

INITIAL STUDY

GRAND TERRACE TRAILER/CONTAINER STORAGE PROJECT

CITY OF GRAND TERRACE

SAN BERNARDINO COUNTY, CALIFORNIA



Distributed for Public Review: December 2019

Final: March 2020

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CITY OF GRAND TERRACE

SAN BERNARDINO COUNTY, CALIFORNIA

Prepared for:

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LSA Project No. GRT1901



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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
BACM	Best Available Control Measure
Basin	South Coast Air Basin
BMP	Best Management Practice
BNSF	Burlington Northern Santa Fe
BRA	Biological Resources Assessment
CalEEMod	California Emission Estimator Model
CA/T	Central Artery/Tunnel
CBC	California Building Code
CCR	California Code of Regulations
CalEEMod	California Emission Estimator Model
CalEPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
CalGreen	California Green Building Standards Code
CalRecycle	California Department of Resources Recycling and Recovery
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
cf	cubic feet
cfs	cubic feet per second
City	City of Grand Terrace
CMP	Congestion Management Program
CNDDDB	California Natural Diversity Data Base
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	Carbon Monoxide
CO ₂	Carbon Dioxide
CO ₂ e	Carbon Dioxide Equivalent
CUP	Conditional Use Permit
CWA	Federal Clean Water Act
DA	Drainage Area
dba	A-weighted decibel
DPM	Diesel Particulate Matter
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report

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EPA	(United States) Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
GHG	Greenhouse Gas
HAZWOPER	Hazardous Waste Operations and Emergency Response
HCOC	Hydrologic Condition of Concern
HVAC	Heating, Ventilation, and Air Conditioning
in/sec	inches per second
IPaC	Information for Planning and Consultation
IS	Initial Study
LED	Light-Emitting Diode
L_{eq}	Equivalent Continuous Sound Level
LID	Low Impact Development
L_{max}	Maximum Noise Level
LOS	Level of Service
LST	Localized Significance Threshold
MBTA	Migratory Bird Treaty Act
MND	Mitigated Negative Declaration
MS4	Municipal Separate Storm Sewer System
MT	Metric Ton
ND	Negative Declaration
NFPA	National Fire Protection Association
NO ₂	Nitrogen Dioxide
NOI	Notice of Intent
NOx	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resource Conservation Service
O ₃	Ozone
PCE	Passenger Car Equivalent
PM _{2.5}	Fine Particulate Matter
PM ₁₀	Respirable Particulate Matter
PPV	Peak Particle Velocity
PRC	Public Resources Code
RHWC	Riverside Highland Water Company
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SBCFD	San Bernardino County Fire Department

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SBCTA	San Bernardino County Transportation Authority
SBVMWD	San Bernardino Valley Municipal Water District
SC	Standard Condition
SCAQMD	South Coast Air Quality Management District
SCAG	Southern California Association of Governments
SMBMI	San Manuel Band of Mission Indians Cultural Resources Department
SOx	Oxides of Sulfur
SRA	Source Receptor Area
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminant
TIA	Traffic Impact Analysis
TUP	Temporary Use Permit
UP	Union Pacific
USACE	United States Army Corps of Engineers
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UWMP	Urban Water Management Plan
VdB	vibration velocity decibels
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WQMP	Water Quality Management Plan

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1.0 INTRODUCTION AND PURPOSE

1.1 INTRODUCTION

Section 1.0 of this Initial Study (IS) describes the purpose, environmental authorization, the intended uses of the IS, documents incorporated by reference, and the processes and procedures governing the preparation of the environmental document. Pursuant to Section 15367 of the *State of California Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines)*, the City of Grand Terrace (City) is the Lead Agency under the California Environmental Quality Act (CEQA). The City has primary responsibility for compliance with CEQA and consideration of the Grand Terrace Trailer Storage Project (project or proposed project).

The Initial Study is organized as follows:

Section 1.0 Introduction and Purpose provides a discussion of the Initial Study's purpose, focus, and legal requirements.

Section 2.0 Project Description provides a detailed description of the proposed project.

Section 3.0 Environmental Checklist includes a checklist and accompanying analyses of the project's effect on the environment. For each environmental issue, the analysis identifies the level of project's environmental impact.

Section 4.0 References details the references cited throughout the document.

Appendices Includes the technical material prepared to support the analyses contained in the IS.

1.2 PURPOSE

CEQA requires that the proposed project be reviewed to determine the environmental effects that would result if the project were approved and implemented. The City is the Lead Agency and has the responsibility of preparing and adopting the associated environmental document prior to consideration of the approval of the proposed project. The City has the authority to make decisions regarding discretionary actions relating to implementation of the proposed project.

This IS has been prepared in accordance with the relevant provisions of CEQA (California Public Resources Code Section 21000 et seq.); the *CEQA Guidelines*,¹ and the rules, regulations, and procedures for implementing CEQA as adopted by the City. The objective of the Initial Study is to inform City decision-makers, representatives of other affected/responsible agencies, the public, and interested parties of the potential environmental consequences of the project.

As established in *CEQA Guidelines* Section 15063(c), the purposes of an IS are to:

- Provide the Lead Agency (City of Grand Terrace) with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR), Negative Declaration (ND), or Mitigated Negative Declaration (MND);
- Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for an ND or MND;

¹ California Code of Regulations, Title 14, Chapter 3, Sections 15000 through 15387.

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- Assist in the preparation of an EIR, if one is required;
- Facilitate environmental assessment early in the design of a project;
- Provide a factual basis for finding in an ND or MND that a project will not have a significant effect on the environment;
- Eliminate unnecessary EIRs; and
- Determine whether a previously prepared EIR could be used with the project.

1.3 INTENDED USE OF THIS INITIAL STUDY

The City formally initiated the environmental process for the proposed project with the preparation of this Initial Study. The IS screens out those impacts that would be less than significant and do not warrant mitigation, while identifying those issues that require further mitigation to reduce impacts to a less than significant level. As identified in the following analyses, project impacts related to various environmental issues either do not occur, are less than significant (when measured against established significance thresholds), or have been rendered less than significant through implementation of mitigation measures. Based on these analytical conclusions, this IS supports adoption of an MND for the proposed project.

CEQA² permits the incorporation by reference of all or portions of other documents that are generally available to the public. The IS has been prepared utilizing information from City planning and environmental documents, technical studies specifically prepared for the project, and other publicly available data. The documents utilized in the IS are identified in Section 4.0 and are hereby incorporated by reference. These documents are available for review at the City of Grand Terrace, Planning and Development Services Department.

1.4 PUBLIC REVIEW OF THE INITIAL STUDY

The IS and a Notice of Intent (NOI) to adopt an MND will be distributed to responsible and trustee agencies, other affected agencies, and other parties for a 20-day public review period. Written comments regarding this Initial Study should be addressed to:

Steve Weiss, AICP, Planning and Development Services Director
22795 Barton Road
Grand Terrace, California 92313
(909) 824-6621 ext. 225
sweiss@grandterrace-ca.gov

The IS/MND was circulated to the public and public agencies for a 20-day public review period from December 6 through 27, 2019. Upon the request of the City of Colton, the comment period was extended to January 9, 2020. One comment was received from the City of Colton. This comment letter is included as Appendix I of this IS/MND. The comments, and the responses to specific issues raised, neither identified a new significant environmental impact nor the increase in severity of a previously identified impact; therefore, recirculation of the IS/MND is not warranted.

² CEQA Guidelines Section 15150.

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2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The project site is located approximately 520 feet north of Vivienda Avenue and south of the Santa Ana River Trail in the northwestern portion of the City of Grand Terrace (City). The approximately 21.92-acre site is surrounded by the City of Colton to the north, east, and west. Surrounding land uses include the Santa Ana River to the north, open space to the east, rural residential uses and open space to the south and a private street, an active rail line, and La Cadena Drive (City of Colton) to the west. The project is depicted on the United States Geological Survey (USGS) *San Bernardino South, California* topographic quadrangle map in Township 1 South, Range 4 West in an unsectioned area, San Bernardino Baseline and Meridian (see Figure 1).

2.2 LAND USE

The project site (Assessor’s Parcel Numbers [APNs] 0275-191-06 and 0275-191-30) (Figure 2) is currently undeveloped. Existing on-site features include power transmission poles and towers and well casings associated with the West Riverside Canal. High voltage electrical towers cross the property from north to south in two locations with a second set of power lines running across the property in an east to west direction. The project area has been subjected to disturbance from weed abatement disking and other earthmoving activities. Several large concentrations of modern refuse and soil piles were noted on the surface (Figures 3a-b). No structures are currently located within the project limits. Table 2.2.A summarizes surrounding land uses, General Plan designations and zoning designations.

Table 2.2.A: On-site and Adjacent Land Uses

Direction	Existing Land Use	General Plan Designation	Zoning Designation
Project Site	Undeveloped	Floodplain Industrial	M-2 (Industrial) with Floodplain and Agricultural-2 Overlay Districts
North (Colton)	Santa Ana River Trail and Santa Ana River	Open Space – Resource	OS – RS (Open Space – Resources)
East (Colton)	Open Space	Open Space – Resource	OS – RS (Open Space – Resources)
South	Undeveloped and Rural Residential	Floodplain Industrial	M-2 (Industrial) with Agricultural-2 and Floodplain Overlay Districts
West (Colton)	Private Street, BNSF railroad and La Cadena Drive	Light Industrial	I-P (industrial Park) with Sensitive Development Area Overlay

2.3 PROJECT DESCRIPTION

The proposed operations intended for the subject property will support local and regional business operations associated with fulfillment centers, delivery services, retail merchants, and major wholesale retailers by providing overflow container/trailer capacity.³ Upon development, a maximum of 650 parking spaces for semi-trailers, shipping and storage containers, and chassis will be provided. Most containers

³ In the movement of goods and services, companies require a network of facilities to accommodate the storage and movement of trailers and containers. As the volume of goods movement increases, locating storage facilities in the area would reduce truck traffic on roads and highways. By storing empty and overflow containers/trailers locally, operators can significantly reduce the number of empty containers being transported out of the area back to Los Angeles, Long Beach, and out-of-state locations.

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will be transported to and from the subject property utilizing truck cabs with chassis carrying containers. Containers will be either stored on a chassis or removed from the chassis with a forklift and stacked on grade to a maximum height of 16 feet. Chassis that are stored may also be stacked to a maximum height of 12 feet.

The proposed improvements for the project include the installation of perimeter fencing (6-foot tall chain link), a paved, gated entrance and turn-around area, a 60-foot wide asphalt concrete central access road, perimeter 26-foot wide slag access road, security cameras, on-site security light poles with light-emitting diode (LED) fixtures, landscaping, and an acceptable parking surface (rock base/slag) for the interior areas of the site to be utilized for storage of shipping and storage containers, chassis, and related equipment. Refer to Figure 2 for more detail.

The project includes the construction of a 900-square foot modular office on the western edge of the site and a 4,800-square foot maintenance building/shed located along the eastern edge of the site. The maintenance building will be utilized for activities associated with the regulatory inspection and maintenance of the trailers, containers as required to be “road-ready” prior to deployment. These activities are generally light inspection replacement, safety check related items, and minor “repair and replace” of needed equipment (e.g., mirrors, lights). Any major maintenance and/or repairs required will be performed off site.

Security cameras will be installed at the entrance gate and at each of the three on-site security light pole(s) located along the main entry drive extending east-west across the site. A six-inch water line will be extended along the central road with hydrants located at the eastern and western edges of the property. Existing electric power lines and transmission lines will be protected in place. No removal or relocation of power lines will be required.

Minor grading will occur on site to provide for the foundations of the Maintenance Building, modular office trailer, and employee parking areas (10 spaces near the main project entrance and six near the maintenance building). As deemed warranted by the Cities of Grand Terrace and/or Colton, it is also anticipated that there will be some roadway improvements made to portions of Terrace Avenue from the project site to Barton Road.

The storage containers and chassis do not contain oil, except in sealed axles, which are covered by wheel hubs and do not leak thereby preventing any impacts to soil or hardscape surfaces. The operator will conduct street sweeping as necessary to control dust and debris and will install metal shaker plates at the project entrance/exit to minimize and eliminate track out.

Up to 12 total employees may be assigned to the site on any given day. The employees will be charged with the internal transportation of trailers, chassis, storage containers and general operation of the on-site facilities.

The anticipated hours of project operation will be Monday through Saturday 7:00 a.m. to 10:00 p.m. On occasion, it may be necessary to access the site after 10:00 p.m. and/or on Sundays; however, such access and activity will be rare and result in no additional impacts to the surrounding community.

Deliveries and pickup of containers to/from the site will be via a single, gated entrance located on the private road on the western edge of the site. All traffic to/from the site will be routed from Barton Road

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(from either La Cadena Drive or the I-215/Barton Road Interchange) onto Terrace Avenue/Private Road to the project site. No access to or from Grand Terrace Avenue or Vivienda Avenue will be permitted.

2.4 METHODOLOGY

The analysis in this IS/MND provides an environmental review of the project pursuant to CEQA. The details of this proposed trailer and container storage project and associated actions have been characterized in this section and are also addressed in detail throughout Section 3.0 of this IS/MND. If the project is approved, the proposed trailer storage facility would be allowed without further discretionary approval, so long as the development complies with the City's regulations and project-specific mitigation measures and Conditions of Approval.

2.5 REQUIRED PERMITS AND APPROVALS

The City is expected to use this IS/MND in consideration of the proposed trailer storage facility and associated actions. These actions may include, but are not limited to, the following:

- Temporary Use Permit (TUP)/Conditional Use Permit (CUP) (19-01)
- Zoning/Land Use Consistency Determination⁴ (19-02)
- Architectural/Site Plan Review (19-03)

2.6 INITIAL STUDY APPENDICES/REFERENCE DOCUMENTS

The Initial Study is based on the following environmental documents and technical studies:

- Appendix A: Air Quality/Greenhouse Gas Emission Impact Analysis
- Appendix B: Biological Resources Assessment
- Appendix C: Cultural Resources Assessment
- Appendix D: Soils Investigation and Infiltration Study
- Appendix E: Water Quality Management Plan
- Appendix F: Noise and Vibration Impact Assessment
- Appendix G: Traffic Impact Analysis
- Appendix H: Construction Energy Use
- Appendix I: Response to Comments
- Appendix J: Mitigation Monitoring and Reporting Program

⁴ The Grand Terrace General Plan designates the Site as Industrial. The project's proposed industrial truck and trailer storage facility use is "similar in nature" to several permitted uses within the M-2 Zone, including, without limitation, the following: Automotive-related services; contractor's office and storage yards; heavy equipment sales and service; public storage facilities; and wholesale storage and distribution facilities (Zoning Code, §§ 18.40.020, subds. (B), (G), (H), (Q)). Therefore, in accordance with Section 18.40.020, subdivision (S) of the Zoning Code, the City Planning Commission can determine the project to be a permitted use within the M-2 Zone. In addition to the project being similar in nature to a permitted use, it is similar in nature and consistent with surrounding uses.

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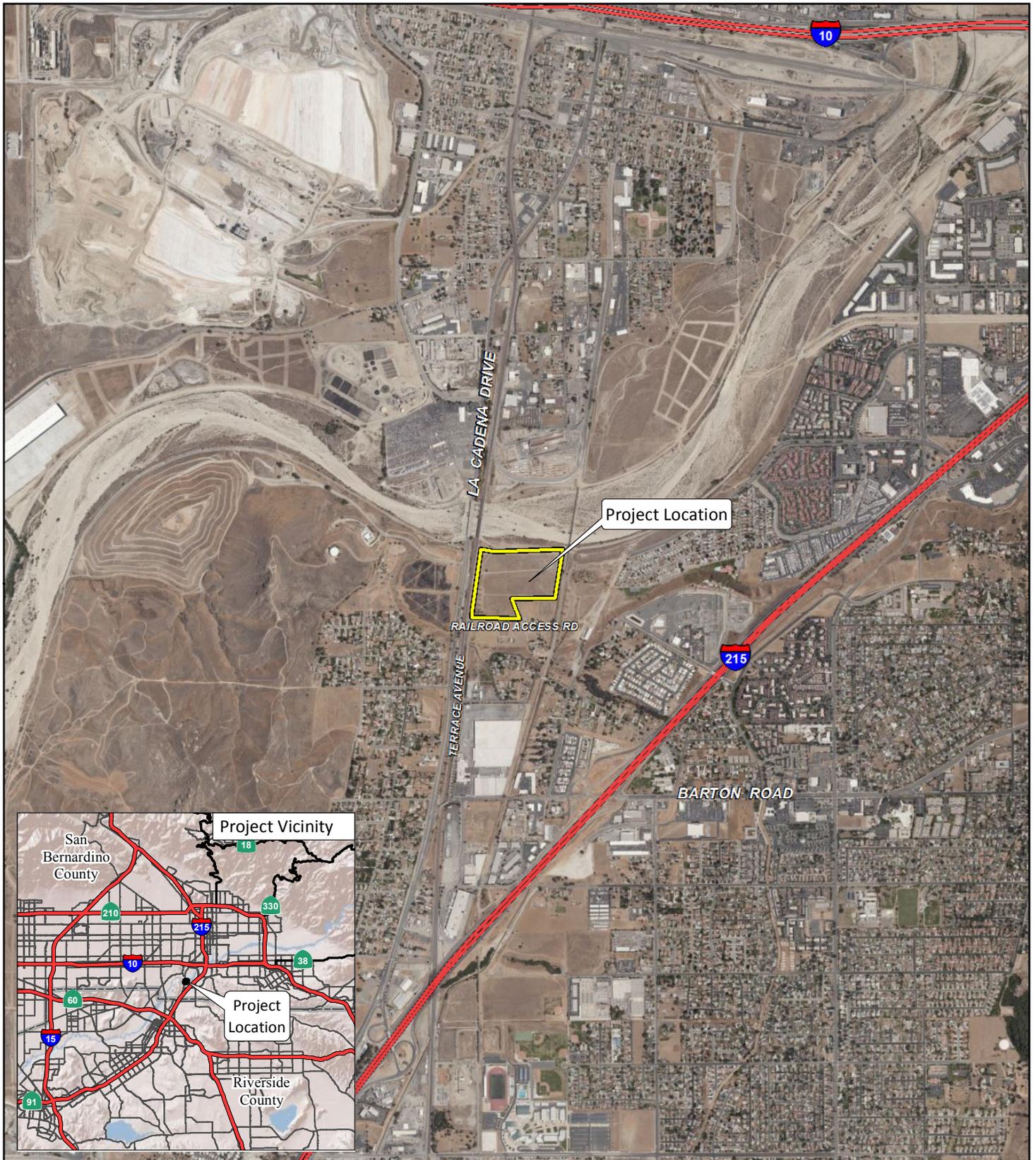


FIGURE 1

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LEGEND

 Project Location



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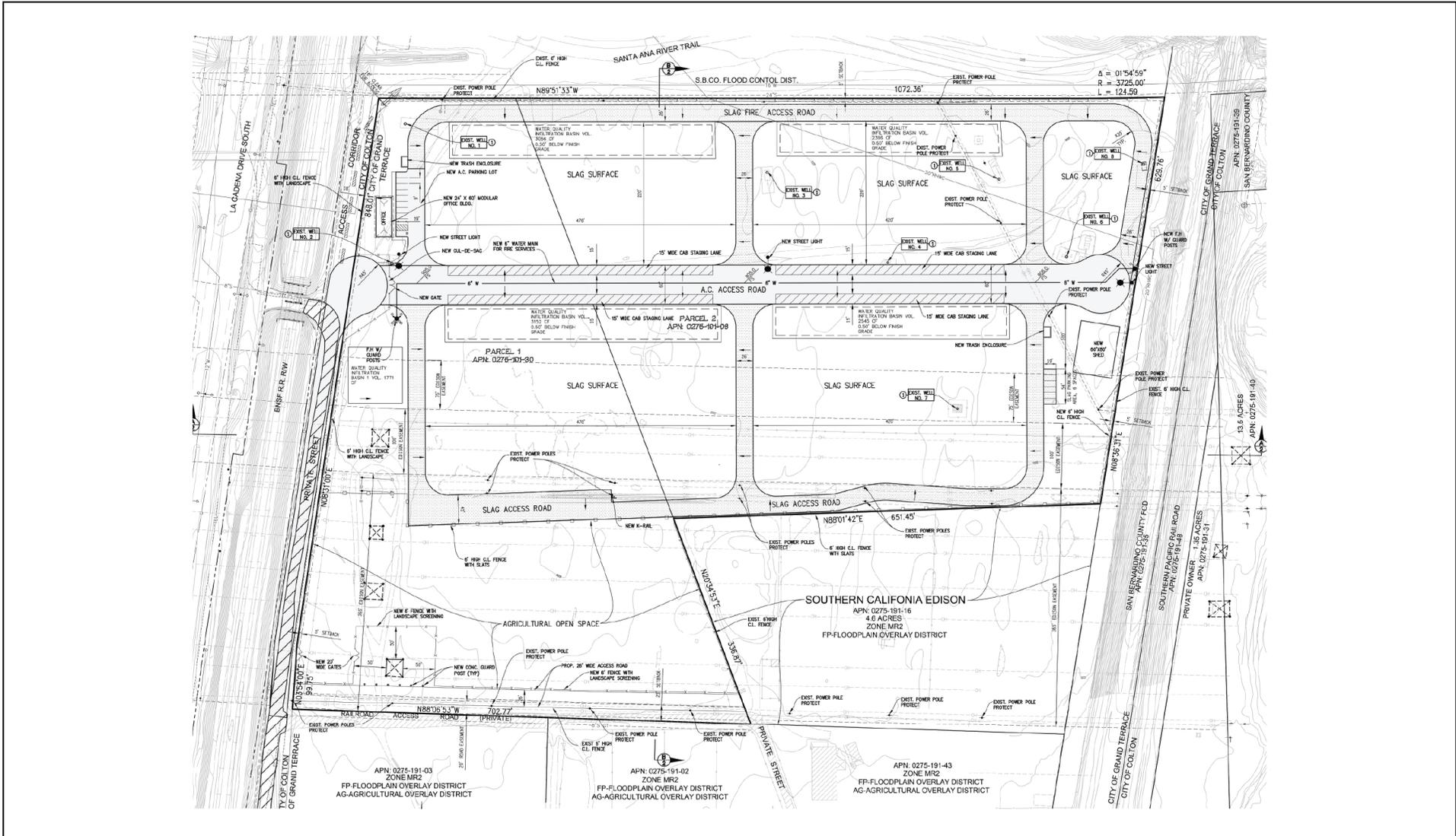
SOURCE: Bing Maps (2015)

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Grand Terrace Container/Trailer Storage Project
Project Location

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SOURCE: Transtech
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FIGURE 2

Grand Terrace Container/Trailer Storage Project

Site Plan

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Photograph 1. View facing east across project site from western project boundary.



Photograph 2. View facing south across project site along eastern project boundary.



Photograph 3. View facing west at northern project boundary.



Photograph 4. View facing northeast across project site.

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Photograph 5. View facing west from southeast corner of the project site.



Photograph 6. View facing northwest from southern project boundary.



Photograph 7. View facing east from southwest corner of the project site.

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3.0 INITIAL STUDY CHECKLIST

1. Project Title:

Grand Terrace Trailer/Container Storage Project
Conditional Use Permit 19-01, Site and Architectural Review 19-03
Determination of Use 18-02 and Environmental 19-05

2. Lead Agency Name and Address:

City of Grand Terrace
Planning and Development Services Department
22795 Barton Road
Grand Terrace, California 92313

3. Contact Person and Phone Number:

Sandra Molina, Planning and Development Services Director
(909) 824-6621 ext. 225
smolina@grandterrace-ca.gov

4. Project Location:

The project site is located approximately 520 feet north of Vivienda Avenue and south of the Santa Ana River Trail in the northwestern portion of the City of Grand Terrace. The approximately 21.92-acre site (APNs 0275-191-06 and 0275-191-30) is currently undeveloped and is surrounded by the City of Colton to the north, east, and west.

5. Project Sponsor's Name and Address:

Patrick O'Brien
GrandT-1, Inc.
1040 Mt. Vernon Avenue, Suite G-285
Colton, California 92324
(909) 319-2106

6. General Plan Designation:

Floodplain Industrial

7. Zoning:

M2 Industrial with a Floodplain (FP) and Agricultural-2 Overlay (AG-2).

8. Description of Property:

The project site (Assessor's Parcel Numbers [APNs] 0275-191-06 and 0275-191-30) (Figure 2) is currently undeveloped. Existing on-site features include power transmission poles and towers and well casings associated with the West Riverside Canal. High voltage electrical towers cross the property from north to south in two locations with a second set of power lines running across the property in an east to west direction. The project area has been subjected to disturbance from weed abatement disking and other earthmoving activities. Several large concentrations of modern refuse and soil piles were noted on the surface (Figures 3a and 3b). No structures are currently located within the project limits. Please refer to Section 2.2 for further detail.

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9. Setting and Surrounding Land Uses:

Surrounding land uses include the Santa Ana River to the north, open space to the east, rural residential uses and open space to the south, and a private street, an active rail line, and La Cadena Drive (City of Colton) to the west. Please refer to Section 2.3 for more detail.

10. Required Actions:

The City is expected to use this IS/MND in consideration of the proposed trailer storage facility and associated actions. These actions may include, but are not limited to, the following:

- Temporary Use Permit (TUP)/Conditional Use Permit (CUP) (19-01)
- Zoning/Land Use Consistency Determination (19-02)
- Architectural/Site Plan Review (19-03)

Please refer to Section 2.5 for more detail.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, has consultation begun? Please refer to Checklist Section 3.18 (Tribal Cultural Resources).

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

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EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an Environmental Impact Report (EIR) is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

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3.1 AESTHETICS

Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. 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 and 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 that would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Would the project have a substantial adverse effect on a scenic vista?

Less than Significant Impact

Discussion of Effects: Unique visual features typically include parks, natural open space and topographic features, and native flora. The project site is currently undeveloped and is vegetated primarily by non-native annual grasses and exotic mustard in the open fields. High voltage electrical towers cross the property from north to south in two locations with a second set of power lines running across the property in an east to west direction. Rural residential properties are located adjacent to the project site. Single-family homes on less than 0.5-acre parcels are located above the project on the bluffs at the southern limits of the Santa Ana River floodplain. An approximately 80 to 90-foot elevation difference exists between the project site and the residences on the bluffs to the south. From the bluff, foreground views consist of the project site and the Santa Ana River and mid-range views consist of the San Bernardino Valley. The San Bernardino and San Gabriel Mountains provide background views from the bluff. The site is located within an area previously designated for the development of industrial uses. While the project will alter the existing visual condition of the site, the City has not designated views to or through the site as significant. The proposed use is generally consistent with other industrial uses permitted by the City; therefore, **no significant adverse** effect on a scenic vista would occur and no mitigation is required.

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- b. Would the project substantially damage scenic resources, including, but not limited to trees, rock outcroppings and historic buildings within a State scenic highway?**

No Impact

Discussion of Effects: The proposed project is not located along a State scenic highway, and there are no state scenic highways located within the project vicinity.⁵ Therefore, the project will not affect any scenic resources within a State scenic highway. **No impact** would occur and no mitigation is required.

- c. Would the project, 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 and other regulations governing scenic quality?**

Less than Significant Impact

Discussion of Effects: As of July 1, 2018, the United States Census Bureau estimated the City's population to be 12,584 persons and the City's land area to be approximately 3.50 square miles.⁶ The project is located in an area with at least 1,000 persons per square mile and therefore meets the definition of *Urbanized Area* under Section 15387 of the *CEQA Guidelines*.

During construction, the construction vehicles and equipment would be visible during the removal of vegetation, installation of structures and features, the laying of slag material, and other visible general construction activity. However, the presence of construction vehicles would be temporary and would cease once construction is complete. Due to the temporary nature of construction activities, impacts to visual character of the site and its surroundings would be **less than significant** during construction. No mitigation is warranted.

The major scenic resource in the City is Blue Mountain located on the eastern boundary of the City.⁷ The project site consists of a trailer/container storage facility located in an area designated of industrial uses. Properties designated "Floodplain Industrial" are planned for ultimate development as light industrial, nonpolluting uses similar to the Light Industrial designation.⁸ Under the current zoning, the site is classified as M2 Industrial with an Agricultural-2 (AG-2) and Floodplain Overlay. The proposed trailer and container storage facility use is "similar in nature" to several permitted uses within the M-2 Zone, including, but not limited to, automotive-related services, contractor's office and storage yards, heavy equipment sales and service, public storage facilities, and wholesale storage and distribution facilities.⁹ The purpose of the agricultural overlay district (AG) is to permit limited agricultural uses in areas of the City that have historically contained such uses and where current lot size is sufficient to provide a compatible relationship between the limited agricultural uses and the underlying district's residential uses. The AG-2 Overlay also promotes limited commercial agricultural uses with single-family residential as an accessory use to support the commercial agricultural uses. No agricultural operation or activity currently occurs on site. The site is located within an area designated for the development of industrial uses. While the project will alter the existing visual condition of the site, it would not conflict with applicable zoning and other

⁵ *California Scenic Highway Mapping System*. San Bernardino County. California Department of Transportation. http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm (accessed June 12, 2019).

⁶ *QuickFacts, Grand Terrace, City of, California*. United States Census Bureau. <https://www.census.gov/quickfacts/fact/table/grandterracecitycalifornia/PST045218> (accessed June 12, 2019).

⁷ City of Grand Terrace January 2010, General Plan Update/Program EIR, Page 39.

⁸ City of Grand Terrace General Plan, January 2010, Table 2.3

⁹ City of Grand Terrace Municipal Code § 18.40.020, https://library.municode.com/ca/grand_terrace/codes/code_of_ordinances?nodeId=TIT18ZO_CH18.40M2INDI (accessed June 12, 2019).

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regulations governing scenic quality, and impacts to the visual character or quality of the site and its surroundings would be **less than significant**. No mitigation is required.

d. Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

Less than Significant Impact

Discussion of Effects: Construction of the project will be limited to between the hours of 7:00 a.m. and 8:00 p.m. in accordance with City Municipal Code Title 8 (Health and Safety). Therefore, nighttime lighting during construction would not be necessary. Operation of the proposed project will necessitate the installation of lighting necessary for public safety and security. All project lighting will comply with applicable City standards related to the installation and operation of lighting features. City Municipal Code Section 18.60.040 (Parking Improvements) requires that all lighting associated with parking lots be shielded and arranged to reflect, or illuminate, away from adjoining properties and public streets.

The proposed project as a whole would not generate a substantial new source of glare in the project area. Permanent perimeter lighting will be provided to facilitate site improvements, operation of the site during pickup/deliver of material, and safety on the premises. To reduce potential impacts from light or glare to less than significant levels, lighting will be shielded such that it will minimize light spillage to adjacent properties in accordance with City Municipal Code (Chapter 18.78.040: Performance Standards). Additionally, the proposed project will not utilize high gloss or reflective materials that would cause glare or reflection. Through adherence to applicable City standards, the project would not generate excessive light or glare. Implementation of lighting development standards prescribed by the City will be required for the project. Therefore, proposed lighting within the project limits would have a **less than significant** impact on daytime or nighttime views of the area. No mitigation is required.

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3.2 AGRICULTURE RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. 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 Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>
a. Would the project 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?				

No Impact

Discussion of Effects: The California Department of Conservation, Farmland Mapping and Monitoring Program (FMMP), compiles Important Farmland maps pursuant to the provisions of Section 65570 of the California Government Code. These maps utilize data from the United States Department of Agriculture

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(USDA), Natural Resource Conservation Service (NRCS) soil survey and current land use information using eight mapping categories, and they represent an inventory of agricultural resources within San Bernardino County.

No agricultural operations are located on, adjacent to, or near the proposed project site. The proposed project site is designated as “Other Land” (including vacant and non-agricultural land surrounded on all sides by urban development).¹⁰ As no Prime or Unique Farmlands or Farmland of Statewide Importance are located within or adjacent to the proposed project site, no conversion of such farmlands will occur. **No impact** related to this issue would occur and no mitigation is required.

b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact

Discussion of Effects: Williamson Act contracts restrict land development of contract lands.¹¹ These contracts typically limit land use to agriculture, recreation, and open space, unless otherwise stated in the contract. The project site is zoned M2 (Industrial) with Agricultural-2 (AG-2) and Floodplain Overlay Districts by the City.¹² Also, all appropriate buffers between the project site and the properties to the south would conform to the AG-2 overlay zoning ordinance requirements. Therefore, **no impact** would occur and no mitigation is required.

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))?

No Impact

Discussion of Effects: Neither the project site nor surrounding properties are zoned for forest land or timberland.¹³ Therefore, the proposed project would have **no impact** on forest land or timberland. No mitigation is required.

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

No Impact

Discussion of Effects: The project site is designated as “Other Land” and is currently undeveloped. No forest land exists on site. As discussed in response to Checklist Question 3.2c, the proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, **no impact** would occur and no mitigation is required.

¹⁰ *San Bernardino County Important Farmland 2016*. State of California Department of Conservation, California Important Farmland Finder. <https://maps.conservation.ca.gov/DLRP/CIFF/> (accessed July 18, 2019).

¹¹ The Williamson Act is a procedure authorized under State law to preserve agricultural lands as well as open space. Property owners entering into a Williamson Act contract receive a reduction in property taxes in return for agreeing to protect the land’s open space or agricultural values.

¹² San Bernardino County Williamson Act FY 2015/2016 (Sheet 2 of 2). State of California Department of Conservation, California Important Farmland Finder. <ftp://ftp.consrv.ca.gov/pub/dlrp/wa/> (accessed July 18, 2019).

¹³ *Zoning Map, City of Grand Terrace*. City of Grand Terrace. 9/1/2017.

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- e. **Would the project 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?**

No Impact

Discussion of Effects: As discussed in response to Checklist Questions 3.2a and 3.2b, no agricultural operations are located on, adjacent to, or near the proposed project. The project site is designated as “Other Land” and it is not subject to a Williamson Act Contract. The project site exists within an Agricultural Overlay Zone as designated by the City of Grand Terrace; however, no agricultural uses exist on site and the proposed project would not result in the conversion of agricultural land to a non-agricultural use. Similarly, no forestry uses exist on site. In the absence of land designated for agricultural or forestry use, **no impact** would occur and no mitigation is required.

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3.3 AIR QUALITY

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. 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 type="checkbox"/>	<input checked="" 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"/>

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact

Discussion of Effects: The project site is in the South Coast Air Basin (Basin), which is managed by the South Coast Air Quality Management District (SCAQMD). The California Air Resources Board (CARB) has designated the Basin as nonattainment for ozone (O₃), respirable particulate matter less than 10 micrometers in size (PM₁₀), and fine inhalable particulate matter less than 2.5 micrometers in size (PM_{2.5}) under the California Ambient Air Quality Standards. Under the National Ambient Air Quality Standards, the United States Environmental Protection Agency (EPA) has designated the status of the Basin as nonattainment for O₃ and PM_{2.5}.

The SCAQMD and Southern California Association of Governments (SCAG) are responsible for formulating and implementing the Air Quality Management Plan (AQMP) for the Basin. The applicable AQMP is the SCAQMD Final 2016 AQMP.¹⁴ The 2016 AQMP incorporates local General Plan land use assumptions and regional growth projections developed by SCAG to estimate stationary and mobile source emissions associated with projected population and planned land uses. If a new land use is consistent with the local General Plan and the regional growth projections adopted in the 2016 AQMP, then the added emissions are considered to have been evaluated, are contained in the 2016 AQMP, and would not conflict with or obstruct implementation of the regional 2016 AQMP.

The proposed project is not considered a project of statewide, regional, or area-wide significance (e.g., large-scale projects such as airports, electrical generating facilities, petroleum and gas refineries, residential development of more than 500 dwelling units, shopping center or business establishment employing more

¹⁴ Final 2016 Air Quality Management Plan. South Coast Air Quality Management District, March 2016.

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than 1,000 persons or encompassing more than 500,000 square feet of floor space, etc.) as defined in the California Code of Regulations [Title 14, Division 6, Chapter 3, Article 13, §15206(b)].

The City's General Plan designates the project site land use as Industrial, and the zoning is designated as Industrial (M-2). No changes are proposed to either the General Plan land use designation or zoning, as the project will include only modifications to the site relating to the development of an outdoor storage facility for empty container/trailers. Therefore, the project would not generate any increase in population that otherwise would not have been planned for in the City. Since the proposed project is consistent with the General Plan land use and zoning designation and would not generate any increase in population beyond that which has already been planned for by SCAG and the City, the proposed project is consistent with the 2016 AQMP. Impacts would be **less than significant** and no mitigation is required.

b. Would the project 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?

Less than Significant Impact

Discussion of Effects: The SCAQMD's CEQA *Air Quality Handbook* establishes suggested significance thresholds based on the mass of pollution emitted. According to the *Handbook*, any project in the Basin with daily emissions that exceed any of the following thresholds should be considered as having an individually and cumulatively significant air quality impact:

- 55 lbs. per day of VOC (volatile organic compounds) (75 lbs./day during construction);
- 55 lbs. per day of NO_x (oxides of nitrogen) (100 lbs./day during construction);
- 550 lbs. per day of CO (carbon monoxide) (550 lbs./day during construction);
- 150 lbs. per day of PM₁₀ (particulate matter with a diameter of 10 micrometers or smaller) (150 lbs./day during construction);
- 55 lbs. per day of PM_{2.5} (particulate matter with a diameter of 2.5 micrometers or smaller) (55 lbs./day during construction); and
- 150 lbs. per day of SO_x (oxides of sulfur) (150 lbs./day during construction).

The most recent version of the California Emission Estimator Model (CalEEMod) (Version 2016.3.2) was used to calculate construction and operation emissions from development of the proposed project (Appendix A).

No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. The SCAQMD developed the thresholds of significance based on the level above which a project's individual emissions would result in a cumulatively considerable contribution to the Basin's existing air quality conditions. Therefore, a project that exceeds the SCAQMD project-specific thresholds would also have a cumulatively considerable contribution to a significant cumulative impact.

Construction Emissions. During construction, short-term degradation of air quality may occur due to the release of particulate matter emissions (i.e., fugitive dust) generated by site leveling, paving, and other activities. Emissions from construction equipment are also anticipated and would include CO, NO_x, VOC, directly-emitted PM_{2.5} or PM₁₀, and toxic air contaminants (TACs) such as diesel exhaust particulate

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matter. Construction emissions were estimated for the project using CalEEMod Version 2016.3.2, consistent with SCAQMD recommendations for the proposed project.

Preliminary grading plans anticipate a total of approximately 16,130 cubic yards of rock base/slag would be imported and installed as pavement on site. It is assumed that approximately 2,016 truck trips would be needed to import the rock base/slag during a 35-day earthwork and grading period. As part of the default assumptions for the proposed project, the location of the rock import is approximately 20 miles away, which will create a total truck trip distance between the pick-up and drop-off locations. The pre-constructed modular office trailer and maintenance shed would be delivered on site. Perimeter fences and security lights would be erected by manual labor.

Table 3.3.A identifies the maximum daily emissions associated with construction activities and indicates no criteria pollutant emission thresholds would be exceeded from construction of the proposed project.

Table 3.3.A: Short-Term Regional Construction Emissions

Construction Phase	Total Regional Pollutant Emissions (lbs/day)							
	VOCs	NOx	CO	SOx	Fugitive PM ₁₀	Exhaust PM ₁₀	Fugitive PM _{2.5}	Exhaust PM _{2.5}
Site Preparation	4.44	45.65	22.96	0.04	7.25	2.39	3.93	2.20
Grading	5.23	69.89	36.52	0.11	3.80	2.44	1.64	2.24
Paving	1.54	15.31	15.41	0.02	0.17	0.83	0.04	0.76
Peak Daily Emissions	5.23	69.89	36.52	0.11	9.64		6.13	
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00		55.00	
Significant?	No	No	No	No	No		No	

Source: Compiled by LSA (Appendix A).

Note: Numbers may appear to not sum correctly due to rounding.

CO = carbon monoxide

lbs/day = pounds per day

NOx = nitrogen oxides

PM_{2.5} = fine inhalable particulate matter less than 2.5 micrometers in size

PM₁₀ = coarse inhalable particulate matter less than 10 micrometers in size

SCAQMD = South Coast Air Quality Management District

SOx = sulfur oxides

VOCs = volatile organic compounds

Operational Emissions. Long-term air pollutant emissions associated with operation of the proposed project include emissions from stationary, energy, and mobile sources. Stationary sources include area sources such as architectural coatings, consumer products, and landscaping. Energy sources include natural gas consumption for heating and electricity for lighting. Mobile-source emissions are from vehicle trips associated with operation of the project. Based on the stationary-source parameters in CalEEMod for construction activity and trip generation rates estimated for the proposed project, operational emissions are detailed in Table 3.3.B. Projects in the Basin with operation-related emissions that exceed any of the listed emission thresholds are considered potentially significant by the SCAQMD.

The proposed project is estimated to generate 88 truck trips and 6 employee vehicle trips per day (i.e., approximately 6 cars, 34 two- to three-axle trucks, 54 four-plus-axle trucks). The project would operate 16 hours per day, 6 days per week, and 52 weeks per year (i.e., Monday through Saturday 6:00 a.m. to 10:00 p.m.). Because off-road equipment (e.g., forklifts) is typically used in daily operations of warehouses, it was assumed that one forklift would be used for container storage operations, and these were included in CalEEMod. While this forklift could be electric or compressed natural gas powered, because diesel-powered forklift produce the worst emissions, this analysis includes diesel-powered

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forklift operating 8 hours a day during a 16-hour a day facility shift period, to be conservative. Area sources include architectural coatings, consumer products, and landscaping. Electrical energy sources include lighting for modular office trailer, parking lots, and security cameras.

Table 3.3.B indicates that criteria pollutants generated from operation of the proposed project would not exceed the corresponding SCAQMD daily emission thresholds in the project's opening year.

Table 3.3.B: Operational Emissions with Regional Effects

Source	Pollutant Emissions (lbs/day)					
	VOC	NOx	CO	SOx	PM ₁₀	PM _{2.5}
Area Sources	0.41	<0.01	<0.01	<0.01	<0.01	<0.01
Energy Sources	<0.01	<0.01	<0.01	<0.01	<0.01	<0.01
Mobile Sources	1.67	51.62	13.54	0.16	5.06	1.65
On-Site Equipment	0.14	1.30	1.19	<0.01	0.10	0.09
Total Project Emissions	2.22	52.91	14.72	0.16	5.15	1.73
SCAQMD Thresholds	55.0	55.0	550.0	150.00	150.00	55.00
Significant?	No	No	No	No	No	No

Source: Compiled by LSA (Appendix A).

Note: Numbers may appear to not sum correctly due to rounding.

CO = carbon monoxide

lbs/day = pounds per day

NOx = nitrogen oxides

PM_{2.5} = fine inhalable particulate matter less than 2.5 micrometers in size

PM₁₀ = coarse inhalable particulate matter less than 10 micrometers in size

SCAQMD = South Coast Air Quality Management District

SOx = sulfur oxides

VOCs = volatile organic compounds

The proposed project is required to comply with SCAQMD Rule 403, which includes implementation of standard control measures for fugitive dust. Table 3.3.A and Table 3.3.B demonstrate that, with compliance with applicable regulatory policy designed to reduce emissions, the proposed project would not exceed any SCAQMD threshold during construction or operation. Therefore, the proposed project would not contribute significantly to cumulative impacts on any pollutants for which the region is in nonattainment. Specifically, the proposed project construction and operational emissions would not exceed the SCAQMD's mass daily thresholds for VOC and NOx that serve as project and cumulative impact thresholds of significance for gauging regional O₃ impacts. Therefore, the proposed project's contribution to cumulative air quality impacts would not be cumulatively considerable.

Compliance with SCAQMD Rules 402, 403, and 1113; Title 13-Section 2449 of the California Code of Regulations; and CalRecycle/Green Building Program regulations, which include implementation of standard control measures for diesel equipment emissions, fugitive dust, and construction methods is a regulatory requirement for all projects in the Basin. Through compliance with these regulations as part of applicable policy designed to reduce emissions, the proposed project would not exceed any SCAQMD threshold or contribute to a substantial increase in regional air emissions. Therefore, the proposed project would not result in a cumulatively considerable contribution to significant air quality impacts. Cumulative air quality impacts would be **less than significant** and no mitigation is required.

c. Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact

Discussion of Effects: Localized Significance Thresholds (LSTs) are developed based upon the size or total area of the emissions source from the construction equipment activities, the ambient air quality levels in each source receptor area (SRA) in which the emission source is located, and the distance to the sensitive

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receptor. LSTs represent the maximum emissions from a project that would not 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 SRA. For the proposed project, the appropriate SRA for the LST is SRA 34 (Central San Bernardino Valley).

LSTs only apply to CO, nitrogen dioxide (NO₂), PM₁₀, and PM_{2.5} emissions during construction and operation, and are evaluated at the discretion of the lead agency. Screening-level analysis of LSTs is only recommended for construction activities at project sites that are 5 acres or less. The SCAQMD recommends that operational activities and construction for any project over 5 acres should perform air quality dispersion modeling to assess impacts to nearby sensitive receptors. The project site is 22 acres; therefore, dispersion modeling would be required for CO, NO₂, PM₁₀, and PM_{2.5} emissions during construction and for operational activities.

Localized significance is determined by comparing the on-site-only portion of the construction emissions with emissions thresholds derived by the SCAQMD to ensure pollutant concentrations at nearby sensitive receptors would be below ambient air quality standards established by the SCAQMD. AERMOD, an EPA-approved air quality model, was used to calculate localized pollutant concentrations for construction and operational activity for this project. Tables 3.3.C and 3.3.D indicate the construction and operational LST analyses of the CalEEMod results.

Table 3.3.C: Summary of Construction Emissions, Localized Significance

Source	Pollutant Concentrations				
	CO 1-hour (ppm)	CO 8-hour (ppm)	NO ₂ (ppm)	PM ₁₀ (µg/m ³)	PM _{2.5} (µg/m ³)
On-Site Emissions	0.1	0.05	0.09	2.9	2.7
Background Concentration	2.5	1.8	0.07	—	—
Localized Significance Threshold	20.0	9.0	0.18	10.4	10.4
Significant?	No	No	No	No	No

Source: Compiled by LSA (Appendix A).

CO = carbon monoxide

ppm = parts per million

µg/m³ = microgram per cubic meter air

NO₂ = nitrogen dioxide

PM_{2.5} = particulate matter less than 2.5 micrometers in size

PM₁₀ = particulate matter less than 10 micrometers in size

Table 3.3.D: Summary of Operational Emissions, Localized Significance

Source	Pollutant Concentrations				
	CO 1-hour (ppm)	CO 8-hour (ppm)	NO ₂ 1-hour (ppm)	PM ₁₀ 24-hour (µg/m ³)	PM _{2.5} 24-hour (µg/m ³)
On-Site Emissions	0.1	0.05	0.09	2.9	2.7
Background Concentration	2.5	1.8	0.07	—	—
Localized Significance Threshold	20.0	9.0	0.18	10.4	10.4
Significant?	No	No	No	No	No

Source: Compiled by LSA (Appendix A).

CO = carbon monoxide

ppm = parts per million

µg/m³ = microgram per cubic meter air

NO_x = nitrogen oxides

PM_{2.5} = particulate matter less than 2.5 micrometers in size

PM₁₀ = particulate matter less than 10 micrometers in size

As detailed in Table 3.3.C and Table 3.3.D, emissions would not exceed LST thresholds. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations. Impacts related to

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substantial pollutant concentrations for construction and operation would be **less than significant**. No mitigation is required.

Although project-level NOx emissions would generate ozone precursor emissions, as identified in Tables 3.3.B through 3.3.D, these levels do not exceed any established SCAQMD daily emission thresholds. The project's peak operation NOx emissions amount to approximately 16.88 pounds per day. Due to the incremental size of the proposed project, the level of emissions is not sufficiently high to use a regional modeling program to correlate health effects on a basin-wide level. On a regional scale, the quantity of emissions from the project is incrementally minor.

Diesel Particulate Matter (DPM) is not included as a criteria pollutant; however, it is recognized by the State of California as containing carcinogenic compounds. The risks associated with exposure to substances with carcinogenic effects are typically evaluated based on a lifetime of chronic exposure. DPM would be emitted from heavy equipment used in the construction process. Construction would be transitory and the geographic source of emissions would change every few weeks, as project construction would move from one area to another. However, construction-related DPM emissions would not exceed SCAQMD thresholds for increased cancer risk and chronic hazard index (Appendix A). DPM emissions would represent a minimal increase in risk to receptors at the residences nearest the project site.

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

Less than Significant Impact

Discussion of Effects: Other emissions, including objectionable odors, may occur during the operation of diesel-fueled equipment during construction and operation of the project. However, these emissions would be short in duration and are expected to be isolated to the immediate vicinity of the construction site or transport route. SCAQMD Rules 402, 403, and 431.2, as well as Title 13, Section 2449(d)(d) of the California Code of Regulations (CCR), require the project applicant to include implementation of standard control measures for fugitive dust and diesel equipment emissions. Additionally, operators of off-road vehicles (i.e., self-propelled diesel-fueled vehicles 25 horsepower and up that were not designed to be driven on road) are required to limit vehicle idling to five minutes or less; register and label vehicles in accordance with the California Air Resources Board (CARB) Diesel Off-Road Online Reporting System; restrict the inclusion of older vehicles into fleets; and retire, replace, or repower older engines or install Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). Additionally, SCAQMD Rule 402 regarding nuisances states: "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause injury or damage to business or property." Adherence to these rules is standard regulatory policy for all development and would reduce impacts from other emissions such as objectionable odors to **less than significant** levels. No mitigation is required.

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3.4 BIOLOGICAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input 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, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on 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"/>

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?

Less than Significant with Mitigation Incorporated

Discussion of Effects: The proposed project site is undeveloped. It is bounded by the Santa Ana River Trail and the Santa Ana River to the north, rural residential and open space to the south, the Burlington

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Northern Santa Fe (BNSF) railroad and La Cadena Drive to the west, and the abandoned Union Pacific (UP) Railroad line to the east. Current land uses around the project site include undeveloped parcels to the east, west, and south, as well as the Santa Ana Bike Trail to the north and rural residences to the south. A Biological Resources Assessment (BRA) (Appendix B) was prepared for the project. This BRA included a literature search and field survey of the site (July 1, 2019.)

According to the California Natural Diversity Data Base (CNDDB) maintained by the California Department of Fish and Wildlife (CDFW)¹⁵ and the California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants,¹⁶ there are several records of species of plants and animals or sensitive plant associations that are found within the *San Bernardino South, California* USGS 7.5-minute quadrangle. These include Santa Ana River woollystar (federally and State listed as endangered), slender-horned spineflower (federally and State listed as endangered), Gambel's watercress (federally listed as endangered), Delhi Sands flower-loving fly (federally listed as endangered), Santa Ana sucker (federally listed as threatened) and its Final Critical Habitat, and Southwestern Willow Flycatcher Final Critical Habitat. The field survey determined that there is not suitable habitat for any of these plant or animal species on the project site (LSA, 2019b).

The study area does not contain suitable habitat for the burrowing owl. However, the site contains suitable habitat for other nesting birds. Therefore, mitigation is required to ensure there would be no significant impacts to these species. Mitigation for migratory nesting birds is provided through implementation of **Mitigation Measure BIO-1**:

BIO-1 If project activities are planned during the bird nesting season (February 1 to August 31), a nesting bird survey shall be conducted within three days (72 hours) prior to any ground-disturbing activities, including, but not limited to demolition, clearing, grubbing, and/or rough grading, to ensure birds protected under the Migratory Bird Treaty Act (MBTA) are not disturbed by on-site activities. Any such survey(s) shall be conducted by a qualified biologist. If no active nests are found, no additional actions related to this measure are required. If active nests are found, the nest locations shall be mapped by the biologist. The nesting bird species shall be documented and, to the degree feasible, the nesting stage (e.g., incubation of eggs, feeding of young, near fledging) determined. Based on the species present and surrounding habitat, a no-disturbance buffer shall be established around each active nest. The buffer shall be identified by a qualified biologist and confirmed by the City; non-raptor bird species nests shall be buffered at least 280 feet, while raptor nests shall be buffered at least 820 feet. No construction or ground disturbance activities shall be conducted within the buffer until the biologist has determined the nest is no longer active and has informed the City and construction supervisor that activities may resume. This measure shall be implemented to the satisfaction of the Planning and Development Director or designee.

Through implementation of **Mitigation Measure BIO-1**, impacts to species identified as a candidate, sensitive, or special-status would be reduced to **less than significant levels with mitigation incorporated.****b. Have a substantial adverse effect on any riparian habitat or other sensitive natural**

¹⁵ California Natural Diversity Data Base, RareFind 5 and Biogeographic Information and Observation System online mapping tool. California Department of Fish and Wildlife. <https://www.wildlife.ca.gov/Data/CNDDB/Maps-and-Data> (accessed June 28, 2019).

¹⁶ Inventory of Rare and Endangered Plants. California Native Plant Society. <http://www.rareplants.cnps.org/result.html?adv=t&cnps=1A:1B:2A:2B:3:4&fesa=FE:FT&quad=3411716> (accessed June 28, 2019).

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community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact

Discussion of Effects: Certain habitats/natural communities are considered to be of special concern based on, 1) federal, State, or local laws regulating their development; 2) limited distributions; and/or 3) whether they support the habitat requirements of special-status plants or animals. Per the Biological Resources Assessment (LSA, 2019b), no riparian habitat, sensitive natural communities, or wetland habitat is located on the project site. Therefore, **no impact** would occur to any riparian habitat or other sensitive natural community. No mitigation is required.

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?

No Impact

Discussion of Effects: The U.S. Army Corps of Engineers (USACE) regulates discharges of dredge or fill material into water of the U.S. including wetlands and non-wetland bodies of water that meet specific criteria. To be considered a jurisdictional wetland under Section 404 of the Federal Clean Water Act (CWA), an area must possess three wetland characteristics: hydrophytic vegetation, hydric soils, and wetland hydrology. No potential jurisdictional features were found to be present within the project limits.

Per the General Biological Resources Assessment, no drainages, vernal pools, or other riparian or wetland areas are located on site; therefore, the project would not affect potentially jurisdictional waters (LSA, 2019b). The project is not subject to the regulatory authority of the USACE under Section 404 of the CWA, the Regional Water Quality Control Board (RWQCB) under Section 401 of the CWA, or the CDFW under Sections 1600 et seq. of the California Fish and Game Code. Therefore, the proposed project would have no effects on State or federally protected wetlands. **No impact** would occur and no mitigation is required.

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?

Less than Significant with Mitigation Incorporated

Discussion of Effects: Habitat fragmentation occurs when a single, contiguous habitat area is divided into two or more areas, or where an action isolates two or more new areas from each other. Isolation of habitat occurs when wildlife cannot move freely from one portion of the habitat to another or to/from one habitat type to another. Habitat fragmentation may occur when a portion of one or more habitats is converted into another habitat, as when scrub habitats are converted into annual grassland habitat because of frequent burning. Wildlife movement includes seasonal migration along corridors, as well as daily movements for foraging. Examples of migration corridors include areas of unobstructed movement for deer, riparian corridors providing cover for migrating birds, routes between breeding waters and upland habitat for amphibians, and between roosting and feeding areas for birds.

The project site is located in an area of encroaching development and has been regionally isolated by Interstate 215 to the south, La Cadena Drive and the BNSF railroad right-of-way to the west, open space to the east, and commercial development to the north. The project site does not function as a wildlife corridor and does not contain wildlife nursery sites, such as bat colony roosting sites or colonial bird

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nesting areas, due its highly disturbed state resulting from current land use practices. The project would not limit wildlife movement along the Santa Ana River, but would reduce local movement from upland areas to the river across the project site. Wildlife movement would be limited to roads, sidewalks, easements, cliffs, and landscaping between structures and along fence rows.

Although the project does have potential to affect migratory birds, implementation of **Mitigation Measure BIO-1** would protect migratory birds during the nesting bird season when unfledged offspring would not be able to safely flee the site during construction through the provision of appropriate buffers within which construction would not be allowed. Therefore, **Mitigation Measure BIO-1** would ensure development of the project site would not significantly affect wildlife movement. Impacts related to wildlife movement would be reduced to **less than significant with mitigation incorporated**.

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

Less than Significant Impact

Discussion of Effects: City Municipal Code Section 12.18.100, "Removal," prohibits tree removal or injury within City streets and parkways without a permit. The proposed project would not remove any trees within the City streets or parkways; therefore, the proposed project would not conflict with this City policy. However, the removal of trees might occur during vegetation removal for site construction. As no conflict with any local policies or ordinances protecting biological resources would occur, no mitigation is required. The project would not conflict with any ordinances protecting biological resources, such as trees, and impacts would be **less than significant**.

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?

No Impact

Discussion of Effects: The project site is not within any adopted habitat conservation plans, natural community conservation plans, or any other regional planning areas identified by the U.S. Fish and Wildlife Service (USFWS), CDFW, or the City.^{17,18} Therefore, implementation of the proposed project would not conflict with the provisions of any adopted local or regional conservation plans. **No impact** to adopted habitat conservation plans would occur and no mitigation is required.

¹⁷ California Natural Diversity Data Base, RareFind 5 and Biogeographic Information and Observation System online mapping tool. California Department of Fish and Wildlife. <https://www.wildlife.ca.gov/Data/CNDDDB/Maps-and-Data> (accessed June 28, 2019).

¹⁸ Information for Planning and Consultation, Facilities. United States Fish and Wildlife Service. <https://ecos.fws.gov/ipac/location/VKT4QFYV5FHP5FCSEJAK4YRDEM/resources#facilities> (accessed June 28, 2019).

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3.5 CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?				

Less than Significant with Mitigation Incorporated

Discussion of Effects: Pursuant to *CEQA Guidelines* §15064.5, the term “historical resource” shall include:

- (1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code §5024.1, Title 14 CCR, Section 4850 et seq.).
- (2) A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements Section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- (3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code, § 5024.1, Title 14 CCR, Section 4852) including the following:
 - A. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.
 - B. Is associated with the lives of persons important in our past.
 - C. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

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

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

The City’s General Plan states that, “although a number of sites have been recorded as containing resources, there are no known areas of the City that have been previously identified as places of historical, cultural, or archaeological significance that should be identified significant and be preserved as open space.”

An archaeological and historical records search of the project site included a one-mile radius search index (see Appendix C). The records search revealed 27 previous surveys and/or excavations documented within one mile of the project site, none of which encompassed the project site. Portions of two cultural resources are documented within the project area and are segments of power transmission lines. An additional 21 cultural resources are located within one mile of the project, including prehistoric sites (habitation site, rock shelters, and artifact scatter), historic period archaeological resources (artifact scatter and multi-component site), and built environment (historic district, residences, utility substation, bridges, and railroad segments). The nearest prehistoric resource (an expansive habitation site and artifact scatter) was documented approximately 300 meters (1,000 feet) west of the project site (LSA 2019a). Further, a pedestrian survey of the project site was completed in February 2019. No prehistoric cultural resources were noted during the survey; the power transmission towers and well casings associated with the North Riverside and Jurupa/West Riverside Canal are located within the project site and were closely examined during the survey.

Based on the results of the archaeological and historical records search, the project site does not contain any “historical resources” as defined under *CEQA Guidelines* §15064.5. The two previously documented cultural resources, two power transmission line segments, were identified within the project area and have been previously evaluated as not “historical resources” under CEQA. Additional research showed that a shed and concrete water conveyance features associated with the adjacent North Riverside and Jurupa/West Riverside Canal were removed from the project site in the late 2010s (LSA 2019a). The segment of the North Riverside and Jurupa/West Riverside Canal adjacent to the project site was previously evaluated as not an “historical resource” pursuant to CEQA. Although the existing wells within the project site are associated with the canal and date to the historic period, they comprise typical utilitarian water conveyance infrastructure and are not “historical resources” pursuant to CEQA. Their cultural resource value has been realized by their recordation in a site record update.

The southern portion of the site has undergone previous disturbance, though this area has the highest likelihood of intact soil; further, the southern portion is not slated for any significant disturbance under the proposed project. However, because prehistoric habitation site was located in proximity to the project site, there is some on-site sensitivity for undocumented subsurface resources in this southern portion of the project site. Therefore, **Mitigation Measure CUL-1** is required to ensure impacts to any unanticipated cultural resources would be reduced to **less than significant** levels.

CUL-1 Prior to issuance of grading permits, the applicant shall provide evidence to the City that the following note is included on the grading plans/documents:

“In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist

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meeting Secretary of Interior standards shall be hired to assess the find. Work on the other of the project outside of the buffered area may continue during this assessment period. Additionally, the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed within **Mitigation Measure TCR-1**, regarding any pre-contact finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.

If significant pre-contact cultural resources, as defined by CEQA (as amended, 2019), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to SMBMI for review and comment, as detailed within **Mitigation Measure TCR-1**. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

If unanticipated human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.”

With implementation of **Mitigation Measure CUL-1**, impacts to “historical resources” as defined under *CEQA Guidelines* §15064.5 or “archaeological resources” pursuant to *CEQA Guidelines* §15064.5 would be reduced to **less than significant levels with mitigation incorporated**.

c. Disturb any human remains, including those interred outside of dedicated cemeteries?

Less than Significant Impact

Discussion of Effects: No known human remains are present on the project site and there is no evidence that Native Americans are buried on the project site. In the unlikely event that human remains are encountered during project construction, the proper authorities (i.e., San Bernardino County Coroner) shall be notified, and standard procedures for the respectful handling of human remains during the earthmoving activities will be followed. Construction contractors are required to adhere to CCR Section 15064.5(e), PRC Section 5097, and Section 7050.5 of the State’s Health and Safety Code. In the event of an unanticipated discovery of a human burial, human bone or suspected human bone, or funerary objects associated with a human burial, the law requires all excavation or grading in the vicinity of the find halt immediately, the area of the find be protected, and the contractor immediately notify the County Coroner of the find. The construction contractor, project proponent, and the County Coroner are required to comply with the provisions of CCR Section 15064.5(e), PRC Section 5097.98, and Section 7050.5 of the State’s Health and Safety Code. Compliance with these provisions would ensure that any potential impacts to unknown buried human remains would be **less than significant** by ensuring appropriate examination, treatment, and protection of human remains as required by State law. No specific mitigation is required; however, contingency mitigation is included in **Mitigation Measure CUL-1**.

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3.6 ENERGY

Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Less than Significant Impact

Discussion of Effects: The project’s consumption of energy during construction and operation is calculated via the California Emission Estimator Model (CalEEMod), as detailed in Appendix A.

The majority of energy consumption of a typical development project occurs during operation of infrastructure, buildings, and other facilities that would typically be occupied and therefore consume energy. However, the project site is not proposed for continuous occupation, as on-site container movement activities are expected to occur only Monday through Saturday, 6:00 a.m. to 10:00 p.m. However, the project would have rooftop heating, ventilation, and air conditioning (HVAC) units for the proposed office trailer and the HVAC equipment could be in operation 24 hours per day (LSA 2019c). Notwithstanding the HVAC units, energy consumption of the proposed project is expected primarily to be a result of site preparation during construction. Construction is anticipated to occur over a period of two months.

The project’s consumption of energy during construction and operation has been calculated via CalEEMod. The CalEEMod output for energy consumption incorporates project compliance with SCAQMD Rule 431.2, Title 13-Section 2449 of the California Code of Regulations, and California Department of Resources Recycling and Recovery (CalRecycle) Sustainable (Green) Building Program regulations, which include implementation of standard control measures for equipment emissions. Adherence to these regulations, including the implementation of Best Available Control Measures (BACMs), is a standard requirement for any construction or ground disturbance activity occurring within the South Coast Air Basin. The project’s estimated electrical energy consumption, based on the CalEEMod, is approximately 334,192 kilowatt-hours per year (LSA 2019c).

BACMs include, but are not limited to, requirements that the project proponent utilize only low-sulfur fuel (i.e., having a sulfur content of 15 parts per million by weight or less); ensure off-road vehicles (i.e., self-propelled diesel-fueled vehicles 25 horsepower and higher that were not designed to be driven on road) limit vehicle idling to five minutes or less; register and label vehicles in accordance with the CARB Diesel Off-Road Online Reporting System; restrict the inclusion of older vehicles into fleets; and retire,

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replace, or repower older engines or install Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). Additionally, the construction contractor will recycle/reuse at least 50 percent of the construction material (including, but not limited to, proposed aggregate base, soil, mulch, vegetation, concrete, lumber, metal, and cardboard) and use “Green Building Materials,” such as those materials that are rapidly renewable or resource efficient, and recycled and manufactured in an environmentally friendly way, for at least 10 percent of the project, in accordance with CalRecycle regulations.

Construction Energy Usage. Approximately 16,130 cubic yards of surface rock base/slag would be imported to the project site to provide the parking surface. Light surface grading would occur on 21.92 acres of the project site. The CalEEMod output assumes up to 88 trucks and 6 employee vehicle trips per day (94 trips ÷ 21.92 acres = 4.288 trips/acre/day) during construction for a duration of approximately two months. Based on these construction assumptions, off-road construction equipment would consume approximately 17,154 gallons of diesel fuel during the two-month site preparation, grading, and paving phase. An additional 4,777 gallons of diesel fuel would be utilized by other construction trucks and/or during construction activities. Workers commuting to the site during the two-month duration of construction would consume approximately 1,343 gallons of vehicle fuel (see Appendix H).

Operational Energy Usage. Energy usage during operation would be area sources¹⁹ from general energy and water usage, and mobile sources from operation of vehicles during pick-up/delivery/movement of empty truck container/trailers and the operation of a forklift on site. Area source energy demand would be limited to use of the 900-square foot security/administrative office, a 4,800-square foot maintenance building, and electricity for HVAC units, parking lot lights, and security cameras. The Riverside Highland Water Company (RHWC) actual per capita water use per day in 2015 was 166 gallons.²⁰ The project site is not proposed for permanent occupation, but would require approximately 12 employees assigned to the project site. Under a residential scenario for 12 occupants, the site would require 1,992 gallons per day. But, based on the anticipated frequency of on-site operations, use of the on-site bathroom, and corresponding water demand, is expected to be substantially less than if the site was occupied as a residence. This would still be within the anticipated water demands for industrial uses of raw and potable water for the RHWC (projected 8 acre-feet in 2020).²¹ The project’s estimated electrical energy consumption, based on the CalEEMod, is approximately 334,192 kilowatt-hours per year (LSA 2019c).

The proposed project is required to comply with SCAQMD Rule 431.2; Title 13-Section 2449 of the California Code of Regulations; and CalRecycle/Green Building Program regulations, which include implementation of standard control measures for diesel equipment emissions. Through compliance with applicable regulatory policies designed to reduce emissions, conserve energy and water use, increase renewable energy, recycling, and diversion of solid waste, and facilitate alternative transportation, the proposed project will not result in wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation in accordance with Executive Order S-3-05 and Assembly Bill (AB) 32.

Construction and operation of the proposed project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be **less than significant** and no mitigation is required.

¹⁹ Here, the term “area source” refers to project-related energy uses such as HVAC units, lighting, and cameras.

²⁰ San Bernardino Valley Regional Urban Water Management Plan, 2016. Page 15-8.

²¹ Ibid. Page 15-5.

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b. Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Less than Significant Impact

Discussion of Effects: The project would be required to comply with the California Building Code (CBC) and California Green Building Standards Code (CalGreen Code) pertaining to energy conservation standards in effect at the time of construction. Therefore, the proposed project would be consistent with applicable plans related to renewable energy and energy efficiency. Impacts would be **less than significant** and no mitigation is required.

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3.7 GEOLOGY AND SOILS

Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>

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- a. **Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**
- i **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**
 - ii **Strong seismic ground shaking?**
 - iii **Seismic-related ground failure, including liquefaction?**
 - iv **Landslides?**

No Impact or Less than Significant Impact

- i. Discussion of Effects: The Alquist-Priolo Earthquake Fault Zoning Act (Act) mitigates fault rupture hazards by prohibiting the development of structures for human occupancy across the trace of an active fault. The Act requires the State Geologist to delineate “Earthquake Fault Zones” along faults that are “sufficiently active” and “well defined.” The boundary of an “Earthquake Fault Zone” is generally 500 feet from major active faults and between 200 and 300 feet from well-defined minor faults. Based on the information published by the Department of Conservation, State of California the project site is not located within an Alquist-Priolo Special Study Zone (see Appendix D),²² Therefore, **no impact** related to fault rupture would result from the implementation of the project. No mitigation is required.
- ii. Like all of southern California, the project site has and will continue to be subject to ground shaking generated from activity on local and regional faults. Based on United States Seismic Design Maps, the proposed structures may be subject to and must accommodate up to a maximum site horizontal acceleration of 0.784g with two percent probability of being exceeded in 50 years. No permanent occupation of the site would occur. Impacts would be **less than significant** because the proposed project would not construct large-scale, habitable structures or expose site visitors to any geologic or seismic hazards. No mitigation is required.
- iii. Liquefaction occurs when loose, unconsolidated, water-laden soils are subject to shaking, causing the soils to lose cohesion. In the City of Grand Terrace, groundwater is at approximately 140 feet below surface and soils are generally stable. Areas located along the Santa Ana River may be subject to potential liquefaction hazards. However, considering the project does not involve major construction other than asphaltic paving/parking, a 900-square foot modular office, and a 4,800-square foot maintenance building/shed, no site soils liquefaction evaluation is necessary.²³ Therefore, impacts related to liquefaction risk are **less than significant** and no mitigation is required.
- iv. The project site is characterized by flat to gently sloping topography. However, a low to moderate landslide susceptibility area does occur near the southern portion of the project site.²⁴ No steep slopes are located on the project site, making the potential for seismically induced land sliding “remote.”²⁵ Therefore, the likelihood of a landslide on the project site is low and impacts associated with landslides would be **less than significant**. No mitigation is required.

²² Report of Soils and Foundation Evaluations and Soil Infiltration Testing for WQMP-BMP Design. Soils Southwest Inc. July 2019.

²³ Ibid. Page 7.

²⁴ Grand Terrace General Plan, 2010. Geological Hazards, Exhibit 5-1. Page V-6.

²⁵ Report of Soils and Foundation Evaluations and Soil Infiltration Testing for WQMP-BMP Design. Soils Southwest Inc. July 2019.

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

Less than Significant Impact

Discussion of Effects: The proposed project site is currently undeveloped; no structures are currently located within the project limits and the site comprises earthen surfaces with sparse vegetation. Surface soils are compacted and disturbed (see Appendix D); the Natural Resource Conservation Service (NRCS) identifies the soil type as Tujunga gravelly loamy sand, 0 to 9 percent slopes. The proposed project would include the clearance of the site, which would require slight ground leveling (spreading of on-site soil from high areas to low areas to create a generally level surface) and the placement of crushed slag/base throughout the project site. Covering on-site earthen surfaces with crushed slag/base will maintain storm water permeability on site while reducing the potential for soil erosion and siltation. Through the establishment of a generally flat surface area, placement of crushed slag/base throughout the project site, and implementation of standard erosion control measures in accordance with City of Grand Terrace Municipal Code Chapter 15.62 (Floodplain Management), the proposed project is not expected to result in substantial soil erosion. Impacts would be **less than significant** and no mitigation is required.

Compliance with City Municipal Code and National Pollutant Discharge Elimination System (NPDES) requirements would ensure that the proposed project would have a **less than significant impact** related to soil erosion or loss of topsoil. No mitigation is required.

c. 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 off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less than Significant Impact

Discussion of Effects: Liquefaction occurs primarily in saturated, loose, fine-to-medium-grained alluvial soils in areas where the groundwater table is within 50 feet of the surface. Shaking suddenly causes soils to lose strength and behave as a liquid. Liquefaction-related effects include loss of bearing strength, lateral spreading, and flow failures or slumping.

Lateral spreading is a type of liquefaction-induced ground failure associated with the lateral displacement of surficial blocks of sediment resulting from liquefaction in a subsurface layer. Once liquefaction transforms the subsurface layer into a fluid mass, gravity plus the seismic inertial forces may cause the mass to move downslope toward a free face (such as a river channel or an embankment). Lateral spreading may cause large horizontal displacements and such movement typically damages pipelines, utilities, bridges, and structures.

Factors that contribute to slope failure and landslides include slope height and steepness, shear strength and orientation of weak layers in the underlying geologic units, and pore water pressures.

Ground subsidence is typically a gradual settling or sinking of the ground surface with little or no horizontal movement, although fissures (cracks and separations) can result from lowering of the ground surface. Most of the damage caused by subsidence is the result of oil, gas, or groundwater extraction from below the ground surface. Ground subsidence may occur as a response to natural forces such as earthquake movements, which can cause abrupt elevation changes of several feet or densification of low density granular soils during an earthquake event that may cause several inches of settlement.

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Hydrocompaction, or soil collapse, typically occurs in recently deposited Holocene (less than 11,000 years before present time) soils that were deposited in an arid or semi-arid environment. Soils prone to collapse are commonly associated with man-made fill, wind-laid sands and silts, and alluvial fan and mudflow sediments deposited during flash floods. Sudden substantial settlement may occur when saturated, collapsible soils lose their cohesion. An increase in surface water infiltration (such as from irrigation) or a rise in the groundwater table, combined with the weight of a building or structure, may initiate settlement, causing foundations and walls to crack.

Due to the near level topography of the project site and that the project involves no major construction other than the asphaltic paving/parking, a 900-square foot modular office, and a 4,800-square foot maintenance building/shed, the possibility of on-site or off-site landslide, lateral spreading, subsidence, liquefaction, and/or collapse potential is considered remote.²⁶

Where exposure to these hazards cannot be entirely avoided, CBC and City of Grand Terrace Building Codes establish engineering and construction criteria designed to reduce the risk associated with unstable soils, landslides, lateral spreading, subsidence, liquefaction, soils collapse, and expansive soils. Compliance with existing regulations and requirements would reduce the risk of unstable geologic soils or units to **less than significant levels**. No mitigation is required.

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

Less than Significant Impact

Discussion of Effects: Expansive soils generally have a substantial amount of clay particles that can give up water (shrink) or absorb water (swell). The change in the volume exerts stress on structures and other loads placed on these soils. The extent or range of the shrink/swell is influenced by the amount and kind of clay present in the soil. The occurrence of these soils is often associated with geologic units having marginal stability. Expansive soils can be widely dispersed and they can occur in hillside areas as well as low-lying alluvial basins.

Soils on site are Tujunga gravelly loamy sand, 0 to 9 percent slopes. Based on preliminary field investigation and laboratory testing data, on-site soils possess a “very low” expansion potential.²⁷ Development of the project site would be required to adhere to applicable standards of the City of Grand Terrace for compliance with the most current edition of the CBC, as adopted under Chapter 15.08 (Building Code) of the City’s Municipal Code. Through implementation of 2016 CBC standards, impacts associated with expansive soils would be **less than significant**. No mitigation is required.

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?

No Impact

Discussion of Effects: The project would not require the construction or expansion of septic tanks or wastewater treatment facilities. The proposed buildings on site would be connected to the municipal wastewater system; therefore, alternative wastewater disposal systems would not be utilized. **No impact** would occur and no mitigation is required.

²⁶ Report of Soils and Foundation Evaluations and Soil Infiltration Testing for WQMP-BMP Design. Soils Southwest Inc. July 2019.

²⁷ Ibid.

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

Less than Significant with Mitigation Incorporated

Discussion of Effects: The project site is underlain mostly by alluvial gravel and sand of valley areas (Qa), which are Holocene in age (12,000 years or younger).²⁸ Holocene alluvial deposits are typically too young to yield paleontological resources; however, these deposits are typically underlain by Pleistocene-age sediments (12,000 to 240,000 years ago) that have potential to yield scientifically important paleontological resources. Also, there is a small portion of the site that is considered plutonic rock of the peninsular ranges (qdx) that may be associated with the Cretaceous period (145–66 million years old) and which may have the potential to yield paleontological resources; however, this area is limited to the southern portion of the site along the slight elevation that borders some residential uses and would not be affected by project construction.

Ground disturbance would include minor trench excavation for erection of walls and fences, the extension of utilities, and spreading of on-site soil from high areas to low areas. Based on the site's natural contours, depth of excavation is expected to reach approximately two feet below grade for trench excavation and one foot below grade for leveling of the site. Due to the project site having been subject to routine disking for weed abatement, the anticipated depth of excavation for site preparation is not expected to penetrate beneath the plow zone of disturbed soils. Although subsurface sediments have been disturbed, excavation on the project site does not preclude the potential for paleontological resources to be encountered if Pleistocene-age sediments are reached below the ground surface. Therefore, implementation of **Mitigation Measure GEO-1** is required in the event that unanticipated paleontological resources are unearthed during project construction.

GEO-1 Prior to issuance of grading permits, the City shall verify that the following note is included on the grading plans:

“If paleontological resources are encountered during the course of ground disturbance, work within 60 feet of the find shall be halted and an exclusionary buffer shall be established. A paleontologist shall be contacted to assess the find for scientific significance. No ground-disturbing activity within the 60-foot exclusionary buffer may occur without the consent of the paleontologist and the City of Grand Terrace Planning and Development Director. If determined to be significant, the fossil(s) shall be collected from the field. The paleontologist may also make recommendations regarding additional mitigation measures, such as paleontological monitoring. Scientifically significant resources shall be prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collections of a museum repository. If scientifically significant paleontological resources are collected, a report of findings shall be prepared to document the collection.”

This measure shall be implemented to the satisfaction of the City of Grand Terrace Planning Director or his/her designee.

Implementation of **Mitigation Measure GEO-1** would reduce impacts to paleontological resources to **less than significant levels with mitigation incorporated** by ensuring paleontological resources, if found, would be subject to scientific recovery and evaluation.

²⁸ *Geologic Map of the Riverside East and San Bernardino South Quadrangles, Riverside and San Bernardino Counties, California*. Dibblee, T.W., and Minch, J.A. United States Geological Survey. 2002. https://ngmdb.usgs.gov/ngm-bin/pdp/zui_viewer.pl?id=34334 (accessed August 1, 2019).

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3.8 GREENHOUSE GAS EMISSIONS

Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

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

Less than Significant Impact

State CEQA Guidelines Section 15064(b) provides that the “determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data,” and further states that an “ironclad definition of significant effect is not always possible because the significance of an activity may vary with the setting.” Climate change is a global issue and is described in the context of the cumulative environment. Therefore, the project is considered in the context of multiple sectors and the combined efforts of many industries, including development. The primary greenhouse gas (GHG) emissions generated by the project would be carbon dioxide (CO₂). The following analysis represents an estimate of the project’s GHG emissions through the quantification of CO₂ emissions (Appendix A). It should be noted that methane (CH₄) and nitrous oxide (N₂O) emissions are also anticipated, but are negligible (i.e., less than 1 metric ton per year). The following project activities were analyzed for their contribution to global CO₂ emissions.

Construction Emissions. Construction activities produce combustion emissions from various sources, such as site grading, utility engines, on-site heavy-duty construction vehicles, equipment hauling materials to and from the site, asphalt paving, and motor vehicles transporting the construction crew. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change. The construction GHG emission estimates were calculated using CalEEMod Version 2016.3.2, which indicates the project’s GHG emissions during the construction period (prior to 2020) would equal 217 metric tons (MT) of carbon dioxide equivalent (CO₂e). See Table 3.8.A.

Table 3.8.A: Construction Greenhouse Gas Emissions

Construction Phase	Greenhouse Gas Emissions, CO ₂ e (Metric Tons per Year)
Site Preparation	18.09
Grading	177.00
Paving	22.09
Total Project Emissions	217.19
Total Construction Emissions Amortized over 30 years	7.24

Source: Compiled by LSA (Appendix A).

Note: Numbers may appear to not sum correctly due to rounding.

CO₂e = carbon dioxide equivalent

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As indicated in Table 3.8.A, project construction would result in total emissions of 217 MT of CO₂e, which would be amortized to 7.24 MT of CO₂e over 30 years.

Operational Emissions. The operational GHG emissions estimates were also calculated using CalEEMod. Activities such as natural gas, electricity, water use, solid waste disposal, and motor vehicle use are expected to contribute directly and/or indirectly to the generation of GHG emissions from operation of the proposed project. Table 3.8.B details the emissions estimates for the operation of the project.

Table 3.8.B: Operational Greenhouse Gas Emissions

Source	Pollutant Emissions (MT/yr)					
	Bio-CO ₂	NBio-CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Construction Emissions Amortized over 30 Years	0	7.20	7.20	<0.01	0	7.24
Operational Emissions						
Area	0	<0.01	<0.01	0	0	<0.01
Energy	0	106.48	106.48	<0.01	<0.01	106.48
Mobile	0	2,308.04	2,308.04	0.13	0	2,311.18
Warehouse Equipment	0	17.46	17.46	<0.01	0	17.46
Waste	0	0	0	0	0	0
Water	0	0	0	0	0	0
Total Project Emissions	0	2,439.18	2,439.18	0.13	<0.01	2,442.88

Source: Compiled by LSA (Appendix A).

Bio-CO₂ = biologically generated CO₂

CO₂ = carbon dioxide

GHG = greenhouse gas

N₂O = nitrous oxide

CH₄ = methane

CO₂e = carbon dioxide equivalent

MT/yr = metric tons per year

NBio-CO₂ = non-biologically generated CO₂

As indicated in Table 3.8.B, project operations would result average annual emissions of 2,442.88 MT of CO₂e per year. Because the City has not developed a Climate Action Plan, the interim GHG threshold is the SCAQMD threshold of 3,000 MT of CO₂e per year for non-industrial projects.²⁹ The CO₂e emissions from construction and operation of the project would not exceed this threshold. Therefore, impacts related to the generation of GHG emissions, either directly, indirectly or cumulatively, that may have a significant impact on the environment would be **less than significant**. No mitigation is required.

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

Less than Significant Impact

Discussion of Effects: The CARB, a part of the California Environmental Protection Agency (CalEPA) is responsible for the coordination and administration of both federal and State air pollution control and climate change programs within California. In this capacity, the CARB conducts research, sets California Ambient Air Quality Standards, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. The CARB establishes emissions standards for motor vehicles sold in California, consumer products, and various types of commercial equipment. While the City does not have

²⁹ Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #15. South Coast Air Quality Management District. 2010. [http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf](http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf) (accessed July 26, 2019).

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an established Climate Action Plan, it is one of the partnership cities that participates in the San Bernardino County Regional Greenhouse Gas Reduction Plan.

The proposed project is required to comply with Title 13-Section 2449 of the CCR and the CalRecycle Sustainable (Green) Building Program regulations, which include implementation of standard control measures for equipment emissions. Adherence to these regulations, including the implementation of BACMs is a standard requirement for any construction or ground disturbance activity occurring within the South Coast Air Basin.

BACMs include, but are not limited to, requirements that the project proponent utilize only low-sulfur fuel (i.e., having a sulfur content of 15 parts per million by weight or less); ensure off-road vehicles (i.e., self-propelled diesel-fueled vehicles 25 horsepower and up that were not designed to be driven on road) limit vehicle idling to five minutes or less; register and label vehicles in accordance with the CARB Diesel Off-Road Online Reporting System; restrict the inclusion of older vehicles into fleets; and retire, replace, or repower older engines or install Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). Additionally, the construction contractor will recycle/reuse at least 50 percent of the construction material (including, but not limited to, proposed aggregate base, soil, mulch, vegetation, concrete, lumber, metal, and cardboard) and use “Green Building Materials,” such as those materials that are rapidly renewable or resource efficient, and recycled and manufactured in an environmentally friendly way, for at least 10 percent of the project, in accordance with CalRecycle regulations.

Long-term (operational) project emissions typically include emissions from use of consumer products, energy and water usage, and emissions from vehicle use and the generation/disposal of solid waste. The project site is not proposed for continuous occupation.

As stated previously, the proposed project is required to comply with SCAQMD Rule 431.2; Title 13-Section 2449 of the CCR; and CalRecycle/Green Building Program regulations, which include implementation of standard control measures for diesel equipment emissions. Through compliance with BACMs as part of applicable regulatory policies designed to reduce emissions, the proposed project’s estimated GHG emissions (2,442.88 MT of CO₂e/year would be less than the SCAQMD Tier 3 threshold of 3,000 MT CO₂e/year, as detailed in Table 3.8.B) would support a more sustainable community in accordance with Executive Order S-3-05 and AB 32. Therefore, the proposed project will not generate greenhouse gas emissions that will have a significant impact on the environment, nor will the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Associated impacts will be **less than significant** and no mitigation is required.

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3.9 HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard 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"/>

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

Less than Significant Impact

Discussion of Effects: Potentially hazardous materials such as fuel, paint products, lubricants, solvents, and cleaning products may be used and/or stored on site during site preparation and may be housed in

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the maintenance building during operation of the site. However, due to the limited quantities of these materials to be used, they are not considered hazardous to the public at large. The transport, use, and storage of hazardous materials during construction would be regulated by the Grand Terrace Fire Service, under contract with the San Bernardino County Fire Department, in accordance with the City's Hazard Mitigation Plan and California Occupational Safety and Health Administration regulations. Additionally, the United States Department of Transportation Office of Hazardous Materials Safety prescribes strict regulations for the safe transport of hazardous materials by truck and rail on State highways and rail lines, as described in Title 49 of the Code of Federal Regulations, and implemented by Title 13 of the CCR.

As detailed in the City of Grand Terrace Hazard Mitigation Plan, the transport, use, and storage of hazardous materials during site preparation and project operation would be conducted pursuant to all applicable local, State, and federal laws, and in cooperation with the San Bernardino County Department of Environmental Health Services, Hazardous Materials Division.

Ground disturbance would include grubbing of vegetation, minor excavation for erection fences, and spreading of on-site soil from high areas to low areas to create a generally level surface. Minor grading would occur on site to provide for the foundations of the maintenance building, office trailer, and parking area near the main project entrance. Due to the relatively small size of the project site and scale of proposed construction activities, construction of the project is not expected to require hazardous materials or a mixture containing a hazardous material in a quantity at any one time above the thresholds described in California Health and Safety Code Section 25503 and Section 25507(a) (1) through (6).

The project site is not proposed for continuous occupation. Project operations would be limited to heavy-duty trucks entering the project site, drop off/pick up of empty storage containers, and light inspection replacement and/or safety checks related maintenance of trucks. The project would generally accommodate storage of trailers, storage containers and chassis from the various manufacturing, distribution and logistics center uses in the surrounding region. Accordingly, operation of the project would occur pursuant to the City's Hazard Mitigation Plan, Title 49 of the Code of Federal Regulations, and Title 13 of the California Code of Regulations.

Compliance with all applicable laws and regulations during project construction and operation would ensure impacts associated with the routine transport, use, storage, or disposal of hazardous materials remain **less than significant**. No mitigation is required.

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?

Less than Significant Impact

Discussion of Effects: As described previously, the proposed project would not use or handle significant quantities of hazardous materials. The project site and a one-half-mile radius encompassing the site were evaluated via the State Water Resources Control Board GeoTracker database³⁰ and the Department of Toxic Substances Control's (DTSC) EnviroStor database³¹ for the purposes of identifying recognized environmental conditions or historical recognized environmental conditions. Based on this information and a review of the GeoTracker and EnviroStor databases, there is no evidence of recognized environmental conditions at the project site. However, three properties with historical recognized

³⁰ *GeoTracker Database*. State Water Resources Control Board. <https://geotracker.waterboards.ca.gov/map/> (accessed July 24, 2019).

³¹ *EnviroStor Database*. California Department of Toxic Substances Control. <https://www.envirostor.dtsc.ca.gov/public/map/> (accessed July 24, 2019).

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environmental conditions were identified within one-half mile of the project site, as detailed in Table 3.9.A.

Table 3.9.A: Hazardous Materials Database Search

Property	Historical Recognized Environmental Condition	Location Relative to the Project Site	Status of the Property
A-1 Cleaners 21900 Barton Road Grand Terrace, CA 92313	The site previously housed a strip mall (which contained a dry cleaner) in the south-central portion of the property. The strip mall and dry cleaner, A-1 Cleaners burned down sometime after 2007. The property structures are no longer in place and a freeway ramp is on the eastern portion of the site. Investigation results indicate that the site has been impacted by volatile organic compounds, mainly perchloroethylene (PCE), due to the former dry-cleaning operation.	Approximately ½-mile south of project site.	Cleanup status is currently active and land use restrictions are in place through 2020.
Stater Brothers Warehouse 21700 Barton Road Colton, CA 92324	Leaking piping of “gasoline” and potential soil contamination.	Approximately ½-mile south of project site.	Cleanup status completed and case closed 1999
Stater Brothers Distribution 21700 Barton Road, Colton, CA 92324	Leaking piping of “diesel” and potential soil contamination.	Approximately ½-mile south of project site.	Cleanup status completed and case closed 1997

Sources: *GeoTracker Database*. State Water Resources Control Board. <https://geotracker.waterboards.ca.gov/map/>.
EnviroStor Database. California Department of Toxic Substances Control. <https://www.envirostor.dtsc.ca.gov/public/map/>.

None of the properties identified in the GeoTracker or EnviroStor databases is located on the project site or has any activities or materials that would represent a significant risk to public health or safety (e.g., on-site storage, leaking tanks, or approaching groundwater contamination plume) on the project site. The project would be constructed and operated in accordance with applicable local, State, and federal laws pertaining to hazardous materials. Since the proposed project uses would not include significant quantities of hazardous materials, and the project site does not currently contain any recognized environmental conditions or historical recognized environmental conditions, release of hazardous materials into the environment from construction and operation of the project is not reasonably foreseeable. Therefore, impacts would be **less than significant**. No mitigation is required.

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

No Impact

Discussion of Effects: The nearest existing school to the project site is Grand Terrace Elementary School, located at Barton Road and Vivienda Avenue, approximately 0.6 mile southeast of the project site. No existing or proposed schools are located within a quarter mile of the project site. Therefore, **no impact** would occur. No mitigation is required.

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- d. **Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

No Impact

Discussion of Effects: Pursuant to Government Code Section 65962.5, the Hazardous Waste and Substances Sites List has been compiled by the CalEPA Hazardous Materials Data Management Program. The DTSC compiles information from subsets of the following databases to make up the Cortese List, which includes, but is not limited to:

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

No properties located in the City of Grand Terrace were included on the Hazardous Waste and Substances Sites (Cortese) List, DTSC (GeoTracker), or Regional Water Quality Control Board (RWQCB) (EnvironStor) databases.³² Therefore **no impact** related to the Cortese List or other governmental databases compiled pursuant to Government Code Section 65962.5 would occur and no mitigation is required.

- 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?**

No Impact

Discussion of Effects: The project site is located approximately 5.7 miles northeast of the Flabob Airport in the City of Jurupa Valley and 5.54 miles southwest of the San Bernardino National Airport, which are the nearest airports. The project is not within an airport land use plan^{33,34} or within two miles of a public airport or public use airport. Therefore, the project would not result in a substantial safety hazard related to airports. **No impact** would occur and no mitigation is required.

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

Less than Significant Impact

Discussion of Effects: Construction activities that could temporarily restrict vehicular traffic would incorporate appropriate measures to facilitate the passage of persons and vehicles through/around any temporary road closures in accordance with the City's Hazard Mitigation Plan updated in 2017 for the

³² *The Hazardous Waste and Substances Sites (Cortese) List.* California Department of Toxic Substances Control. 2019. [https://www.envirostor.dtsc.ca.gov/public/search?cmd=search&reporttype=CORTESE&site_type=CSITES,OPEN,FUDS,CLOSE&status=ACT,BKLG,COM,COLUR&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST+\(CORTESE\)](https://www.envirostor.dtsc.ca.gov/public/search?cmd=search&reporttype=CORTESE&site_type=CSITES,OPEN,FUDS,CLOSE&status=ACT,BKLG,COM,COLUR&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST+(CORTESE)) (accessed July 24, 2019).

³³ *San Bernardino International Airport Authority. 2010. Airport Layout Plan Narrative Report for San Bernardino International Airport. September 22.*

³⁴ *Riverside County. 2004. Flabob Airport, Riverside County ALUCP—West County Airports Background Data.*

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purposes of coordinating efforts during local, State, and/or federal emergency events, including response to hazardous materials incidents.

Site access would be provided and improved along the western boundary of the project site, with a paved driveway access from a private street. The proposed project site layout will facilitate emergency vehicle access via the proposed new access point along the western boundary of the project site. Entrances and exits to and from the site would be clearly marked with appropriate directional signage where multiple access points are provided. Also, a new 6-inch water main would be installed for fire services on the site.

All site improvements would be constructed in accordance with City-adopted Fire and Building Codes. The project would be subject to review by the San Bernardino County Fire Department (SBCFD) and/or City Fire Department and provide the features deemed necessary during said review to ensure adequate emergency response facilities. Adherence to the emergency access measures required by the SBCFD and/or City Fire Department would ensure a **less than significant impact** related to implementation of or physical interference with an adopted emergency response plan or emergency evacuation plan. No mitigation is required.

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

Less than Significant Impact

Discussion of Effects: The project site is not located within or adjacent to a Very High Fire Hazard Severity Zone, as designated by the California Department of Forestry and Fire Protection (CAL FIRE). However, a Moderate Fire Hazard Severity Zone crosses into western portion of the project site.³⁵ Fire protection services within the City are provided by the SBCFD and are bolstered with the location of the Grand Terrace Fire Station No. 23 within the City boundary. The project does not include construction or occupation of any structures or facilities within a wildland fire area. Design and construction of the project in accordance with the 2016 CBC, which includes design features such as ignition-resistant materials and incorporation of fire sprinklers that would minimize any risk of exposure of persons or property to wildland fires, would ensure impacts remain **less than significant**. No mitigation is required.

³⁵ *Draft Fire Hazard Severity Zones in LRA*. California Department of Forestry and Fire Protection. November 13, 2008. https://frap.fire.ca.gov/media/6427/fhszl06_1_map62.pdf (accessed July 24, 2019).

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3.10 HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere with groundwater recharge such that the project may impede sustainable groundwater management in 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:				
i. Result in substantial erosion or siltation on or off site?	<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 or off site?	<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 storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in flood hazard, tsunami, or seiche zones, or 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"/>

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

The following discussion is based on the project-specific Preliminary Water Quality Management Plan (WQMP) (July 2019) and Preliminary Hydrology Study (July 2019) prepared for the project (Appendices E1 and E2, respectively).

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Less than Significant Impact

Discussion of Effects: The City is a co-permittee under Santa Ana Regional Water Quality Control Board Order number R8-2010-0036, NPDES Permit No. CAS618036, also known as the Municipal Separate Storm Sewer System or MS4 permit. The San Bernardino County Water Quality Management Plan was developed to implement compliance with the MS4 permit. The grading and construction of the trailer storage parking areas, main drive isles, parking lot and accessory buildings would require ground-disturbing activities that could result in eroded soils and other pollutants entering watersheds, such as the Santa Ana River watershed. Pollutants, such as sediment, nutrients, heavy metals, toxic organics, trash and debris, and contaminants, may be conveyed by storm runoff from impermeable surfaces (e.g., buildings, streets, and parking lots). The City of Grand Terrace implements NPDES requirements for surface water discharge for all qualifying activities.

Short-Term Construction. The project site is in excess of one acre; therefore, the project applicant is required to obtain coverage under an NPDES Construction Permit, which includes the submittal of a Notice of Intent (NOI) application to the SWRCB, the receipt of a Waste Discharge Identification Number from the SWRCB, and the preparation of a Storm Water Pollution Prevention Plan (SWPPP) for construction discharges. An SWPPP is a written document that describes the construction operator’s activities to comply with the requirements in the NPDES permit. The SWPPP is intended to facilitate a process whereby the operator evaluates potential pollutant sources at the site and selects and implements Best Management Practices (BMPs) designed to prevent or control the discharge of pollutants in storm water runoff. During the grading and construction period, the project applicant would use a series of BMPs to reduce erosion and sedimentation. These measures may include the use of gravel bags, silt fences, check dams, hydroseed, and soil binders. The construction contractor would be required to operate and maintain these controls throughout the duration of on-site activities. In addition, the construction contractor would be required to maintain an inspection log and have the log on site to be reviewed by the City and representatives of the RWQCB.

An NPDES permit would generally specify an acceptable level of a pollutant or pollutant parameter in a discharge (for example, a certain level of bacteria). The permittee may choose which technologies to use to achieve that level. Some permits, however, do contain certain generic BMPs. Table 3.10.A lists BMPs for runoff control, sediment control, erosion control, and housekeeping that may be used during the construction of the proposed project.

Table 3.10.A: General Best Management Practices

Runoff Control	Sediment Control	Erosion Control	Good Housekeeping
<ul style="list-style-type: none"> • Minimize clearing • Preserve natural vegetation • Stabilize drainage ways 	<ul style="list-style-type: none"> • Install perimeter controls • Install sediment trapping devices • Inlet protection 	<ul style="list-style-type: none"> • Stabilize exposed soils • Protect steep slopes • Complete construction in phases 	<ul style="list-style-type: none"> • Create waste collection area • Put lids on containers • Clean up spills immediately

Source: *National Menu of Stormwater Best Management Practices*. United States Environmental Protection Agency. <https://www.epa.gov/npdes/national-menu-best-management-practices-bmps-stormwater#constr> (accessed July 16, 2019). More detailed Best Management Practices are available at this web site.

The implementation of NPDES permits ensures that the State’s mandatory standards for the maintenance of clean water and the federal minimums are met. Through implementation of the BMPs detailed in an SWPPP and periodic inspections by RWQCB staff, water quality impacts during construction would be **less than significant** and no mitigation is required.

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Long-Term Operation. The proposed project site is located within the jurisdiction of the Santa Ana RWQCB. Currently, there are no surface or underground drainage improvements located on the site. The natural drainage pattern on the site is sheet flow in a southerly to northerly direction across the site toward the Santa Ana River.

Water quality infiltration basins would be designed to capture and infiltrate 100 percent of the water quality design capture volume of the proposed project. The design capture volumes of the project's three Drainage Areas are 1,623 cubic feet (cf) (DA 1), 5,503 cf (DA 2), and 5,193 cf (DA3). The shallow water quality basins would be located along the paved areas in order to collect runoff from these surfaces and also collect overflow runoff that may occur from the trailer parking areas. Initial storm water runoff will be captured until the design capture volume has been reached. Once the design capture volume of the basins has been reached, flow rates would be allowed to be discharged to the Santa Ana River. Receiving waters will include Santa Ana River Reach 4, Santa Ana River Reach 3, Prado Dam, Santa Ana River Reach 2, Santa Ana River Reach 1, and the Pacific Ocean. The EPA-approved 303(D) List of Water Quality Limited Segments identifies indicator bacteria, coliform bacteria, copper, and lead as 303(D) listed impairments for downstream receiving waters. To address potential water contaminants, the proposed project would be required to comply with applicable federal, State, and local water quality regulations.

Standard Conditions: No mitigation is required; however, compliance with the provisions of the NPDES permit and incorporation of the Final WQMP Low Impact Development (LID) BMPs are regulatory requirements that apply to all development projects. These requirements are detailed below as **Standard Conditions (SC) HYD-1** through **HYD-3** to be included in the conditions of approval for the proposed project.

SC HYD-1: Prior to the issuance of a grading permit, the Project Applicant shall file and obtain a Notice of Intent (NOI) with the Regional Water Quality Control Board (RWQCB) in order to be in compliance with the State National Pollutant Discharge Elimination System (NPDES) General Construction Storm Water Permit for discharge of surface runoff associated with construction activities. Evidence that this has been obtained (i.e., a copy of the Waste Discharger's Identification Number) shall be submitted to the City of Grand Terrace for coverage under the NPDES General Construction Permit. The NOI shall address the potential for an extended and discontinuous construction period based on funding availability. This measure shall be implemented to the satisfaction of the Director of the City Engineering Division of the Public Works Department or designee.

SC HYD-2: Prior to the issuance of a grading permit, the project applicant shall submit to the City of Grand Terrace a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall include a surface water control plan and erosion control plan citing specific measures to control on-site and off-site erosion during the entire grading and construction period. In addition, the SWPPP shall emphasize structural and nonstructural Best Management Practices (BMPs) to control sediment and non-visible discharges from the site. The SWPPP shall include inspection forms for routine monitoring of the site during both the grading and construction phases to ensure National Pollutant Discharge Elimination System (NPDES) compliance and that additional BMPs and erosion control measures will be documented in the SWPPP and utilized if necessary. The SWPPP shall address the potential for an extended and discontinuous construction period based on funding availability. The SWPPP shall be kept on site for the entire duration of project construction and shall be available to the local RWQCB for inspection at any time. BMPs to be implemented may include the following:

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- Sediment discharges from the site may be controlled by the following: sandbags, silt fences, straw wattles and temporary basins (if deemed necessary), and other discharge control devices. The construction and condition of the BMPs shall be periodically inspected during construction, and repairs shall be made when necessary as required by the SWPPP.
- Materials that have the potential to contribute to non-visible pollutants to storm water must not be placed in drainage ways and must be contained, elevated, and placed in temporary storage containment areas.
- All loose piles of soil, silt, clay, sand, debris, and other earthen material shall be protected in a reasonable manner to eliminate any discharge from the site. Stockpiles shall be surrounded by silt fences and covered with plastic tarps.
- In addition, the construction contractor shall be responsible for performing and documenting the application of BMPs identified in the SWPPP. Weekly inspections shall be performed on sandbag barriers and other sediment control measures called for in the SWPPP. Monthly reports and inspection logs shall be maintained by the contractor and reviewed by the City of Grand Terrace and the representatives of the State Water Resources Control Board. In the event that it is not feasible to implement specific BMPs, the City of Grand Terrace can make a determination that other BMPs will provide equivalent or superior treatment either on or off site.

This measure shall be implemented to the satisfaction of the Director of the City of Grand Terrace Engineering Division of the Public Works Department or his/her designee.

SC HYD-3: Prior to issuance of a grading permit, the Project Applicant shall submit evidence to the City that the Low Impact Development (LID) Best Management Practices (BMPs) specified in the Final Water Quality Management Plan (Preliminary WQMP) approved by the City of Grand Terrace shall be written into the grading and development plans submitted to the City for review and approval to manage water quality and hydrologic effects of the proposed project. Specifically, the LID BMPs shall be implemented to ensure the project meets or exceeds the minimum design capture volume of the site.

Periodic maintenance of LID BMPs during project occupancy and operation shall be in accordance with the schedule outlined in the Final WQMP. This measure shall be implemented to the satisfaction of the Director of the City Engineering Division of the Public Works Department or designee.

The Preliminary WQMP will be approved as a routine action during the processing of the project by the City; therefore, it is reasonable to conclude that the required measures and features detailed in the Final WQMP to safeguard water quality would be incorporated into the proposed project. Adherence to **Standard Conditions HYD-1** through **HYD-3** and the requirements included in the NPDES permit, SWPPP, and Final WQMP would ensure potential water quality impacts remain **less than significant**. No mitigation is required.

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- b. Substantially decrease groundwater supplies or interfere with groundwater recharge such that the project may impede sustainable groundwater management in the basin?**

Less than Significant Impact

Discussion of Effects: The project site is located within the Riverside Highland Water Company (RHWC) service area, and the San Bernardino Valley Municipal Water District (SBVMWD). According to the SBVMWD 2015 Urban Water Management Plan (UWMP), the RHWC's water supply consists entirely of groundwater extracted from the San Bernardino Basin Area (Bunker Hill Basin portion), the Rialto-Colton Basin, and the Riverside Basin (Riverside North Basin portion).³⁶

Proposed uses only include trailer/container storage with a 900-square foot modular office and a 4,800-square foot maintenance building/shed, which are expected to generate minimal water demand. Therefore, the project would not substantially contribute to groundwater depletion, nor would it interfere with groundwater recharge. The project site is not located within a designated groundwater recharge area and it does not propose direct additions or withdrawals of groundwater. Furthermore, the proposed construction does not reach depths that would impair or alter the direction or rate of flow of groundwater. The proposed water quality infiltration basins are designed to capture and infiltrate 100 percent of the design water quality volume, so the project is not expected to inhibit the percolation of surface water into the groundwater table.

Through implementation of **Standard Condition HYD-3**, the LID BMPs specified in the Final WQMP would be implemented to treat the project site's minimum design capture volume and on-site storm water runoff will be conveyed toward infiltration basins, where it will infiltrate into the underlying soils and facilitate groundwater recharge. Periodic maintenance of any BMPs during project occupancy and operation shall be in accordance with the schedule outlined in the WQMP. Therefore, through implementation of **Standard Condition HYD-3**, impacts associated with groundwater supplies would be **less than significant**. No mitigation is required.

- c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:**
- i Result in substantial erosion or siltation on or off site?**
 - ii Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?**
 - iii Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?**
 - iv Impede or redirect flood flows?**

The following discussion is based on the project-specific Preliminary Water Quality Management Plan prepared for the Grand Terrace Trailer/Container Storage Project (Appendix E1).

Less than Significant Impact

- i. Discussion of Effects:** There are no known drainages, ponds, or other places where water collects or is conveyed on site. During rain events, storm water generally drains from south to north across the

³⁶ San Bernardino Valley Municipal Water District. 2015 Urban Water Management Plan. Page 15-13. June 2016.

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project, which is almost entirely pervious. Construction activities would include minor grading to provide for the foundations of the maintenance building, office trailer, and parking area near the project entrance. The project perimeter will be secured with fencing, gates, and other minor improvements. Pursuant to **Standard Condition HYD-2**, the project proponent would submit to the City of Grand Terrace an SWPPP prior to the issuance of grading permits. The SWPPP shall include a surface water control plan and erosion control plan citing specific measures to control on-site and off-site erosion during the entire grading and construction period. In addition, the SWPPP shall emphasize structural and nonstructural BMPs to control sediment and non-visible discharges from the site. The SWPPP would include inspection forms for routine monitoring of the site during construction phases to ensure NPDES compliance and that additional BMPs and erosion control measures will be documented in the SWPPP and utilized if necessary. The SWPPP would address the potential for an extended and discontinuous construction period based on funding availability. Upon completion of construction, the project site would be paved and vegetated, which would prevent erosion and siltation of sediments. Through implementation of **Standard Condition HYD-2**, the project would not result in substantial erosion or siltation on or off site. Impacts would be **less than significant** and no mitigation is required.

- ii. According to the project-specific WQMP, the project site is located within a Hydrologic Condition of Concern (HCOC) exempt area. Pursuant to **Standard Condition HYD-3**, the LID BMPs specified in the Preliminary WQMP would be implemented to treat the project site's minimum design capture volume. According to the Preliminary Hydrology Study, development of the proposed project would increase the peak flow rate of 18.2 cubic feet per second (cfs) to 21.8 cfs. The increase of 3.6 cfs is not significant considering the anticipated 100-year peak flow rate for the Santa Ana River of 140,000 cfs. Periodic maintenance of any required BMPs during project occupancy and operation would be in accordance with the schedule outlined in the Preliminary WQMP. With implementation of **Standard Conditions HYD-2** and **HYD-3**, impacts related to substantial alteration of the existing drainage pattern of the site or area or substantial increase in the rate or amount of surface runoff in a manner that would result in on-site or off-site flooding would be **less than significant**. No mitigation is required.
- iii. The CWA delegates authority to the states to issue NPDES permits for discharges of storm water from construction, industrial, and municipal entities to Waters of the United States. The purpose of the MS4 permit is to meet the SWRCB's requirements to mitigate for the negative impact of increases in storm water runoff caused by new development and redevelopment. The project storm water discharge rates cannot exceed the pre-development runoff condition for 2-year 24-hour storm total or the 85th percentile 24-hour storm runoff event by more than five percent to be in compliance with the MS4 post-construction and site design requirements.

The project is over one acre in size and is required to have coverage under the State's General Permit for Construction Activities (SWPPP). Pursuant to **Standard Condition HYD-2**, a project-specific SWPPP would be prepared and detailed BMPs would be implemented during construction to reduce/eliminate adverse water quality impacts resulting from development. All impacts related to runoff during site preparation, and construction would be addressed by the SWPPP.

Currently, there are no surface or underground drainage improvements located on the project site. The natural drainage pattern on the site is sheet flow in a southerly to northerly direction across the site toward the Santa Ana River. Upon development of the project, on-site storm water would flow toward the water quality infiltration basins located throughout the site. The water quality design

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capture volume would infiltrate into the underlying soils. Flows greater than the water quality design capture volume would be allowed to continue to sheet flow toward the Santa Ana River.

Pursuant to **Standard Condition HYD-3**, the LID BMPs specified in the Final WQMP would be implemented to treat the project site's minimum design capture volume. Additional project design features, such as landscaped areas and maintenance of existing surface flows across the project site through the proposed BMPs would further maintain the site's existing drainage pattern and prevent additional sources of polluted runoff. Periodic maintenance of any required drainage facilities and landscaped areas during project occupancy and operation will be in accordance with the schedule outlined in the Preliminary WQMP.

Any sources of storm water pollution would be addressed through adherence to NPDES and MS4 permit requirements. Implementation of **Standard Conditions HYD-2** and **HYD-3** would ensure polluted runoff during site preparation and construction would be addressed by the SWPPP. Therefore, impacts related to the creation or contribution of runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff would be **less than significant**. No mitigation is required.

- iv. According to the Federal Emergency Management Agency (FEMA) National Flood Hazard Layer, the project site is located within Panel 06071C8687J in Zone AE, identified as a "Special Hazard Flood Zone." Flood Zone AE areas are subject to inundation by the 1-percent-annual-chance flood event. Currently, storm water sheet flows in a southerly to northerly direction across the site toward the Santa Ana River. Upon development of the project, on-site storm water would flow toward the water quality infiltration basins located throughout the site. The water quality design capture volume would then infiltrate into the underlying soils. Flows greater than the water quality storm would be allowed to continue to sheet flow toward the Santa Ana River.

Therefore, the project would not impede or redirect flood flows. Impacts would be **less than significant** and no mitigation is required.

d. Result in flood hazard, tsunami, or seiche zones, or risk release of pollutants due to project inundation?

Less than Significant Impact

Discussion of Effects: According to the FEMA National Flood Hazard Layer, the project site is located within Panel 06071C8687 in Zone AE, identified as a "Special Hazard Flood Zone." According to the City's General Plan Safety Element, there are no major dams located within the City of Grand Terrace and the only major dam that could affect the City is the Seven Oaks Dam located northeast of the City of Highland, which serves as a flood control dam.³⁷ In the event that this dam failed, it would eventually enter the Santa Ana River floodplain as it passes the City of Grand Terrace and this increased water volume could potentially flood the lower elevations of the northwest corner of the City along the river's course. Considering that the project site is located at the northwest corner of the City, the failure of the Seven Oaks Dam could be a threat if it were filled to capacity and suffered failure due to erosion and earthquake induced ground shaking. Considering the low probability of these events, as the dam is designed to withstand an

³⁷ City of Grand Terrace. General Plan Public Health and Safety Element (April 2010). Available at: https://www.grandterrace-ca.gov/UserFiles/Servers/Server_12337255/File/Departments/Planning%20&%20Development/Planning/c5_public_safety.pdf (accessed July 17, 2019).

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earthquake of eight-plus on the Richter Scale,³⁸ dam failure is not a significant threat to downstream areas. In the event that local sheet flooding occurs, as it has in the past, storm drain improvements have been planned and constructed to convey water to the San Antonio Channel 0.4 mile to the west.

There would be a less than significant impact regarding inundation of the proposed project site by a tsunami because the project site is approximately 42 miles northeast of the Pacific Ocean and is not located near a lake or open body of water. Accordingly, a seiche occurrence that could affect the project site is highly unlikely. Therefore, impacts associated with release of pollutants due to project inundation would be **less than significant**. No mitigation is required.

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

Less than Significant Impact

Discussion of Effects: As detailed in response to Checklist Question 3.10b, the proposed project would not substantially contribute to groundwater depletion, nor would it interfere with groundwater recharge. The project does not propose direct additions or withdrawals of groundwater. Furthermore, construction proposed by the project would not involve construction at depths that would impair or alter the direction or rate of groundwater flow. Additionally, the proposed water quality infiltration basin and underground storage chambers are designed to capture and infiltrate 100 percent of the design water quality volume, so the project is not expected to inhibit the percolation of surface water into the groundwater table. Finally, the project site is only proposed for storage use with a 900-square foot modular office and a 4,800-square foot maintenance building/shed, which are expected to generate minimal water demand.

The implementation of NPDES permit in accordance with **Standard Condition HYD-1** ensures that the State's mandatory standards for maintenance of clean water and the federal minimums are met. Through implementation of the BMPS detailed in an SWPPP pursuant to **Standard Condition HYD-2**, water quality impacts would be less than significant during construction. Since the project would not inhibit groundwater recharge potential and would only result in minimal potential increase in the demand for water during operation, the project would not conflict with any applicable water quality control plan or sustainable groundwater management plan. Impacts would be **less than significant** and no mitigation is required.

Through implementation of **Standard Condition HYD-3**, the LID BMPs specified in the Final WQMP will be implemented to treat the project site's minimum design capture. Periodic maintenance of any BMPs during project occupancy and operation shall be in accordance with the schedule outlined in the WQMP. Therefore, through implementation of **Standard Condition HYD-3**, impacts from conflict with or obstruction of a water quality control plan or sustainable groundwater management plan would be **less than significant**. No mitigation is required.

³⁸ OC Public Works, Seven Oaks Dam Webpage. Available at: http://occom.ocpublicworks.com/services/flood/dams_and_basin_maintenance (accessed July 17, 2019).

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3.11 LAND USE AND PLANNING

Would the project:

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

a. Physically divide an established community?

No Impact

Discussion of Effects: The project site is currently undeveloped. Existing adjacent uses consist of open space and recreation trail uses to the north, open space to the east, undeveloped and rural residential uses to the south, and transportation uses to the west (BNSF railroad and La Cadena Drive). Since the majority of the bordering land uses are open space, the project would not physically disrupt or divide an established community. Also, the project does not include the development of a linear feature such as a roadway or railroad track or other use that would disrupt or divide existing uses. The proposed use is consistent with the current zoning and General Plan designation for the site. Therefore, the proposed project would not physically divide an established community. **No impact** related to the physical division of an established community would occur and no mitigation is required.

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

No Impact

Discussion of Effects: The project site is designated for industrial uses in the City’s General Plan and is within an Industrial (M-2) area with an agricultural and floodplain overlay. The Industrial (M-2) designation provides for the development of light manufacturing and assembly, small-scale warehousing and distribution, research and development, and administrative and service types of uses. The purpose of the agricultural overlay is to promote small commercial agricultural uses along with single-family residential use of a designated area. The purpose of the FP overlay district is to identify those areas of the City that have been designated by FEMA as being subject to periodic flooding and its associated hazards and to establish floodplain management regulations to minimize such risks. Proposed uses would be consistent with the General Plan land use designations identified by the City. The project does not include a General Plan Amendment or zone change; however, a determination of use was filed with this project. The project’s proposed industrial truck and trailer storage facility use is “similar in nature” to several permitted uses within the M-2 Zone, including, without limitation, the following: Automotive-related services; contractor’s office and storage yards; heavy equipment sales and service; public storage facilities; and wholesale storage and distribution facilities (Zoning Code, §§ 18.40.020, subds. (B), (G), (H), (Q)). Therefore, in accordance with Section 18.40.020, subdivision (S) of the Zoning Code, the City Planning Commission can determine the project to be a permitted use within the M-2 Zone. In addition to the

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project being similar in nature to a permitted use, it is similar in nature and consistent with surrounding uses.

Further, the proposed project includes a request for a Conditional Use Permit (CUP) in accordance with City Municipal Code. CUPs are intended to allow the establishment of uses that may have some special influence, uniqueness, or impression on the neighborhood surrounding the subject site. The permit application process allows for the review of the location and design of the proposed project, configuration of improvements, potential impact(s) on the surrounding neighborhood, and to ensure that development of the project protects the integrity of the zoning district in which it is proposed. In order for a CUP to be approved, the proposed land use must be consistent with the City's General Plan land use and zoning designations, and the proposed use must be substantially compatible with other existing and proposed uses in the area, including factors relating to the nature of its location, operation, building and site design, traffic characteristics, and environmental impacts.

The proposed project uses are consistent with uses conditionally permitted under the General Plan land use and zoning designations for the project site, including the M2 Industrial designation and the M2 Industrial with Floodplain and Agricultural AG-2 Overlay zoning designations. The proposed project uses are also compatible with surrounding residential uses to the north, east, and south. Furthermore, as detailed throughout this Initial Study, impacts to the environment resulting from the proposed project are subject to applicable mitigation and local, State and/or federal regulations, which would reduce those impacts to less than significant levels. Therefore, the proposed project will have **no impact** on any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. No mitigation is required.

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3.12 MINERAL RESOURCES

Would the project:

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

No Impact

Discussion of Effects: The project site is located within Mineral Resource Zone 3 (MRZ-3).³⁹ MRZ-3 is defined as an area containing minerals of undetermined significance. However, according to the General Plan EIR, there are no known or identified mineral resources of regional or statewide importance within the General Plan Area.⁴⁰ No mineral resource or mineral resource extraction or processing activity occurs on or adjacent to the project site. Use of the site for the outdoor storage of container/trailers would not result in the loss of City or State-identified mineral resources. Therefore, **no impacts** associated with the loss of mineral resources would occur and no mitigation is required.

³⁹ Updated Mineral Land Classification Map for Portland Cement Concrete Grade Aggregate in the San Bernardino Production-Consumption (P-C) Region, California Geologic Survey, 2008.

⁴⁰ City of Grand Terrace General Plan Draft EIR, January 2010. Chapter 7, page 308.

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3.13 NOISE

Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in 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"/>

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

Less than Significant Impact

Discussion of Effects:

Construction Noise. Two types of short-term noise could occur during construction of the proposed project. First, construction crew commutes and the transport of construction equipment and materials to the site would incrementally increase noise levels on roadways in the project area. There would be a relatively high single-event noise exposure potential causing intermittent noise nuisance (passing trucks at 50 feet would generate up to a maximum of 84 A-weighted decibels [dBA]). The effect on longer-term (hourly or daily) ambient noise levels would be small because the hourly/daily construction-related vehicle trips are small when compared to existing hourly/daily traffic volume on La Cadena Drive and Barton Road.

Roadways that would be used to access the project site include La Cadena Drive, which has estimated existing hourly/daily traffic volumes of 2,878/28,780, and Barton Road, which has estimated existing hourly/daily traffic volumes of 1,228/12,278. Construction-related traffic would not increase traffic noise levels along La Cadena Drive and Barton Road. Although construction-related traffic on Terrace Avenue may cause noise increases, noise generated from construction-related traffic activities would stop once the project construction is completed. Therefore, there would be no incremental increase in ambient noise from construction-related vehicle trips, and short-term, construction-related impacts associated with worker commutes and equipment transport to the project site would be **less than significant** and no mitigation is required.

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The second type of short-term noise is related to noise generated during excavation, grading, and building erection on the project site. Construction is completed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on the site and, therefore, the noise levels surrounding the site as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table 3.13.A lists typical construction equipment noise levels recommended for noise impact assessments, based on a distance of 50 feet between the equipment and a noise receptor, taken from the Federal Highway Administration (FHWA) Roadway Construction Noise Model.⁴¹

Typical noise levels range up to 88 dBA L_{max} (maximum instantaneous sound level) at 50 feet during the noisiest construction phases. The site preparation phase, which includes excavation and grading of the site, tends to generate the highest noise levels because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery such as backfillers, bulldozers, draglines, and front loaders. Earthmoving and compacting equipment includes compactors, scrapers, and graders.

Table 3.13.A: Typical Maximum Construction Equipment Noise Levels (L_{max})

Type of Equipment	Acoustical Usage Factor ¹	Suggested Maximum Sound Level for Analysis at 50 feet (dBA) ²
Air Compressor	40	80
Backhoe	40	80
Cement Mixer	50	80
Concrete/Industrial Saw	20	90
Crane	16	85
Excavator	40	85
Forklift	40	85
Generator	50	82
Grader	40	85
Loader	40	80
Pile Driver	20	101
Paver	50	85
Roller	20	85
Rubber Tire Dozer	40	85
Scraper	40	85
Tractor	40	84
Truck	40	84
Welder	40	73

Source: FHWA Highway Construction Noise Handbook, Table 9.1 (FHWA 2006).

¹ Usage factor is the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power.

² Maximum noise levels were developed based on Spec 721.560 from the CA/T program to be consistent with the City of Boston, Massachusetts, Noise Code for the "Big Dig" project.

dBA = A-weighted decibels

FHWA = Federal Highway Administration

L_{max} = maximum instantaneous sound level

CA/T = Central Artery/Tunnel

⁴¹ Roadway Construction Noise Model. Federal Highway Administration HEP-06-015. DOT-VNTSC-FHWA-06-02. NTIS No. PB2006-109012. Highway Construction Noise Handbook. August 2006. https://www.fhwa.dot.gov/Environment/noise/construction_noise/rcnm/index.cfm (accessed July 26, 2019) (FHWA, 2006).

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Project construction is expected to require the use of a graders, bulldozers, and water trucks/pickup trucks. Noise associated with the use of construction equipment is estimated to be between 55 and 85 dBA L_{max} at a distance of 50 feet from the active construction area for the site preparation phase. As detailed in Table 3.13.A, the maximum noise level generated by each grader is assumed to be approximately 85 dBA L_{max} at 50 feet. Each bulldozer would generate approximately 85 dBA L_{max} at 50 feet. The maximum noise level generated by water trucks/pickup trucks is approximately 55 dBA L_{max} at 50 feet.

Each doubling of the sound sources with equal strength increases the noise level by 3 dBA. Assuming that each piece of construction equipment operates at some distance from the other equipment, the worst-case combined noise level during this phase of construction would be 88 dBA L_{max} at a distance of 50 feet from the active construction area. Based on a usage factor of 40 percent, the worst-case combined noise level during this phase of construction would be 84 dBA L_{eq} (equivalent continuous sound level) at a distance of 50 feet from the active construction area.

The following discussion is based on the project-specific Noise and Vibration Assessment (LSA, 2019c) (Appendix F). The closest residences to the project construction boundary are 120 feet south, 510 feet southwest, and 860 feet east of the project boundary and would be exposed to construction noise levels of 80 dBA L_{max} (76 dBA L_{eq}), 68 dBA L_{max} (64 dBA L_{eq}), and 63 dBA L_{max} (59 dBA L_{eq}), respectively, after distance attenuation. In addition, noise generated from the construction activities would stop once project construction is completed. Implementation of measures that include compliance with the construction hours specified in the City's Municipal Code Noise Ordinance, specifically Section 8.108.040(c), which regulates timing of construction activities, would minimize noise impacts from construction equipment. Therefore, no construction noise impacts would occur with the implementation of measures described above. Short-term noise impacts would be **less than significant** and no mitigation is required.

Long-Term Stationary Noise. Adjacent off-site land uses would be potentially exposed to stationary-source noise impacts from the proposed on-site container and chassis drop-off and pick-up activities, forklift operations, HVAC equipment, and parking lot activities.

Noise levels generated from on-site container/trailer and chassis drop-off and pick-up activities would not exceed the City of Colton's exterior noise standard of 65 dBA. This standard was used because Colton abuts Grand Terrace, and the closest residences to the project are in the City of Colton; therefore, residents in Colton would be exposed to noise generated by the project. However, no noise impacts would occur from on-site container/trailer and chassis drop-off and pick-up activities. No noise reduction measures are required. This is also true for on-site forklift operations, HVAC equipment operation, parking lot activities, and maintenance shed activities. These activities and operations would all be below the City's exterior noise standard of 65 dBA. Therefore, no longer-term stationary noise reduction measures are required. Impacts from long-term stationary noise sources are **less than significant** and no mitigation is required.

Long-Term Off-Site Traffic Noise Impacts. Adjacent roadways would be potentially exposed to mobile source noise impacts from increased traffic. The FHWA Highway Traffic Noise Prediction Model was used to evaluate highway traffic-related noise conditions along roadway segments in the project vicinity. The project-related traffic noise increase would be up to 2.6 dBA along Terrace Avenue and up to 0.1 dBA along Barton Road and La Cadena Drive.⁴² Noise level increases less than 3 dBA would not be perceptible

⁴² Refer to the Noise and Vibration Impact Analysis, LSA, September 2019 (LSA, 2019c).

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to the human ear in an outdoor environment. It should be noted that traffic noise levels on Terrace Avenue would remain low and noise from traffic on La Cadena Drive and BNSF Railway operations dominate the noise environment in the project area (LSA 2019c). Therefore, no project-related traffic noise impacts on off-site sensitive receptors would occur. Impacts resulting from off-site traffic noise would be **less than significant** and no noise reduction measures are required.

b. Result in generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact

Discussion of Effects: A vibration level of 94 vibration velocity decibels (VdB) (0.2 peak particle velocity [PPV] inches per second [in/sec]) is the threshold used to evaluate construction vibration impacts because this vibration level has the potential to damage residential structures made of non-engineered timber. A vibration level of 72 VdB is used to describe potential human responses (i.e., annoyance) from vibration levels generated by project construction as a means of disclosure, but this community annoyance threshold is not used to identify an impact because of the subjective nature of human annoyance and the temporary nature of construction. The greatest levels of vibration are anticipated to occur during the site preparation phase, during which a large bulldozer and a loaded truck are expected to be used. All other phases are expected to result in lower vibration levels.

The distance to the nearest buildings for vibration impact analysis is measured between the nearest off-site buildings and the project boundary (assuming the construction equipment would be used at or near the project boundary) because vibration impacts normally occur within the buildings. Table 3.13.B shows the PPV and VdB values at a distance of 25 feet from the construction vibration source. As shown in Table 3.13.B, bulldozers and loaded trucks would generate a groundborne vibration level of 87 and 86 VdB, respectively, when measured at a distance of 25 feet, based on the Transit Noise and Vibration Impact Assessment Manual (Federal Transit Administration [FTA] 2018).

Table 3.13.B: Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV/L _v at 25 feet	
	PPV (in/sec)	L _v (Vdb) ¹
Pile Driver (Impact), Typical	0.644	104
Pile Driver (Sonic), Typical	0.170	93
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large Bulldozer²	0.089	87
Caisson Drilling	0.089	87
Loaded Trucks²	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Sources: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).

1 Root-mean-square VdB is 1 μin/sec.

2 Equipment shown in **bold** is expected to be used on site.

μin/sec = microinches per second

in/sec = inches per second

PPV = peak particle velocity

FTA = Federal Transit Administration

L_v = velocity in decibels

VdB = vibration velocity decibels

The formula for vibration transmission is provided below:

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$$L_vdB(D) = L_vdB(25 \text{ feet}) - 30 \log(D/25)$$

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

Table 3.13.C lists the projected vibration level from various construction equipment expected to be used on the project site to the nearest buildings in the project vicinity. For typical construction activity, the equipment with the highest vibration generation potential is the large bulldozer, which would generate 87 VdB at 25 feet. The closest residential building to the south is approximately 100 feet from the project construction boundary. As shown in Table 3.13.C, the closest single-family residence at 100 feet from the project construction boundary would experience vibration levels of up to 69 VdB (0.011 PPV in/sec). All other residences are farther than 100 feet from the project construction boundary and would experience lower vibration levels.

Table 3.13.C: Summary of Construction Vibration Levels

Land Use	Direction	Equipment/Activity	Reference Vibration Level VdB at 25 feet	Reference Vibration Level PPV at 25 feet	Distance (feet) ¹	Max Vibration Level (VdB)	Max Vibration (PPV)
Single-Family Residence	South	Large bulldozers	87	0.089	100	69	0.011
		Loaded trucks	86	0.076	100	68	0.010
Single-Family Residence	Southwest	Large bulldozers	87	0.089	665	43	0.001
		Loaded trucks	86	0.076	665	43	0.001
Single-Family Residence	East	Large bulldozers	87	0.089	860	46	0.000
		Loaded trucks	86	0.076	860	46	0.000

Source: LSA 2019c. Noise and Vibration Impact Analysis

Note: The FTA-recommended building damage threshold is 90 VdB (or 0.12 PPV [in/sec]) for fragile buildings, 94 VdB (0.2 PPV [in/sec]) for nonengineered timber and masonry structures, and 98 VdB (0.3 PPV [in/sec]) for engineered concrete and masonry buildings.

1 Distances reflect the nearest structure to the nearest project construction boundary. All other structures in each direction would experience lower vibration levels.

FTA = Federal Transit Administration

in/sec = inches per second

PPV = peak particle velocity

VdB = vibration velocity decibels

Construction vibration levels at the closest residential building from construction equipment or activity would not exceed the FTA threshold of 90 VdB (0.12 PPV [in/sec]) for building damage when bulldozers and loaded trucks operate at the project construction boundary. In addition, construction vibration levels would not exceed the vibration annoyance threshold of 72 VdB. Therefore, construction vibration levels would be **less than significant** and no mitigation is required.

Long-Term Operational Vibration. The proposed container/trailer storage facility would not generate vibration. In addition, vibration levels generated from project-related traffic on the adjacent roadways (La Cadena Drive, Barton Road, and Terrace Avenue) are unusual for on-road vehicles because the rubber tires and suspension systems of on-road vehicles provide vibration isolation. Therefore, no vibration generated from project-related traffic on the adjacent roadways would occur and no vibration reduction measures are required. Vibration generated from project-related traffic on the adjacent roadways would be **less than significant** and no mitigation is required.

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- 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?

No Impact

Discussion of Effects: There are no private airstrips located within the vicinity of the project site. The project is beyond the 65 dBA CNEL impact zone from San Bernardino International Airport based on the Airport Layout Plan Narrative Report for San Bernardino International Airport,⁴³ and beyond the 55 dBA Community Noise Equivalent Level (CNEL) noise contour of both Flabob Airport and Riverside Municipal Airport based on the Riverside County Airport Land Use Compatibility Plan.⁴⁴ Therefore, the project would not expose people residing or working in the project area to excessive noise levels and **no impact** would occur. No mitigation is required.

⁴³ San Bernardino International Airport Authority. 2010. *Airport Layout Plan Narrative Report for San Bernardino International Airport*. September 22.

⁴⁴ Riverside County Airport Land Use Commission. *Riverside Municipal Airport; Riverside County Airport Land Use Compatibility Plan, Volume 20 Policy Document*. March 2005.

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3.14 POPULATION AND HOUSING

Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial amounts of people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Less than Significant Impact

Discussion of Effects: The project site is designated “M2 Industrial” in the City’s General Plan, and the project site is currently vacant. No residential uses are proposed for the project site; therefore, no direct population growth would result from the implementation of the proposed project. The project will require 12 total employees whose duties will include, among other things, internal transportation of trailers, chassis, storage containers and general operation of the project facilities. However, these positions would likely be filled by individuals local to the area. The project also does not include any significant infrastructure improvements or the significant extension of roads that could indirectly induce growth in the City. Therefore, the proposed project will not directly or indirectly cause population growth. **Less than significant growth-inducing impacts** would occur and no mitigation is required.

b. Displace substantial amounts of people or housing, necessitating the construction of replacement housing elsewhere?

No Impact

Discussion of Effects: The project site is located on land that is currently vacant. Therefore, **no impact** would occur to people or housing such that replacement housing would be required. No mitigation is required.

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3.15 PUBLIC SERVICES

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Fire Protection

Less than Significant Impact

Discussion of Effects: The City of Grand Terrace is within the service area of the San Bernardino County Fire Department for fire and rescue services.⁴⁵ Fire Station 23 is located near the city center of Grand Terrace and is approximately 1 mile southeast of the project site.

Fire Station 23 is within an estimated three-minute travel time to the project site. Through compliance with California Vehicle Code 21806(A)(1), which requires all vehicles to yield to emergency vehicles, travel time between the nearest fire station and the project site is expected to remain approximately three minutes. The National Fire Protection Association (NFPA) maintains a four-minute response time standard for first responders, 90 percent of the time, and the project site’s proximity to Fire Station 23 would not preclude the Grand Terrace Fire Department’s ability to meet the NFPA standard. Additionally, the City maintains mutual aid agreements with surrounding cities (i.e., Colton), which allow for the services of nearby fire departments to assist the City during major emergencies. Therefore, the project would not conflict with the City’s response time standard.

The project includes placement of approximately 4 inches of slag surface throughout the project site and removal of one existing outbuilding. Two permanent structures will be constructed on site for use as an office and an equipment shed. A water main line for fire protection will be extended along the center of the property to protect the new structures and any empty, on-site containers.

The proposed project site layout will facilitate emergency vehicle access via one driveway approach, on the western boundary along a private street. All site improvements would be constructed in accordance with City-adopted Fire and Building Codes, would be conditioned to pay required fire protection fees, and would be subject to review by San Bernardino County Fire and/or City Fire Prevention Bureau and provide the features deemed necessary during said review. Because of the variety and proximity of existing fire

⁴⁵ Fire. City of Grand Terrace. <https://www.grandterrace-ca.gov/departments/fire> (accessed July 18, 2019).

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protection services, no new or expanded fire stations are required to service the project site. A **less than significant** impact would occur and no mitigation is required.

Police Protection

Less than Significant Impact

Discussion of Effects: The City of Grand Terrace contracts with the San Bernardino County Sheriff-Coroner Department.⁴⁶ The project site is located two miles to the northwest of the City crime prevention headquarters, with an estimated three-minute travel time to the project site.

Similar to fire protection services, the project site is already within the service area of the San Bernardino County Sheriff and would continue to be served by the Sheriff's Department upon project implementation. Compliance with California Vehicle Code 21806(A)(1), which requires all vehicles to yield to emergency vehicles, would ensure response times to the project site are not significantly altered.

The project site would contain two new permanent structures to be maintained and demand for police services may increase incrementally to ensure the protection of equipment and materials to be stored on site during operation of the project. However, the project is consistent with the City's intended use of the site based on the General Plan land uses (Industrial) and zoning (Industrial) when the determination of use filed for the project is taken into consideration. Any increase in demand for police services resulting from the proposed modification and operation of the site has been accounted for in the City's planning efforts. As required, the project will be reviewed by the San Bernardino County Sheriff Department and be conditioned to provide the features deemed appropriate during said review. Since the project site would not generate a substantial increase in population, any incremental increase in demand for police services would not create the need for new or altered police facilities. Therefore, impacts would be **less than significant** and no mitigation is required.

Schools

No Impact

Discussion of Effects: While the project site is located within the Colton Joint Unified School District, because the project does not include a residential component, no direct increase in the local student population would occur. Employment opportunities resulting from the operation of the proposed uses are likely to be filled by existing local residents; therefore, no significant indirect increase in the local student population would occur and there would be **no impact** on schools. No mitigation is required.

Parks/Recreational Facilities

Less than Significant Impact

Discussion of Effects: Refer to responses to Checklist Questions 3.16a and 3.16b. Impacts would be **less than significant** and no mitigation is required.

⁴⁶ Police Services. City of Grand Terrace. https://www.grandterrace-ca.gov/departments/police_services (accessed July 18, 2019).

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Other Public Facilities

Less than Significant Impact

Discussion of Effects: The project does not include a residential component and any employment opportunities resulting from the operation of the proposed project are likely to be filled by existing local residents; therefore, no significant direct or indirect increase in the City's population is anticipated.

The payment of required fees, taxes, and other payments by the owners of the proposed development would sufficiently offset any incremental increase in demand for governmental services. In the absence of any increase in population, the construction of new or expansion of existing governmental facilities is not required. Impacts to other public facilities would be **less than significant** and no mitigation is required.

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3.16 RECREATION

Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. 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. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. 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?

or

b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

Less than Significant Impact

Discussion of Effects: In the absence of any direct or significant increase in population, no increase in demand for park/recreation facilities would occur; therefore, no expansion of existing or development of new park/recreation areas would occur. While the Santa Ana River Trail is located just north of the project site, the project would not impede any City policy or plan to maintain access or connectivity of the trail system. Therefore, the proposed project would have **less than significant** impacts related to the increased use of public parks and recreation facilities or construction or expansion of park or recreation facilities. No mitigation is required.

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3.17 TRANSPORTATION

Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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. Would the project conflict or be inconsistent with <i>CEQA Guidelines</i> Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Less than Significant Impact

Discussion of Effects: Both the City of Grand Terrace and the City of Colton General Plans identify intersection thresholds of significance. These thresholds use level of service (LOS), a ratio of traffic volume to roadway capacity. Levels of service are defined using the letter grades A through F, in which LOS A⁴⁷ represents the least amount of traffic congestion and LOS F⁴⁸ the most. Both cities use LOS D as the minimum level of service criteria for intersections.

Since neither the City of Grand Terrace nor the City of Colton has its own Traffic Impact Analysis (TIA) guidelines, at study intersections under their respective jurisdictions, the determination of a significant circulation impact is based on the impact criteria contained in the San Bernardino County Transportation Authority (SBCTA) Congestion Management Program (CMP) guidelines, which state that a significant project impact occurs when the peak hour LOS falls below the Cities' LOS standard, LOS D (to E or F), or when the project contributes to an existing deficiency.

A project-specific TIA (Appendix G) was prepared to assess potential circulation impacts associated with the proposed project. The TIA measures trips in passenger car equivalents (PCE). The concept of PCEs accounts for the larger impact of trucks on traffic operations by assigning each type of truck a PCE factor that represents the number of passenger vehicles that could travel through an intersection in the same time that a particular type of truck could. Consistent with the SBCTA CMP TIA guidelines, peak hour PCE volumes were developed using a PCE factor of 1.5 for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for trucks

⁴⁷ LOS A is defined as a delay per vehicle of ≤ 10 seconds for unsignalized intersection and ≤ 10 seconds for signalized intersection.

⁴⁸ LOS F is defined as a delay per vehicle of > 50 seconds for unsignalized intersection and > 80 seconds for signalized intersection.

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with four or more axles. The proposed project is estimated to generate 57 PCE trips in the a.m. peak hour, 31 PCE trips in the p.m. peak hour, and 1,172 daily PCE trips.

The study area for the TIA encompasses six distinct intersections in the project vicinity. With the addition of these trips from the proposed project, changes would occur in the wait time at each of these intersections. However, these delays would not result in significant impacts to traffic. All study area intersections are forecast to operate at a satisfactory LOS with and without the project under the existing conditions, the opening year 2020, and the cumulative conditions. Table 3.17.A summarizes the delay time and LOS under each of these conditions. Impacts to levels of service are **less than significant** and no mitigation is required.

Table 3.17.A: Intersection Levels of Service

Intersection	Without Project				With Project			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Existing Conditions								
La Cadena Drive/Barton Road	11.7	B	16.3	B	12.4	B	16.7	B
Vivienda Avenue/Project Driveway	No conflicting movements							
Terrace Avenue/Barton Road	11.7	B	10.6	B	12.5	B	11.4	B
La Crosse Avenue/Barton Road	12.2	B	14.4	B	12.3	B	14.6	B
I-215 Southbound Ramps/Barton Road	35.2	D	43.8	D	35.5	D	44.4	D
I-215 Northbound Ramps/Barton Road	16.9	B	22.4	C	17.2	B	22.4	C
Opening Year 2020								
La Cadena Drive/Barton Road	11.8	B	12.4	B	12.4	B	12.7	B
Vivienda Avenue/Project Driveway	No conflicting movements							
Terrace Avenue/Barton Road	11.5	B	10.7	B	12.2	B	11.5	B
La Crosse Avenue/Barton Road	Does Not Exist							
I-215 Southbound Ramps/Barton Road	6.8	A	8.9	A	6.8	A	8.9	A
I-215 Northbound Ramps/Barton Road	17.1	B	15.6	B	17.2	B	15.7	B
Cumulative Year 2020								
La Cadena Drive/Barton Road	16.3	B	22.0	C	17.2	B	22.4	C
Vivienda Avenue/Project Driveway	No conflicting movements							
Terrace Avenue/Barton Road	16.3	C	16.1	C	18.2	C	19.7	C
La Crosse Avenue/Barton Road	Does Not Exist							
I-215 Southbound Ramps/Barton Road	10.3	B	30.4	D	10.4	B	30.8	D
I-215 Northbound Ramps/Barton Road	20.0	B	23.8	C	20.1	C	24.3	C

Delay = Average control delay in seconds.

LOS = Level of Service

No delay was reported for Vivienda Avenue/Project Driveway Intersection because there are no conflicting movements.

b. Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

No Impact

Discussion of Effects: CEQA Guidelines Section 15064.3, subdivision (b) establishes “vehicle miles traveled” (VMT) criteria in lieu of LOS for analyzing transportation impacts and was signed into law as Senate Bill

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(SB) 743 in 2013. Regulatory changes to the *CEQA Guidelines* that implement SB 743 were approved by the Office of Planning and Research on December 28, 2018. However, lead agencies have until July 1, 2020, which is the statewide implementation date, to opt-in use of the new VMT metric. In cases where lead agencies use LOS for analyzing transportation impacts, they may continue to do so until July 1, 2020. As the City of Grand Terrace and the City of Colton General Plans identify intersection thresholds of significance in accordance with LOS, *CEQA Guidelines* Section 15064.3, subdivision (b) does not apply to the proposed project. Therefore, **no impact** would occur and no mitigation is required.

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

Less than Significant Impact

Discussion of Effects: The City of Grand Terrace Planning and Development Department reviews all site and landscape plans through plan check as specified in Chapters 18.63 (Site and Architectural Review) of the City Municipal Code prior the issuance of permits. As part of this process, the proposed project would be designed and constructed in conformance with City requirements to ensure safe operating conditions. Driveway approaches and fence locations would be installed per applicable City standards. Therefore, impacts related to design feature hazards or incompatible uses would be **less than significant**. No mitigation is required.

d. Result in inadequate emergency access?

Less than Significant Impact

Discussion of Effects: Roadway facilities with regional access typically serve as evacuation routes in the event of an emergency. The City of Grand Terrace General Plan Public Health and Safety Element⁴⁹ identifies Barton Road, La Cadena Avenue, and Mount Vernon Avenue as major evacuation routes. Specific evacuation routes depend upon the type of emergency and its location, but both Barton Road and La Cadena Avenue are within 1,000 feet of the proposed project.

The project is required to incorporate adequate emergency water flow and to identify and mitigate any fire hazards during the development review process. The City Planning and Development Department reviews all site and landscape plans through plan check as specified in Chapters 18.63 (Site and Architectural Review) of the City Municipal Code prior the issuance of permits. As part of this process, the proposed project would be designed and constructed in conformance with the requirements of the City to facilitate adequate emergency access. Driveway approaches would be installed per applicable City standards, including any requirement for emergency access. Emergency access would be maintained in both the construction phase and in the operational phase of the project. Adherence to applicable City access requirements would ensure that the project would result in no significant impacts to emergency access. The proposed project would have a **less than significant impact** on emergency access and no mitigation is required.

⁴⁹ City of Grand Terrace General Plan –Page V-14.

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3.18 TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a. **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?**
- b. **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?**

Less than Significant with Mitigation Incorporated

Discussion of Effect: CEQA defines a “historical resource” as a resource that meets one or more of the following criteria: (1) is listed in, or determined eligible for listing in, the California Register of Historical Resources (California Register); (2) is listed in a local register of historical resources as defined in PRC §5020.1(k); (3) is identified as significant in a historical resource survey meeting the requirements of PRC §5024.1(g); or (4) is determined to be a historical resource by a Project’s Lead Agency (PRC §21084.1 and *State CEQA Guidelines* §15064.5[a]). “Local register of historical resources” means a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution. Four prehistoric sites (including a habitation site, rock shelters, artifact scatter) were located within the search radius of the archeological records.

Chapter 532, Statutes of 2014 (i.e., AB 52), requires Lead Agencies evaluate a project’s potential to impact “tribal cultural resources.” Such resources include “[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources.” AB

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52 also gives Lead Agencies the discretion to determine, supported by substantial evidence, whether a resource qualifies as a “tribal cultural resource.” Also, per AB 52 (specifically PRC 21080.3.1), Native American consultation is required upon request by a California Native American tribe that has previously requested that the City provide it with notice of such projects.

Pursuant to AB 52, the City has received comments from the following Tribes:

- Morongo Band of Mission Indians; and
- San Manuel Band of Mission Indians.

The Morongo Band of Mission Indians stated (May 21, 2019) the project is, “...within a highly sensitive area, and there was poor ground visibility during the archaeological survey.” As requested by this tribe, the City provided the project-specific cultural resources assessment and the archeological records search site records for the prehistoric sites. At this time, the Morongo Band of Mission Indians has provided no additional comment to the City and has formally concluded its consultation.

The San Manuel Band of Mission Indians (SMBMI) advised the City that the project area is located within a Serrano village complex and that there is a strong archaeological potential in the area. The tribe referenced the presence of prehistoric archeological sites in the La Loma Hills west of the site and, therefore, requested the project-specific Cultural Resources Assessment and information on the proposed depth of ground disturbance. This information was provided to the tribe in June/July 2019. Upon review of this material, the tribe, “... no longer has concerns with the proposed project given that the majority of project area has been subjected to a great deal of flooding, as noted within the geotechnical study and FEMA maps, and the southern portion of the project area that has the highest likelihood of intact soil has undergone previous disturbance and is not slated for much additional disturbance.” The tribe requested the following measure to address any inadvertent discovery of Native American material during ground disturbance.

TCR-1 Prior to the issuance of grading permits, the applicant shall provide evidence to the City the following language is included on final grading documents:

“The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed in **Mitigation Measure CUL-1**, of any pre-contact cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with SMBMI, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents SMBMI for the remainder of the project, should SMBMI elect to place a monitor on site.

Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to SMBMI. The Lead Agency and/or applicant shall, in good faith, consult with SMBMI throughout the life of the project.”

With implementation of **Mitigation Measure TCR-1** in accordance with PRC 21080.3.1 and PRC 21080.3.2, impacts to tribal cultural resources would be reduced to **less than significant with mitigation incorporated**.

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3.19 UTILITIES AND SERVICE SYSTEMS

Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which would 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 type="checkbox"/>	<input checked="" 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 reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Require or result in the relocation or construction of new or expanded water, drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which would cause significant environmental effects?

Less than Significant Impact

Discussion of Effects: The project site is not proposed for permanent occupation; however, the project does include a 900-square foot security/caretakers/administrative office and a 4,800-square foot maintenance building. The office structure will connect to existing utilities, including water, drainage, and electric power. A new 6-inch water main would be installed on the property for fire services.

The approval of drainage features/improvements occurs through the building plan check process. As part of this process, all project-related drainage features would be required to meet the City's Public Works Department and Santa Ana RWQCB standards. On-site project-related drainage features would be designed, installed, and maintained per Public Works Department standards and the requirements identified in the Final WQMP (per **Standard Condition HYD-3**) prepared for the project.

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All proposed improvements to drainage, electric power, water, and wastewater facilities would be installed simultaneously with finish grading activities and required roadway frontage improvements for the project site. As a result, interconnection to the existing utilities surrounding the site would not result in substantial disturbance of native habitat or soils, or existing roadways or utilities. There would be no significant environmental effects specifically related to the installation of utility interconnections that are not encompassed within the project's construction and operational footprint, and therefore already identified, disclosed, and subject to all applicable mitigation measures, as well as local, State, and federal regulations, as part of this Initial Study. Therefore, impacts related to relocation of utilities would be **less than significant**. No additional mitigation is required.

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

Less than Significant Impact

Discussion of Effects: The project site is served by the Riverside Highland Water Company (RHWC). According to the SBVR 2015 UWMP, the RHWC relies on groundwater from five separate groundwater basins.

The RHWC actual per capita water use per day in 2015 was 166 gallons.⁵⁰ The project site is not proposed for permanent occupation, but would require approximately 12 employees assigned to the project site. Under a residential scenario, the site would require 1,992 gallons per day.⁵¹ But, based on the anticipated frequency of on-site operations, use of the on-site bathroom and corresponding water demand, is expected to be substantially less than if the site was occupied as a residence. Potable water would be connected to existing infrastructure, as there is an existing 24 inch water main on site.

The SBVR 2015 UWMP contains existing and projected water supplies and demands for the SBVR during dry-year scenarios. The RHWC does not currently import water in order to meet the demands of its service area. The RHWC has demonstrated that water supplies will meet the water demands in normal, single dry, and multiple dry years.⁵² The RHWC's groundwater supplies are expected to remain available during a multiple dry-year period. Comparing historically low conditions to demand projections, the RHWC has adequate water supplies available to meet projected demands should a multiple-dry year period occur. Also, the RHWC has ample water supply to serve the project in addition to its existing entitlements. Impacts would be **less than significant** and no mitigation is required.

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?

Less than Significant Impact

Discussion of Effects: Although the project would not result in substantial increase in wastewater treatment demand, there would be sporadic uses of the facilities on-site that would result in the production of wastewater. Extension and connection of the existing sewer line would be required at the site. However, since the project does not include any land uses that would generate a substantial increase in on-site population, the project is not expected to substantially increase wastewater discharge in the

⁵⁰ San Bernardino Valley Regional Urban Water Management Plan, 2016. Page 15-8.

⁵¹ The 166 gallons per capita, multiplied by 12 employees, comes to 1,992 gallons per day total under a residential scenario.

⁵² San Bernardino Valley Regional Urban Water Management Plan, 2016. Page 15-17.

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City. Therefore, the proposed project would have a less than significant impact on capacity of wastewater treatment. Impacts would be **less than significant** and no mitigation is required.

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?

Less than Significant Impact

Discussion of Effects: The City of Grand Terrace maintains a franchise agreement with Burrtec Waste Industries, Inc. (Burrtec) for the collection and disposal of municipal solid wastes and recyclable materials generated by residences and businesses within the City.⁵³ Collection services to commercial and industrial uses are provided from once to six times per week and include a wide range of waste and recyclable collection services.⁵⁴

According to CalRecycle, solid waste generation from industrial/manufacturing uses can be approximately 8.9 pounds per employee per day, and between five and 62.5 pounds/day per 1,000 square feet of use.⁵⁵ Due to the nature of the proposed project, and absence of significant new construction and the limited number of persons employed on-site, the project is anticipated to generate less than 300 pounds of solid waste per day.⁵⁶ The General Plan land use and zoning designations for the project site are Industrial and M2 Industrial with Agricultural-2 and Floodplain Overlay Districts, respectively, and the proposed project would be developed in accordance with these land use designations. The General Plan EIR concluded compliance with federal, state, and local statutes and regulations related to solid waste, and asserted that General Plan Update areas could be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.⁵⁷ Burrtec operates the Salton City Landfill, a facility that completed (2013) the permitting process in 2013 to extend its life through 2038. According to CalRecycle, the Salton City Landfill maintains a permitted throughput of 6,000 tons per day of non-hazardous solid waste and a remaining capacity of 65 million cubic yards.⁵⁸

Since the General Plan EIR concluded use of the site under current land use and zoning designations would not result in an exceedance of permitted landfill capacities, it is reasonable to conclude use of the site under such designations also would not result in an exceedance of permitted landfill capacities. Therefore, impacts associated with excessive generation of solid waste would be **less than significant**. No mitigation is required.

e. Comply with federal, State, and local management reduction statutes and regulations related to solid waste?

Less than Significant Impact

Discussion of Effects: The City requires all development to adhere to all source reduction programs set forth for the disposal of solid waste, including yard waste and demolition materials. The City General Plan sets out goals and policies to provide for an efficient and environmentally sound solid waste collection,

⁵³ City of Grand Terrace General Plan, *Public Services and Facilities Element*. Page VII-6. City of Grand Terrace, 2010.

⁵⁴ *Ibid.*

⁵⁵ CalRecycle, Estimated Solid Waste Generation Rates. <https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates#Industrial> (accessed August 1, 2019).

⁵⁶ $(12 \text{ employees} \times 5.9 \text{ pounds/day}) + (5.7 \text{ tsf} \times 33.75 \text{ pound/day}) = 299.17 \text{ pounds/day}$

⁵⁷ City of Grand Terrace General Plan Update. *Draft Program Environmental Impact Report*. Page 282. January 2010.

⁵⁸ CalRecycle, Solid Waste Information System, Salton City Solid Waste Site (13-AA-0011). <https://www2.calrecycle.ca.gov/swfacilities/Directory/13-AA-0011/> (accessed August 1, 2019).

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recycling, and disposal system.⁵⁹ The project would also advance the goals of the City General Plan. The project would adhere to all applicable local, State, and federal solid waste disposal standards. Therefore, impacts associated with solid waste disposal regulations would be **less than significant**. No mitigation is required.

⁵⁹ City of Grand Terrace General Plan, Public Services and Facilities Element, Goal 7.4

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3.20 WILDFIRE

If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 a 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 result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

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

Less than Significant Impact

Discussion of Effects: The project site is not located within or immediately adjacent to a Very High Fire Hazard Severity Zone, as designated by CAL FIRE. However, a Moderate Fire Hazard Severity Zone crosses into the project site.⁶⁰ Fire protection services within the City are provided by the SBCFD and are bolstered with the location of the Grand Terrace Fire Station No. 23 within the City boundary. The project does not include the construction or occupation of any structures or facilities within a wildland fire area.

Design and construction of the project in accordance with the 2016 CBC, which includes design features such as ignition-resistant materials and incorporation of fire sprinklers that would minimize any risk of exposure of persons or property to wildfires, would ensure impacts remain **less than significant**. For additional information on emergency evacuation plans, refer to response to Checklist Question 3.9f. No mitigation is required.

⁶⁰ Draft Fire Hazard Severity Zones in LRA. California Department of Forestry and Fire Protection. November 13, 2008. https://frap.fire.ca.gov/media/6427/fhszl06_1_map62.pdf (accessed July 24, 2019).

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- 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 a wildfire?**

Less than Significant Impact

Discussion of Effects: The project site is relatively flat and currently contains vegetation that could ignite and exacerbate wildfire risks. However, the proposed project includes removal of on-site vegetation and placement of approximately 4 inches of gravel/slag base material throughout the site. These actions would reduce the risk of wildfire compared to the existing condition by removing sources of ignition currently on the site. Therefore, the project would not exacerbate wildfire risks that could otherwise expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Impacts would be **less than significant** and no mitigation is required.

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

Less than Significant Impact

Discussion of Effects: Site access would be provided and improved along the western boundary of the project site, with a paved driveway access from a private street. The proposed project site layout will facilitate emergency vehicle access via the new access point along the western boundary of the project site. Entrances and exits to and from the site will be clearly marked with appropriate directional signage where multiple access points are provided. The driveway approach will facilitate additional access to the site for emergency fire apparatuses. Furthermore, the slag/crushed base access road will maintain storm water permeability on the site while reducing the potential for soil erosion and siltation. The project does require the minor extension of utilities and emergency water to accommodate the new 6-inch water line for fire suppression purposes; however, these are not anticipated to result in temporary or ongoing impacts to the environment. Further, design and construction of the project in accordance with the 2016 CBC, which includes design features such as ignition-resistant materials and incorporation of fire sprinklers that would minimize any risk of exposure of persons or property to wildfires, would ensure impacts remain **less than significant**. No mitigation is required.

- 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?**

Less than Significant Impact

Discussion of Effects: The project site is not located within or adjacent to a Very High Fire Hazard Severity Zone, as designated by CAL FIRE. However, a Moderate Fire Hazard Severity Zone crosses into the project site.⁶¹ The landscape up gradient of the project site consists of developed land. Since the project site is located up gradient (upslope) of landscape features that could be subject to post-fire slope instability or drainage changes, the risk of flooding or landslides from wildfires is minimal. Therefore, the risk of downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes is **less than significant**. No mitigation is required.

⁶¹ *Ibid.*

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3.21 MANDATORY FINDINGS OF SIGNIFICANCE

Does the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<p>a. 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?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>b. 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.)</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>c. Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>a. 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?</p>				

Less than Significant with Mitigation Incorporated

Discussion of Effects: Although potential hydrology and water quality impacts could result from the proposed project, implementation of NPDES permits ensures the State’s mandatory standards for the maintenance of clean water and the federal minimums are met. No mitigation is required; however, compliance with the provisions of the NPDES permit and implementation of the LID BMPs specified in the Final WQMP are regulatory requirements that apply to all development projects. These requirements are detailed as **Standard Conditions HYD-1** through **HYD-3** to be included in the conditions of approval for this project. The Preliminary WQMP was approved as a routine action during the processing of the project by the City; therefore, it is reasonable to conclude that the required measures and features detailed in the WQMP to safeguard water quality would be incorporated into the proposed project. Adherence to

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Standard Conditions HYD-1 through HYD-3 and the requirements included in the NPDES permit, SWPPP, and WQMP would reduce potential water quality impacts to **less than significant**.

The project site contains suitable habitat for nesting birds. Therefore, **Mitigation Measure BIO-1** is required to ensure the project would not significantly affect these species or affect wildlife movement opportunities, established native resident or migratory wildlife corridors, or native wildlife nursery sites.

Based on the results of the archaeological and historical records search, and the fact that the project site has been developed since 1979, the project site does not contain any known “historical resources” as defined under *CEQA Guidelines* § 15064.5. However, a prehistoric habitation site was located in proximity to the project site and there is some on-site sensitivity for undocumented subsurface resources. Further, there is always a chance that unanticipated cultural resources could be encountered during ground-disturbing activities. Therefore, **Mitigation Measure CUL-1** is required to ensure impacts to any unanticipated cultural resources would be reduced to **less than significant** levels. Additionally, **Mitigation Measure GEO-1** will ensure impacts to paleontological resources remain **less than significant**.

The Morongo Band of Mission Indians requested that the City provide a project-specific cultural resources assessment and an archeological records search, which the City provided. The San Manuel Band of Mission Indians (SMBMI) also requested a project specific cultural resources assessment and information on the proposed depth of ground disturbance, both of which were provided to the tribe in June/July 2019. Upon review of this material the SMBMI “no longer has concerns with the proposed project”; however, the tribe requested that **Mitigation Measure TCR-1** be included to address any inadvertent discovery of Native American material during ground disturbance. With implementation of this measure, impacts to tribal cultural resources would be reduced to **less than significant with mitigation incorporated**.

The proposed project has either no impact, a less than significant impact, or a less than significant impact with mitigation incorporated with respect to all environmental issues pursuant to CEQA. Due to the limited scope of physical impacts to the environment associated with the proposed project, implementation of the mitigation measures described above would reduce impacts to the quality of the environment to less than significant levels. No additional mitigation is required.

- b. 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.)**

Less than Significant Impact

Discussion of Effects: In evaluating the cumulative effects of the project, Section 21100(e) of CEQA states that “previously approved land use documents including, but not limited to, general plans, specific plans, and local coastal plans, may be used in cumulative impact analysis.” The project does not include a General Plan Amendment or zone change. The Applicant is requesting a Temporary Use Permit (TUP)/Conditional Use Permit (CUP) from the City of Grand Terrace (“City”) in order to develop the approximate 22-acre subject property. As permitted under Municipal Code Section 18.40.020, subdivision (S) of the Zoning Code, the City Planning Commission may determine the project to be similar in nature to a permitted use, similar in nature and consistent with surrounding uses, and therefore, a permitted use within the M-2 Zone.

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As discussed in response to Checklist Question 3.3.b, no exceedance of SCAQMD criteria pollutant emission thresholds is anticipated for the proposed project. Therefore, the proposed project would not contribute significantly to cumulative impacts on any air quality pollutants for which the region is in nonattainment. As for cumulative impacts to regional air quality, the discussion in response to Checklist Question 3.3.a indicates the proposed project would neither conflict with the SCAQMD's AQMP nor jeopardize the region's attainment of air quality standards. The project is consistent with the City's General Plan, as well as the population growth projections used by SCAG to identify future regional air pollutant concentrations necessary to meet the attainment standards identified in the AQMP. The SCAQMD uses the project-level significance thresholds to determine whether a project's emissions are cumulatively considerable. Because the project's emissions do not exceed the SCAQMD's regional significance thresholds, as detailed in Table 3.3.B, the SCAQMD does not consider the project to contribute significantly to a cumulative air quality impact.

The proposed project is estimated to generate 57 PCE trips in the a.m. peak hour, 31 PCE trips in the p.m. peak hour, and 1,172 daily PCE trips. Accordingly, the proposed project would not cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system.

The SBVR 2015 UWMP contains existing and projected water supplies and demands for the SBVR during dry-year scenarios. The RHC does not currently import water in order to meet the demands of its service area. The RHC has demonstrated that water supplies will meet the water demands in normal, single dry, and multiple dry years.⁶² The RHC's groundwater supplies are expected to remain available during a multiple dry-year period. Comparing historically low conditions to demand projections, the RHC has adequate water supplies available to meet projected demands should a multiple-dry year period occur. Also, the RHC has ample water supply to serve the project in addition to its existing entitlements.

As stated previously, the project has no impact, a less than significant impact, or a less than significant impact with implementation of mitigation with respect to all environmental issues. Additionally, through the issuance of a conditional use permit pursuant to City Municipal Code Chapter 11.24.040 (Uses Permitted Subject to Conditional Use Permits), the project proposes a use that is consistent with the development anticipated in the City's General Plan. Therefore, a **less than significant** cumulative impact would occur with development of the project, and no additional mitigation is required.

c. Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant Impact

Discussion of Effects: All construction and development within the project site would be required to comply with applicable provisions of the 2016 CBC and the City's building regulations. Accordingly, proper engineering design and construction in conformance with the 2016 CBC standards and project-specific geotechnical recommendations would ensure that the project does not subject people to significant geologic hazards.

The Preliminary WQMP was approved as a routine action during the processing of the project by the City; therefore, it is reasonable to conclude that the required measures and features detailed in the Preliminary WQMP to safeguard water quality would be incorporated into the proposed project. Adherence to **Standard Conditions HYD-1** through **HYD-3** and the requirements included in the NPDES permit, SWPPP,

⁶² San Bernardino Valley Regional Urban Water Management Plan, 2016. Page 15-17.

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GRAND TERRACE TRAILER/CONTAINER STORAGE PROJECT

and Preliminary WQMP would ensure hazards related to flooding remain **less than significant**. No mitigation is required.

As detailed in the discussion in Section 3.13, the project would not result in exposure of persons to or generation of noise levels in excess of standards established in the local General Plan or City's noise ordinance, nor would the project generate a substantial temporary or permanent increase in ambient noise levels above levels existing without the project. Although construction vibration levels may result in community annoyance because FTA's community annoyance threshold of 72 VdB would be exceeded, these temporary and intermittent vibration levels would not result in building damage because the levels would not exceed FTA's damage threshold of 90 VdB (0.12 PPV in in/sec). Therefore, the project would not have a substantial direct or indirect effect on human beings.

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APPENDIX A

AIR QUALITY/GREENHOUSE GAS EMISSION ANALYSIS

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APPENDIX B

BIOLOGICAL RESOURCES ASSESSMENT

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APPENDIX C

CULTURAL RESOURCES ASSESSMENT

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APPENDIX D

SOILS INVESTIGATION AND INFILTRATION STUDY

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APPENDIX E1

WATER QUALITY MANAGEMENT PLAN

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APPENDIX E2

PRELIMINARY HYDROLOGY STUDY

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APPENDIX F

NOISE AND VIBRATION ASSESSMENT

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APPENDIX G

TRAFFIC IMPACT ANALYSIS

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APPENDIX H

CONSTRUCTION ACTIVITY ENERGY USE

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APPENDIX I

RESPONSE TO COMMENTS

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APPENDIX I
GRAND TERRACE TRAILER/CONTAINER STORAGE PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

RESPONSES TO PUBLIC COMMENTS

March 2020

The primary objective and purpose of the Initial Study/Mitigated Negative Declaration public review process is to obtain comments on the adequacy of the analysis of environmental impacts, the mitigation measures presented, and other analyses contained in the Initial Study prepared by the City of Grand Terrace (City). The California Environmental Quality Act (CEQA) requires that the City decision-makers consider the comments received during the public review of the Initial Study/Mitigated Negative Declaration prior to carrying out or approving the project (*CEQA Guidelines* Section 15074[b]). Comments that do not directly relate to the analysis in this document (i.e., are outside the scope of this document) are not given specific responses; however, all comments are included in this section so that the decision-makers may know the opinions of the commenter.

The Grand Terrace Trailer/Container Storage Project Initial Study/Mitigated Negative Declaration (IS/MND) was circulated to the public and public agencies for a 20-day public review period from December 6 through 27, 2019. Upon the request of the City of Colton, the comment period was extended to January 9, 2020. The comments received regarding the project and the responses to comments are included in this appendix. One comment was received:

- City of Colton (Letter A, January 9, 2020)

Aside from the courtesy statements, introductions, and closings, individual comments within the body of the letter have been identified and numbered. A copy of the comment letter received is included in this appendix. Brackets delineating the individual comments and a numeric identifier have been added to the right margin of the letter. Responses to each comment identified are included on the page(s) following the comment letter.

Neither the comments nor the responses to the collected comments constitute “significant new information” (*CEQA Guidelines* Section 15073.5) that would require recirculation of the Mitigated Negative Declaration or the preparation of an Environmental Impact Report (EIR).

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January 9, 2020

Haide Aguirre, Assistant Planner
City of Grand Terrace
22795 Barton Road
Grand Terrace, CA 92313-5295

Subject: Initial Study/Mitigated Negative Declaration for Proposed Trailer/Container Storage Project (Conditional Use Permit 19-01, Zoning/Land Use Consistency Determination 19-02, Architectural/Site Plan Review 19-03)

Dear Ms. Aguirre:

The City of Colton is pleased to offer the following comments on the proposed Initial Study/Mitigated Negative Declaration for a trailer/container storage yard on a ~22-acre site in the City of Grand Terrace that is bordered on three sides by the City of Colton. Our comments below generally follow the CEQA checklist categories relevant to this project.

Aesthetics

The Initial Study concludes that there is a less than significant impact on existing visual character of the quality of public views of the site and its surroundings. However, without architectural renderings of the maintenance building and modular office, this impact is difficult to evaluate. Please provide the City of Colton with architectural renderings/building elevations for our review.

A-1

The project narrative indicates that chain link fencing will surround the site. Due to the site's adjacency to the Santa Ana River Trail and to heavily-traveled La Cadena Drive, we request that a masonry screening wall be provided on the north and west sides of the site.

A-2

Hydrology & Water Quality

Long-Term Operation: This discussion should specify that no vehicles, containers or trailers containing oils, fuels or solvents will be stored onsite.

A-3

Land Use & Planning

The Initial Study concludes that “the proposed uses are also compatible with surrounding residential uses to the north, east and south.” This conclusion should be supported by a discussion/analysis of land use compatibility.

A-4

Noise

Long-Term Stationary Noise: This section concludes that forklift operations would not have a significant impact. However, the City of Colton has received numerous complaints over the past several years regarding “nuisance noise” from the back-up/safety alarms on forklifts at the industrial properties along Barton Road/Terrace Avenue/DeBerry Street. This noise is particularly noxious in the evening hours. Please expand the discussion of this potential impact, including mitigation measures, as necessary.

A-5

Transportation (Initial Study and Appendix G - Traffic Impact Analysis)

- Pavement Condition on Terrace Ave: Due to poor pavement and foundational cracks in Terrace Ave., during the rainy season, traversing of the projected 650 truck containers and trailers would cause potential safety and liability for the City of Colton. It is therefore recommended that the project applicant repave the entire segment under its utilization according to City of Colton standards and specifications.
- Safety of Terrace Ave: Since there are no physical barrier/divider separating Terrace Ave. from the railroad right-of-way, a narrow/undersized roadbed, a lack of street lighting, and steep slopes adjacent to some segments of this road, the safety of patrons and public users will be compromised if the road is not fully upgraded to City street standards. Therefore, we request appropriate mitigation to ensure public/user safety.
- Geometrics of Barton Road/Terrace Avenue: The City of Colton’s traffic engineer utilized SB AASHTO WB-50 Truck Turning Templates (received on January 2, 2020), to examine the geometrics of making a right turn onto Barton Road West, and for the EB Barton Road making a left turn onto S. Terrace Avenue North. From a practical perspective due to the implications of sight obstruction, curvature, Barton Road’s narrow bridge, NW corner’s raised curbs, NW corner’s steep grade and elevation difference with the lower BNSF double tracks, and drivers’ perception and reaction times, the aforementioned turns would be extremely difficult and very problematic to make.

A-6

A-7

A-8

Furthermore, the subject roadway has an existing official posted sign prohibiting trucks to use it. The aforesaid facts would require the traffic study to eliminate assignments of any truck traffic making turns (ins and outs) from the west of Barton Road to S. Terrace Ave. Please revise the traffic study accordingly and include any necessary roadway improvements (to both Terrace Ave. and Barton Road) that may be necessary if Terrace Ave. is to be proposed as the primary access route to the site.

A-8

- Is Terrace Avenue, from the RR access road to the RR underpass, a private road? Closure of this sub-standard underpass may be an option. The ROW maps and County Assessor's maps should be checked to clarify this issue.

A-9

Utilities and Service Systems

- Existing Colton 16' Water Main: It is not shown on the map and not mentioned in the Utility discussion. Provide recommendation on how the line will be protected and how continuous access for maintenance will be provided.
- Existing Colton 24" Sewer Main: It is not shown on the map and not mentioned in the Utility discussion. Provide recommendation on how the sewer line and manholes will be protected, and how continuous access for maintenance will be provided.

A-10

Thank you for the opportunity to comment on this application. We look forward to reviewing the revised Initial Study, including a revised TIA. Please contact me at (909) 370-5185 or mtomich@coltonca.gov should you have any questions.

Sincerely,



Mark Tomich, AICP
Development Services Director

Cc: Bill Smith, Colton City Manager
Steve Weiss, Planning & Development Services Director, Grand Terrace

RESPONSE TO COMMENT LETTER A

January 9, 2020

City of Colton

Mark Tomich, AICP

Development Services Director

Response to Comment A-1: The project is currently undeveloped. Existing on-site features include power transmission poles and towers and well casings associated with the West Riverside Canal. High voltage electrical towers cross the property from north to south in two locations with a second set of power lines running across the property in an east-to-west direction. The project area has been subjected to disturbance from weed abatement disking and other earthmoving activities. On-site structures will be limited to the construction of a 900-square foot modular office on the western edge of the site and a 4,800-square foot maintenance building/shed located along the eastern edge of the site.

The following figures identify the general appearance of the proposed modular office and metal maintenance structure, respectively.





Ancillary structures on nearby properties include barns, storage buildings, and garages. The proposed structures are not dissimilar in size, style, or scale to existing structures located on nearby properties. It must be noted the site is located within an area previously designated for the development of industrial uses. While the project will alter the existing visual condition of the site, the City has not designated views to or through the site as significant. Neither the height of the structures nor the storage of trailers/containers would obstruct background views of the San Bernardino and San Gabriel Mountains.

In the absence of a new significant impact or increase in severity of an existing impact, no recirculation of the IS/MND is warranted.

Response to Comment A-2: The site sits at a finished grade on average 12 feet (or greater) below any adjacent public roads. Containers will be either stored on a chassis or removed from the chassis with a forklift and stacked on grade to a maximum height of 16 feet. Chassis that are stored may also be stacked to a maximum height of 12 feet.

Currently, existing street trees and the rail line partially obstruct views of the site from La Cadena Drive. The elevation of the rail line approaching Tropica Ranch Road nearly cuts off views of the site from La Cadena Drive (see photograph below).



Along the southern portion of the property, the proposed six-foot tall chain link fence will be slatted or screened with landscaping. Where a barrier is provided, chain link fencing is typically used along the Santa Ana River Trail and adjacent developed uses. Furthermore, the installation of masonry walls along the northern and western edges of the site could increase the potential for graffiti.

While the City of Colton's preference for a masonry wall is noted, due to the site's elevation, obstructions to current views from La Cadena Drive, the project's provision of slatted or screened fencing and typical manner of fencing used along the Santa Ana River Trail, the installation of masonry walls is not warranted. The City of Colton's comment will be fully considered prior to project approval.

In the absence of a new significant impact or increase in severity of an existing impact, no recirculation of the IS/MND is warranted.

Response to Comment A-3: As stated in Section 3.3.9a (page 50) of the IS/MND, project operations would be limited to heavy-duty trucks entering the project site, drop off/pick up of empty storage containers, and light inspection replacement and/or safety checks related maintenance of trucks. The project would generally accommodate storage of trailers, storage containers, and chassis from the various manufacturing, distribution, and logistics center uses in the surrounding region. The proposed project will be storing empty trailers/containers only. Trucks will enter, exit, and stage for periods of time on site.

Limited amounts of vehicle fluids, paint products, lubricants, solvents, and cleaning products may be used and/or stored in the proposed vehicle inspection building. Activity at his building will be limited to light inspection replacement, safety check related items, and minor "repair and replace" of needed equipment (e.g., mirrors, lights). Any major maintenance and/or repairs required will be performed off site. Due to the limited quantities of these materials to be used, they are not considered hazardous to the public at large. The transport, use, and storage of hazardous materials during construction would be regulated by the Grand Terrace Fire Service, under contract with the San Bernardino County Fire Department, in accordance with the City's Hazard Mitigation Plan and California Occupational Safety and Health Administration regulations.

No new impact was identified nor was the severity of an existing impact increased; therefore, revision or recirculation of the IS/MND is not required.

Response to Comment A-4: The Initial Study (page 62) states, “The proposed project uses are consistent with uses conditionally permitted under the General Plan land use and zoning designations for the project site, including the M2 Industrial designation and the M2 Industrial with Floodplain and Agricultural AG-2 Overlay zoning designations. The proposed project uses are also compatible with surrounding residential uses to the north, east, and south.”

The project site is bounded on three sides by the City of Colton. To the north, past an active rail line and La Cadena Drive, land zoned I-P (Industrial Park) has been approved for the development of approximately 260,000 square feet of warehouse uses and 214 trailer parking stalls. North of the Santa Ana River, M-1 (Light Industrial) uses include outdoor lumber and pallet storage. Land zoned OS-RS (Open Space Resources) is located to the east. Residential uses (mobile homes) are located over 800 feet beyond the site’s eastern border. In the City of Grand Terrace, undeveloped land and three rural residential uses are located to the south within the City’s M-2 (Industrial Zone). The residential uses are located approximately 400 to 770 feet from the area of the site where active operations will occur. Additional residential uses, R1-7.2 (Single Family), are located approximately 890 feet south of areas of the site where active operations will occur.

No new impact was identified nor was the severity of an existing impact increased. Recirculation of the IS/MND is not warranted.

Response to Comment A-5: The existing ambient 24-hour CNEL noise level is 63 dBA resulting from occasional train activity in the project area and traffic on La Cadena Drive. Existing nighttime ambient noise levels in the project area reach up to 69 dBA L_2 and 64 dBA L_8 .

Generally, the residential areas referenced by the commenter are located within 350 feet of the industrial uses on Terrace Road, Barton Road, and De Berry Street. The closest residences southwest and east of the project in the City of Colton are 1,020 feet and 850 feet, respectively, from forklift activities. The City of Colton’s exterior noise is 65 dBA. As detailed in Table K of the project-specific noise study, the maximum noise level generated by a forklift is assumed to be approximately 85 dBA L_{max} at 50 feet. Due to the distance between the site and nearest residences in Colton, noise levels generated from forklift operations would be attenuated by 26 dBA and 25 dBA, respectively. Forklift noise would therefore be attenuated to 59 dBA L_{max} and 60 dBA L_{max} , respectively, at the nearest residences in Colton. These levels are below the existing 24-hour CNEL nighttime ambient noise levels for the project area.

As the noise level from forklifts would not exceed the City of Colton’s exterior noise standard, single-event or “background” noise from beeping of the forklifts will be addressed with advanced noise muffling. The following condition has been identified to minimize noise from forklift operations to the maximum extent feasible:

- Prior to the issuance of grading or building permits, whichever is submitted first, the applicant shall provide evidence to the Planning and Development Services Director that an application has been submitted to the United States Occupational Safety and Health Administration (OSHA) to permit an alternative to back-up alarms on forklifts and/or yard goats for the purpose of lessening the noise and frequency of standard back-up apparatus. Alternative back-up alarm equipment shall be reviewed

and approved by OSHA and the Director of Development Services prior to the issuance of the first certificate of use and occupancy.

The comment does not identify a new impact or increase the severity of a previous identified impact; therefore, no revision or recirculation of the IS/MND is warranted.

Response to Comment A-6: The project applicant is proposing to evaluate the existing street section on Terrace Avenue and “improve” the roadway to provide for a pavement width of 26 feet. This work can be completed within the existing public right-of-way. The centerline of Terrace Avenue would be restriped and appropriate signage added along with edge-of-pavement delineators on the westerly shoulder. In addition to pavement delineators along the western edge of Terrace Avenue, the following project condition shall improve vehicle safety.

- Prior to the issuance of the first certificate of use and occupancy, the applicant shall install a guardrail, fencing or other barrier along the western edge of Terrace Avenue from Barton Road to the point where Terrace Road is elevated above the adjacent railroad. The type, location, and installation of the required feature shall be coordinated/approved by/between the Public Works Directors of the Cities of Grand Terrace and Colton.

The project will be conditioned to ensure the appropriate improvements are in place prior to the commencement of any on-site operation involving the delivery of containers/trailers.

As no new significant or impact of increased severity has been identified, revision and/or recirculation of the IS/MND is not required.

Response to Comment A-7: Terrace Avenue has been used for 30 years to provide access from Barton Road to current and former operators of the adjacent industrial use (Lineage/Stater Bros). The current condition of the roadway is the result of past use and absence of roadway maintenance. Currently, a sidewalk provides pedestrian access along Terrace Avenue from Barton Road to Walnut Avenue. The project will not alter access to the existing sidewalk.

The project will be conditioned to provide a minimum roadway width of 26 feet along Terrace Avenue. Typical vehicle traffic lanes are 12 feet wide. With a minimum of 26 feet of pavement width, there is adequate lane width to accommodate traffic at local street posted speed rates. As depicted on the project’s site plan on file with the City of Grand Terrace, the project applicant has designed the project to provide this same roadway width on Terrace Avenue in Grand Terrace. The proposed improvement will include the following:

- 26 feet of pavement width consisting of a grind and overlay or shoulder widening (subject to soils testing and inspection);
- Restriping of the centerline in Terrace Avenue;
- Addition of traffic control signs along the Terrace Avenue right-of-way;
- Addition of acceptable guardrail, fencing or barrier along the western edge of Terrace Avenue from Barton Road to the point where Terrace Road is elevated above the adjacent railroad.
- Addition/replacement of delineators, as needed, adjacent to the existing railroad right-of-way;
- Restriping of the turning/stop lane intersection at Terrace and Barton Road; and

- Additional traffic signage at Barton Road indicating turning restrictions and track traffic ahead.

The improvements will be maintained by the City of Grand Terrace for the portion of Terrace Avenue north of Vivienda Avenue. Once installed, maintenance of Terrace Avenue south of Vivienda Avenue will be the responsibility of the City of Colton.

The project will be conditioned to ensure the appropriate improvements are in place prior to the commencement of any on-site operation involving the delivery of containers/trailers. As no new significant or impact of increased severity has been identified, revision and/or recirculation of the IS/MND is not required.

Response to Comment A-8: The project will be conditioned to allow only right-in and left-out movements from intersection of Barton Road and Terrace Avenue. This will eliminate the “difficult and very problematic” turning movements referenced by the commenter. The project proposes slight modifications to striping on Barton Road to facilitate right-turn movements onto Terrace Avenue. Signage will be added along Terrace Avenue and Barton Road announcing prohibitions of right turns (Terrace Avenue to Barton Road) and left turns (Barton Road to Terrace Avenue), respectively. The operator of the project will enforce these turning restrictions on delivery/drop-off drives as a standard operating condition.

As no new significant or impact of increased severity has been identified, revision and/or recirculation of the IS/MND is not required.

Response to Comment A-9: The City of Colton has previously conditioned an industrial development located on La Cadena Drive (at Tropica Rancho Road) to close off the referenced railroad underpass. As detailed in “Traffic Flow Exhibit, La Cadena Drive and W. Tropica Rancho Road” access to the underpass will be achieved by a barricade with Knox box.

This comment does not identify a new impact or increase in the severity of a previously identified impact; therefore, no recirculation of the IS/MND is warranted.

Response to Comment A-10: As detailed in Figure 2 (Site Plan) of the IS/MND, the existing 16-inch water main and 24-inch sewer main referenced by the commenter is located just north of the project, south of the Santa Ana River Trail. No activity or ground disturbance or operational activity will occur in this area; therefore, no protection measures are required. It is anticipated that maintenance of these facilities can be conducted either through access along the Santa Ana River Trail or through an agreement with the property owner.

This comment does not identify a new impact or increase in the severity of a previously identified impact; therefore, no recirculation of the IS/MND is warranted.

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APPENDIX J

MITIGATION MONITORING AND REPORTING PROGRAM

INITIAL STUDY
GRAND TERRACE TRAILER/CONTAINER STORAGE PROJECT

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Grand Terrace Trailer/Container Storage Project
City of Grand Terrace
Appendix J – Mitigation Monitoring and Reporting Program

This Mitigation Monitoring and Reporting Program has been prepared for use in implementing mitigation for the:

Grand Terrace Trailer/Container Storage Project

The program has been prepared in compliance with State law and the Mitigated Negative Declaration (MND) prepared for the project by the City of Grand Terrace (City).

The California Environmental Quality Act (CEQA) requires adoption of a reporting or monitoring program for those measures placed on a project to mitigate or avoid adverse effects on the environment (Public Resource Code Section 21081.6). The law states the reporting or monitoring program shall be designed to ensure compliance during project implementation.

The monitoring program contains the following elements:

- 1) The mitigation measures are recorded with the action and procedure necessary to ensure compliance. In some instances, one action may be used to verify implementation of several mitigation measures.
- 2) A procedure for compliance and verification has been outlined for each action necessary. This procedure designates who will take action, what action will be taken and when, and to whom and when compliance will be reported.
- 3) The program has been designed to be flexible. As monitoring progresses, changes to compliance procedures may be necessary based upon recommendations by those responsible for the program. As changes are made, new monitoring compliance procedures and records will be developed and incorporated into the program.

This Mitigation Monitoring and Reporting Program includes mitigation identified in the MND.

MITIGATION MONITORING AND RESPONSIBILITIES

As the Lead Agency, the City is responsible for ensuring full compliance with the mitigation measures adopted for the proposed project. The City will monitor and report on all mitigation activities. Mitigation measures will be implemented at different stages of development throughout the project site. In this regard, the responsibilities for implementation have been assigned to the Applicant, Contractor, or a combination thereof. If, during the course of project implementation, any of the mitigation measures identified herein cannot be successfully implemented, the City shall be immediately informed, and the City will then inform any affected responsible agencies. The City, in conjunction with any affected responsible agencies, will then determine if modification to the project is required and/or whether alternative mitigation is appropriate.

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**Grand Terrace Trailer/Container Storage Project
 City of Grand Terrace
 Appendix J – Mitigation Monitoring and Reporting Program**

MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST

Project Name: Grand Terrace Trailer/Container Storage Project

Applicant: GrandT-1, Inc.

Date: March 2020

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
Biological Resources					
BIO-1 If project activities are planned during the bird nesting season (February 1 to August 31), a nesting bird survey shall be conducted within three days (72 hours) prior to any ground-disturbing activities, including, but not limited to demolition, clearing, grubbing, and/or rough grading, to ensure birds protected under the Migratory Bird Treaty Act (MBTA) are not disturbed by on-site activities. Any such survey(s) shall be conducted by a qualified biologist. If no active nests are found, no additional actions related to this measure are required. If active nests are found, the nest locations shall be mapped by the biologist. The nesting bird species shall be documented and, to the degree feasible, the nesting stage (e.g., incubation of eggs, feeding of young, near fledging) determined. Based on the species present and surrounding habitat, a no-disturbance buffer shall be established around each active nest. The buffer shall be identified by a qualified biologist and confirmed by the City; non-raptor bird species nests shall be buffered at least 280 feet, while raptor nests shall be buffered at least 820 feet. No construction or ground disturbance activities shall be conducted within the buffer until the	Planning and Development Services Director or Designee	Prior to issuance of grading, stockpiling or construction permits.	Evidence the required pre-construction survey has been completed, and (as applicable), the establishment and maintenance of appropriate buffers		Withhold grading/ construction permits and/or issuance of a stop work order (if required buffers are not maintained).

Grand Terrace Trailer/Container Storage Project
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Appendix J – Mitigation Monitoring and Reporting Program

Project Name: Grand Terrace Trailer/Container Storage Project

Applicant: GrandT-1, Inc.

Date: March 2020

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/Initials	Sanctions for Non-Compliance
<p>biologist has determined the nest is no longer active and has informed the City and construction supervisor that activities may resume. This measure shall be implemented to the satisfaction of the Planning and Development Director or designee.</p>					
Cultural Resources					
<p>CUL-1 Prior to issuance of grading permits, the applicant shall provide evidence to the City that the following note is included on the grading plans/documents:</p> <p>“In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the project outside of the buffered area may continue during this assessment period. Additionally, the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed in Mitigation Measure TCR-1, regarding any pre-contact finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regard to significance and treatment.</p> <p>If significant pre-contact cultural resources, as defined by CEQA (as amended, 2019), are</p>	<p>Planning and Development Services Director or Designee</p>	<p>Prior to issuance of grading or stockpiling permits.</p>	<p>Submittal of plans including the required language.</p> <p>Evidence appropriate notification of the SMBMI has been completed (as required).</p> <p>Submittal of evidence that a Monitoring and Treatment Plan has been developed (as required) for any previously undetected on-site cultural resource and evidence that provisions of the plan have been appropriately completed.</p>		<p>Withhold grading/ construction permits and/or issuance of a stop work order (if resources are detected and required plan is not implemented).</p>

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Project Name: Grand Terrace Trailer/Container Storage Project

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Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/Initials	Sanctions for Non-Compliance
<p>discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to SMBMI for review and comment, as detailed in Mitigation Measure TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.</p> <p>If unanticipated human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.”</p>					
Geology/Soils/Paleontology					
<p>GEO-1 Prior to issuance of grading permits, the City shall verify that the following note is included on the grading plans:</p> <p>“If paleontological resources are encountered during the course of ground disturbance, work within 60 feet of the find shall be halted and an exclusionary buffer shall be established. A paleontologist shall be contacted to assess the find for scientific significance. No ground-disturbing activity within the 60-foot exclusionary buffer may occur without the consent of the</p>	<p>Planning and Development Services Director or Designee</p>	<p>Prior to issuance of grading or stockpiling permits.</p>	<p>Submittal of plans including the required language.</p> <p>As warranted, evidence appropriate notification a qualified paleontologist has been contacted and appropriate buffers have been established.</p> <p>Submittal of evidence that any previously undetected on-site paleontological resource has</p>		<p>Withhold grading/ construction permits and/or issuance of a stop work order (if resources are detected and required process is not implemented).</p>

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City of Grand Terrace
Appendix J – Mitigation Monitoring and Reporting Program

Project Name: Grand Terrace Trailer/Container Storage Project

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Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
<p>paleontologist and the City of Grand Terrace Planning and Development Director. If determined to be significant, the fossil(s) shall be collected from the field. The paleontologist may also make recommendations regarding additional mitigation measures, such as paleontological monitoring. Scientifically significant resources shall be prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collections of a museum repository. If scientifically significant paleontological resources are collected, a report of findings shall be prepared to document the collection.”</p> <p>This measure shall be implemented to the satisfaction of the City of Grand Terrace Planning Director or his/her designee.</p>			<p>been appropriately recorded, recovered, curated, and reported.</p>		
Tribal Cultural Resources					
<p>TCR-1 Prior to the issuance of grading permits, the applicant shall provide evidence to the City the following language is included on final grading documents:</p> <p>“The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed in Mitigation Measure CUL-1, of any pre-contact cultural resources discovered during project implementation, and be provided information regarding the nature of the find,</p>	<p>Planning and Development Services Director or Designee</p>	<p>Prior to issuance of grading or stockpiling permits.</p>	<p>Submittal of plans including the required language.</p> <p>Evidence appropriate notification of the SMBMI has been completed (as required).</p> <p>Submittal of evidence that a Monitoring and Treatment Plan has been developed (as required) for any previously undetected on-site cultural resource and</p>		<p>Withhold grading/ construction permits and/or issuance of a stop work order (if resources are detected and required plan is not implemented).</p>

Grand Terrace Trailer/Container Storage Project
City of Grand Terrace
Appendix J – Mitigation Monitoring and Reporting Program

Project Name: Grand Terrace Trailer/Container Storage Project

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Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/Initials	Sanctions for Non-Compliance
<p>so as to provide Tribal input with regard to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with SMBMI, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents SMBMI for the remainder of the project, should SMBMI elect to place a monitor on site.</p> <p>Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to SMBMI. The Lead Agency and/or applicant shall, in good faith, consult with SMBMI throughout the life of the project.”</p>			evidence that provisions of the plan have been appropriately completed.		