *Less Than Significant With Mitigation Incorporated* – The project has no potential to cause a significant impact to any biological or cultural resources. The project has been identified as having no potential to substantially degrade the quality of the natural environment, substantially reduce 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, or reduce the number or restrict the range of a rare or endangered plant or animal. The project requires mitigation to prevent significant biology impacts from occurring as a result of implementation of the project. Based on the project area, and the site cultural survey for the project site, the potential for impacting cultural resources is low. The Cultural Resources Report determined that no cultural resources of importance were found on the ground surface at the project site, so it is not anticipated that any cultural resources could be affected by the project because no known cultural resources exist. However, because it is not known what could be unearthed upon any excavation activities, contingency mitigation is provided to ensure that, in the unlikely event that any buried resources are found, they are protected from any potential significant impacts. Please see biological and cultural sections of this Initial Study.
- b) *Less Than Significant With Mitigation Incorporated* – The project has 12 potential impact categories that are individually limited, but may be cumulatively considerable. These are: Aesthetics, Air Quality,

Biological Resources, Cultural Resources, Energy, Geology & Soils, Hazards & Hazardous Materials, Hydrology & Water Quality, Noise, Transportation, Tribal Cultural Resources, Utilities & Service Systems, and Wildfire. The project is not considered growth-inducing, as defined by *State CEQA Guidelines*. These referenced issues require the implementation of mitigation measures to reduce impacts to a less than significant level and ensure that cumulative effects are not cumulatively considerable. All other environmental issues were found to have no potential significant impacts without implementation of mitigation. The potential cumulative environmental effects of implementing the proposed project have been determined to be less than considerable and thus, less than significant impacts.

- c) *Potentially Significant impact* – The proposed project includes activities that have a potential to cause direct substantial adverse effects on humans. Based on the VMT Analysis prepared on behalf of this project, the proposed project will exceed VMT thresholds and thereby cause a significant impact. Additionally, the Tribal Cultural Resources may be significant as extensive feedback has not yet been provided by the area Tribes during the consultation period. These two issues will be evaluated in a Focused EIR. The issues of Air Quality, Geology and Soils, Hazards & Hazardous Materials, Hydrology and Water Quality, Noise, and Wildfire require the implementation of mitigation measures to reduce human impacts to a less than significant level. All other environmental issues were found to have no significant impacts on humans without implementation of mitigation. The potential for direct human effects from implementing the proposed project have been determined to be a potentially significant impact based on the proposed project's impact to scenic vistas of adjacent residents.

Conclusion

This document evaluated all CEQA issues contained in the latest Initial Study Checklist form. With the exception of potential impacts to scenic vistas, the evaluation determined that either no impact or less than significant impacts would be associated with the issues of Agriculture and Forestry Resources, Energy, Greenhouse Gases, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, and Recreation. The issues of Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology & Soils, Hazards & Hazardous Materials, Hydrology & Water Quality, Noise, Transportation, Tribal Cultural Resources, Utilities & Service Systems, and Wildfire require the implementation of mitigation measures to reduce project specific and cumulative impacts to a less than significant level. The required mitigation has been proposed in this Initial Study to reduce impacts for these issues to a less than significant impact level.

Based on the evidence and findings in this Initial Study, the County of San Bernardino proposes to issue a Notice of Preparation (NOP) for the Calsteel Transportation Terminal Project. The NOP serves as the County's formal determination that a Focused EIR will be prepared for this project and circulated for public review after the 30-day NOP public comment period. The Initial Study and NOP will be circulated for 30 days of public comment. At any time after the 30-day NOP review period, a draft Focused EIR can be published and made available for a 45-day review period. All comments on the NOP will be considered and addressed prior to release of the Draft Focused EIR.

MITIGATION MEASURES

Any mitigation measures that are not “self-monitoring” shall have a Mitigation Monitoring and Reporting Program prepared and adopted at time of project approval. Condition compliance will be verified by existing procedure.

Aesthetics

- AES-1 Prior to approval of the Final Design, an analysis of potential glare from sunlight or exterior lighting that may impact vehicles traveling on adjacent roadways shall be submitted to the County for review and approval. This analysis shall demonstrate that due to orientation and/or shielding of lighting, no significant glare may be caused that could negatively impact drivers on the adjacent right-of-way or impact adjacent land uses. If potential glare impacts are identified, the lighting orientation, use of non-glare reflective materials or other design solutions acceptable to the County of San Bernardino shall be implemented to eliminate glare impacts.

Air Quality

- AQ-1 Fugitive Dust Control. The following measures shall be incorporated into project plans and specifications for implementation during construction:
- Apply soil stabilizers to inactive areas.
 - Prepare a high wind dust control plan and implement plan elements and terminate soil disturbance when winds exceed 25 mph.
 - Stabilize previously disturbed areas if subsequent construction is delayed.
 - Apply water to disturbed surfaces and haul roads 3 times/day.
 - Replace ground cover in disturbed areas quickly.
 - Reduce speeds on unpaved roads to less than 15 mph.
 - Trenches shall be left exposed for as short a time as possible.
 - Identify proper compaction for backfilled soils in construction specifications.

This measure shall be implemented during construction, and shall be included in the construction contract as a contract specification.

- AQ-2 Exhaust Emissions Control. The following measures shall be incorporated into Project plans and specifications for implementation:
- Utilize off-road construction equipment that has met or exceeded the maker's recommendations for vehicle/equipment maintenance schedule.
 - Contactors shall utilize Tier 4 or better heavy equipment.
 - Enforce 5-minute idling limits for both on-road trucks and off-road equipment.
- AQ-3 Maximize the use of solar energy including solar panels by installing the maximum possible number of solar energy arrays on the building roofs and/or on the Proposed Project site to generate solar energy for the facility.
- AQ-4 Require the use of electric landscaping equipment, such as lawn mowers and leaf blowers.
- AQ-5 Require use of electric or alternatively fueled sweepers with HEPA filters.
- AQ-6 Maximize the planting of trees in landscaping and parking lots consistent with water availability.
- AQ-7 Use light colored paving and roofing materials.
- AQ-8 Utilize only Energy Star heating, cooling, lighting devices, and appliances, where applicable.

Biological Resources

- BIO-1 Nesting bird surveys shall be conducted by a qualified avian biologist no more than three (3) days prior to vegetation clearing or ground disturbance activities. Preconstruction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified avian biologist will make every effort to avoid potential nest predation as a result of survey and monitoring efforts. If active nests are found during the preconstruction nesting bird surveys, a Nesting Bird Plan (NBP) shall be prepared and implemented by the qualified avian biologist. At a minimum, the NBP shall include guidelines for addressing active nests, establishing buffers, ongoing monitoring, establishment of avoidance and minimization measures, and reporting. The size and location of all buffer zones, if required, shall be based on the nesting species, individual/pair's behavior, nesting stage, nest location, its sensitivity to disturbance, and intensity and duration of the disturbance activity. To avoid impacts to nesting birds, any grubbing or vegetation removal should occur outside peak breeding season (typically February 1 through September 1).

Cultural Resources

- CUL-1 Should any cultural resources be encountered during construction of these facilities, earthmoving or grading activities in the immediate area of the finds shall be halted and an onsite inspection shall be performed immediately by a qualified archaeologist. Responsibility for making this determination shall be with the County. The archaeological professional shall assess the find, determine its significance, and make recommendations for appropriate mitigation measures within the guidelines of the California Environmental Quality Act.

Geology and Soils

- GEO-1 Stored backfill material shall be covered with water resistant material during periods of heavy precipitation to reduce the potential for rainfall erosion of stored backfill material. Where covering is not possible, measures such as the use of straw bales or sand bags shall be used to capture and hold eroded material on the project site for future cleanup such that erosion does not occur.
- GEO-2 All exposed, disturbed soil (trenches, stored backfill, etc.) shall be sprayed with water or soil binders twice a day, or more frequently if fugitive dust is observed migrating from the site within which the project is being constructed.
- GEO-3 Based upon the geotechnical investigation (Appendix 4a of this document), all of the recommended design and construction measures identified in Appendix 4a (listed on Pages 8-9, and 10-21) shall be implemented by the Applicant. Implementation of these specific measures will address all of the identified geotechnical constraints identified at project site, including soil stability on future project-related structures.
- GEO-4 The Applicant shall retain the services of a Qualified Paleontologist meeting the standards of SVP (2010). The Qualified Paleontologist shall determine the depth at which the transition to high sensitivity occurs and monitoring becomes necessary, by taking into account: a) the most recent local geologic mapping, b) depths at which fossils have been found in the vicinity of the project area, as revealed by the museum records search, and c) geotechnical studies of the project area, if available. Should the project require excavation that will exceed the depth of low sensitivity surficial sediments as determined by a Qualified Paleontologist, a project-specific paleontological resources monitoring and mitigation plan (PRMMP) shall be developed and adhered to for the duration of ground disturbance activities during construction or as otherwise determined by the Qualified Paleontologist. This plan will address specifics of monitoring and mitigation for the development project, and will take into account updated geologic mapping, geotechnical data, updated paleontological records searches, and any changes to the regulatory framework. This PRMMP shall meet the standards of the SVP (2010).

Hazards and Hazardous Materials

- HAZ-1 All accidental spills or discharge of hazardous material during construction activities shall be reported to the Certified Unified Program Agency and shall be remediated in compliance with applicable state and local regulations regarding cleanup and disposal of the contaminant released. The contaminated waste will be collected and disposed of at an appropriately a licensed disposal or treatment facility. This measure shall be incorporated into the SWPPP prepared for the proposed project. Prior to accepting the site as remediated, the area contaminated shall be tested to verify that any residual concentrations meet the standard for future residential or public use of the site.

Hydrology and Water Quality

- HYD-1 The project proponent will select best management practices from the range of practices identified by the County and reduce future non-point source pollution in surface water runoff discharges from the site to the maximum extent practicable, both during construction and following development. The Storm Water Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP) shall be submitted to the County for review and approval prior to ground disturbance and the identified BMPs installed in accordance with schedules contained in these documents.

Noise

- NOI-1 All construction vehicles and fixed or mobile equipment shall be equipped with operating and maintained mufflers.
- NOI-2 All employees that will be exposed to noise levels greater than 75 dB over an 8-hour period shall be provided adequate hearing protection devices to ensure no hearing damage will result from construction activities.
- NOI-3 No construction activities shall occur during the hours of 7 PM through 7 AM, Monday through Saturday; at no time shall construction activities occur on Sundays or holidays, unless a declared emergency exists.
- NOI-4 Equipment not in use for five minutes shall be shut off.
- NOI-5 Equipment shall be maintained and operated such that loads are secured from rattling or banging.
- NOI-6 Construction employees shall be trained in the proper operation and use of equipment consistent with these mitigation measures, including no unnecessary revving of equipment.
- NOI-7 The Applicant shall require that all construction equipment be operated with mandated noise control equipment (mufflers or silencers). Enforcement will be accomplished by random field inspections by the County.
- NOI-8 Construction staging areas shall be located as far from adjacent sensitive receptor locations as possible, for example toward the western boundary of the site.

Transportation

- TRAN-1 The County shall mandate that the Applicant require their contractors prepare a construction traffic control plan. Elements of the plan should include, but are not necessarily limited to, the following:
- Develop circulation and detour plans, if necessary, to minimize impacts to local street circulation. Use haul routes minimizing truck traffic on local roadways to the extent possible.

- To the extent feasible, and as needed to avoid adverse impacts on traffic flow, schedule truck trips outside of peak morning and evening commute hours.
- Install traffic control devices as specified in Caltrans' Manual of Traffic Controls for Construction and Maintenance Work Zones where needed to maintain safe driving conditions. Use flaggers and/or signage to safely direct traffic through construction work zones.
- For roadways requiring lane closures that would result in a single open lane, maintain alternate one-way traffic flow and utilize flagger-controls.
- Coordinate with facility owners or administrators of sensitive land uses such as police and fire stations, hospitals, and schools. Provide advance notification to the facility owner or operator of the timing, location, and duration of construction activities.

TRAN-2 The County shall require that all disturbances to public roadways be repaired in a manner that complies with the Standard Specifications for Public Works Construction (green book) or other applicable County of San Bernardino standard design requirements.

Tribal Cultural Resources

TCR-1 Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities

- A. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground- disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.
- B. A copy of the executed monitoring agreement shall be submitted to the Lead Agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.
- C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground- disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.
- D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for The project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to The project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.
- E. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the including for educational, cultural and/or historic purposes.

TCR-2 Unanticipated Discovery of Human Remains and Associated Funerary Objects

- A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.
- B. If Native American human remains and/or grave goods discovered or recognized on the project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.
- C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).
- D. Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)
- E. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.
- F. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

TCR-3: Procedures for Burials and Funerary Remains:

- A. As the Most Likely Descendant (MLD), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient times, as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.
- B. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.
- C. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.
- D. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.
- E. In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on

the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.

- F. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.
- G. The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

Utilities and Service Systems

- UTL-1 If recycled water becomes available at the project site, the Applicant shall connect to this system and utilize recycled water for landscape irrigation, and any other feasible uses of recycled water on the project site.

Wildfire

- WF-1 During site clearing within the project site when any electrical construction equipment is in use, the construction crew shall have fire prevention equipment (such as fire extinguishers, emergency sand bags, etc.) to put out any accidental fires that could occur from the use of electrical construction/maintenance equipment.

PROJECT-SPECIFIC REFERENCES

- California Air Resources Board, *Almanac of Air Quality*. 2013
- California Air Resources Board, *Ambient Air Quality Standards*. May 4, 2016
- California Air Resources Board, *Health Effects of Major Criteria Pollutants*. 2002
- California Building Code (CBC) 2019.
- California Environmental Quality Act (CEQA) Guidelines (Title 14, Division 6, Chapter 3 of the California Code of Regulations)
- California Department of Fish and Wildlife, *California Fish and Game Code*.
- CRM TECH, “*Historical/Archaeological Resources Survey Report: Assessor’s Parcel Numbers 0262-021-09 and -13, near the City of San Bernardino, San Bernardino County, California*.” November 3, 2021
- Giroux & Associates, “*Air Quality and GHG Impact Analyses, Cajon Boulevard Truck Terminal Project, County Of San Bernardino, California*.” August 23, 2021.
- Giroux & Associates, “*Noise Impact Analyses, Cajon Boulevard Truck Terminal Project, County of San Bernardino, California*.” August 23, 2021
- Jacobs Engineering Group, Inc., “*Biological Resource Assessment for Cajon Truck Parking Facility*.” October 2021.
- LOR Geotechnical Group, “*Preliminary Geotechnical and Infiltration Feasibility Investigation Proposed Industrial Project APN’s 026-202-109 and -113 San Bernardino County, California*.” May 17, 2021
- San Bernardino County, “*Regional Greenhouse Gas Reduction Plan*.” 2021
- San Bernardino County, *San Bernardino County Development Code*
- San Bernardino County, “*San Bernardino Countywide Plan*.” 2019
- San Bernardino County, “*San Bernardino Countywide Plan Environmental Impact Report*.” 2019
- San Bernardino Valley Municipal Water District, “*San Bernardino Valley Regional Urban Water Management Plan (UWMP)*.” 2020
- South Coast Air Quality Management District, “*SCAQMD CEQA Air Quality Handbook*.” November, 1993 Rev.
- United States Department of Agriculture, *Web Soil Survey*. Accessed 2021.
- Urban Crossroads, “*Cajon Truck Terminal (APN 0262-021-13 And -09) Scoping Agreement*.” July 14, 2021.
- Urban Crossroads, “*Cajon Truck Terminal Vehicle Miles Travelled (VMT) Analysis*.” August 2, 2021.

Links:

www.arb.ca.gov/adam/
<https://www2.calrecycle.ca.gov/SolidWaste/Site/Search>

<http://countywideplan.com/theplan/>
<https://geotracker.waterboards.ca.gov/>
<https://www.gosbcta.com/wp-content/uploads/2019/10/2016-Congestion-Management-Plan-.pdf>
<https://reducewaste.sccgov.org/food-recovery/understand-senate-bill-sb-1383#3925188384-318395615>
https://soilseries.sc.egov.usda.gov/OSD_Docs/S/SOBOBA.html
https://soilseries.sc.egov.usda.gov/OSD_Docs/T/TUJUNGA.html
<https://water.ca.gov/Programs/Groundwater-Management/SGMA-Groundwater-Management>
<https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>

FIGURES

APPENDIX 1

AIR QUALITY AND GREENHOUSE GAS IMPACT ANALYSIS

APPENDIX 2

**BIOLOGICAL RESOURCES
ASSESSMENT**

APPENDIX 3

HISTORICAL / ARCHAEOLOGICAL RESOURCES SURVEY REPORT

APPENDIX 4A

GEOTECHNICAL INVESTIGATION

APPENDIX 4B

USDA SOILS REPORT

APPENDIX 5

NOISE IMPACT ANALYSIS

APPENDIX 6A

TRIP GENERATION ASSESSMENT

APPENDIX 6B

VEHICLE MILES TRAVELED REPORT