



**MOUNTAIN AREA REGIONAL TRANSIT
AUTHORITY (MOUNTAIN TRANSIT)**

**REQUEST FOR
STATEMENT OF QUALIFICATIONS
FOR
ADMINISTRATIVE BUILDING AND
MAINTENANCE FACILITY

ARCHITECTURAL & ENGINEERING SERVICES**

DUE DATE: 4:00 PM on OCTOBER 29, 2020

I. INTRODUCTION

Mountain Transit is seeking qualified firms (Consultant) to submit their Statement of Qualifications (SOQ) for providing architecture and engineering services for a new administrative building and maintenance facility (Project). The Consultant will act as the project architect responsible for architecture, design and engineering required for the planning, securing entitlements and building permits, construction documents, and construction observation and services associated with the construction of a new administrative building, new maintenance facility, and associated site work on property located at 160-170 Business Center Drive in the City of Big Bear Lake (APN 2328-021-12 &13).

II. BACKGROUND

Mountain Transit services are managed by Mountain Area Regional Transit Authority, a rural transit agency that was formed December of 1993 under a joint powers authority between the City of Big Bear Lake and San Bernardino County.

Mountain Transit provides Dial-a-Ride and Fixed Route service throughout the rural San Bernardino Mountain communities of the Big Bear Valley, Crestline, Lake Arrowhead, and Running Springs. Mountain Transit also provides Off-the-Mountain commuter service between these communities and the city of San Bernardino, making connections with Omnitrans, Metrolink, Greyhound, and other various stops. Mountain Transit operates trolley service providing transportation between local restaurants, hotels, ski resorts, and shopping venues throughout the City of Big Bear Lake.

Mountain Transit transports between 12,000 and 15,000 passengers per month dispersed between the Fixed Routes, Dial-A-Ride, and OTM services within a service area of several hundred miles. Peak transportation times are between December and March due to holiday season and skiers coming up the hill to the resorts.

Mountain Transit has outgrown their current office and maintenance building in the City of Big Bear Lake and has purchased property to construct new administrative and operations facilities. The fully built-out development plan proposed includes a new administration and operation building, a new wash building, and a new maintenance facility. Site improvements include improvement parking areas for staff, park and ride facilities including EV charging stations, solar canopies, walkways, and landscape. It is anticipated that the Project will be constructed in phases based on funding availability. The preliminary budget for the total cost of the first phase is approximately \$7 million.

On September 16, 2020, the Mountain Transit Board of Directors adopted an Addendum to the City of Big Bear Lake Burbank Manor Project Initial Study/Mitigated Negative Declaration (IS/MND). The purpose of the Addendum to the previously certified IS/MND was to serve as the environmental review for Mountain Transit's acquisition of property and relocation of operations and maintenance facilities to the property located at 160-170 Business Center Drive, Big Bear Lake, CA. A copy of the Addendum Summary is attached to this Request for SOQs, and the full document can be viewed on the Mountain Agency website at <https://mountaintransit.org>.

Information contained in the IS/MND, including the fully built-out building sizes, is for reference only, and the selected consultant will be responsible to refine the Project as needed to meet the requirement, both operationally and financially, of Mountain Transit. The Consultant will also be responsible to prepare and provide all necessary studies, drawings and documentation necessary for approval by the Mountain Transit Board of Directors and City of Big Bear Lake.

III. DESCRIPTION OF SERVICES

Mountain Transit seeks professionals with expertise in performing the services described herein. Qualified firms shall demonstrate experience in providing architectural and engineering services for the planning, permitting and design of projects similar in nature to the Project. These services may include, but not be limited to, the following:

1. Preliminary Concept Plans: Provide space planning analysis based on the needs as provided by Mountain Transit and develop preliminary concept plans of proposed improvements. These plans will identify project phasing alternatives based on funding constraints. Concept plans would incorporate the following:
 - Conceptual plans, sections, perspectives, and diagrams as necessary to illustrate each preliminary concept;
 - Concept plans to include phase 1 and future phase of administrative and maintenance buildings;
 - Comparative precedent images appropriate to each plan;
 - Narrative description of each plan, including a pros and cons analysis;
 - Preliminary cost analysis of each concept plan delineated by phase.

Presentations of these concept plans to Mountain Transit to seek approval and direction.

2. Design Development and Entitlements: Consultant will develop a design package based on the Mountain Transit selected design concept. The plans should address programming, interior and exterior material selections, lighting, utilities, and site

plan improvements. Consultant shall assist Mountain Transit in making value engineering decisions at this stage in preparation for design refinement needed for securing entitlements. Consultant shall obtain entitlement of the Project from the City of Big Bear Lake and provide all necessary documents including site plan, building plans and elevations, and all required studies. It is anticipated that a Conditional Use Permit will be required. Consultant shall provide survey and geotechnical services necessary to prepare design development and provide utility coordination for all wet and dry services.

3. Construction Drawings: Consultant to prepare the final documents for use in obtaining approval from Mountain Transit and City building department. The construction documents will include civil, SWPPP, WQMP, landscape, architectural, structural, mechanical, plumbing, fire sprinkler/alarm and electrical plans. In consideration that this project will be publicly bid a detailed spec book will be required. Additional value engineering if needed will occur during this phase of work and will include coordinating with Mountain Transit to address constructability and cost. Consultant shall prepare all wet and dry utility requests on behalf of Mountain Transit.
4. Contract Documents and Bidding: Prepare construction documents including bid sheets, general conditions, special conditions, standard drawings, construction drawings and permit requirements; prepare engineer's cost estimate for Project improvements; provide clarifications and addenda during bidding process; and assist in the advertisement for construction bids and bid analysis.
5. Services During Construction: Attend preconstruction meeting; review and respond to contractor materials submittals and requested modifications; review and respond to requests for information and change orders; provide monthly site visits during construction; and conduct final walk-thru and prepare punch lists during closeout.

IV. SERVICES NOT INCLUDED

The following services are not required, or will be provided by Mountain Transit, and are not being requested in the Consultant's SOQ:

- Traffic Engineer
- LEED Documentation

V. STATEMENT OF QUALIFICATIONS REQUIREMENTS

SOQs are to be prepared in such a way as to provide a straightforward, concise description of capabilities to satisfy the requirements of the Request for SOQs. Emphasis should be concentrated on the responsiveness to the Request for SOQs requirements, and on completeness and clarity of content. SOQs should contain no

more than ten (10) single sided pages, excluding the cover letter, exhibits, resumes, and wage schedule. Mountain Transit is not expecting elaborate qualifications with expensive graphics, etc.; rather a concise, direct response to the Request for SOQs.

The SOQ shall include the following:

1. Cover Letter. The Cover Letter shall be on company letterhead, signed by a duly authorized officer, employee, or agent of the Consultant. The Cover Letter shall include a statement that the Statement of Qualifications is being submitted as a response to this Request for SOQ; an introduction of the Consultant including legal name, address and telephone number of office headquarters and the local office where work will be performed; the type of business entity [sole proprietor, partnership, or corporation (including state of incorporation)]; and date founded.
2. Qualifications. Describe the overall capabilities of the Consultant's organization and sub-consultants. Include a brief summary of the firm's history, top level management and ability of persons assigned to perform the work. Include a description of the services provided, and how these services are similar in nature to the work being requested.
3. References. Provide a minimum of three (3) references of recent projects where the Consultant provided services similar to the Project. Provide a short description of the work performed, dates of service, names, addresses, telephone numbers, e-mail, locations, remedies, and contract amount. Provide the same information for any sub-consultants used.
4. Consultant Team. Identify the project manager, principal staff and support staff who will be performing the work required. Include an organizational chart (include sub-consultants). Provide a work history résumé for each of the key personnel, including applicable training, licensing, and/or certifications, descriptions of projects worked upon, dates, project costs, and duties performed by the individual on the projects.
5. Sub-Consultants. If sub-consultant(s) are proposed, provide the name, address and telephone number of the sub-consultant and the type of work to be performed. Submit the name(s) of specific staff to be assigned to this project. Provide a work history résumé for each of the key personnel, including applicable training, licensing, and/or certifications, descriptions of projects worked upon, dates, project costs, and duties performed by the individual on the projects.
6. Hourly Rate Schedule. Include the Consultant's and sub-consultant(s) Hourly Rate Schedule for any and all personnel positions that may be involved in this Project.

VI. STATEMENT OF QUALIFICATION SUBMISSION

The deadline for submitting a SOQ is **4:00 pm** on **October 29, 2020**. Any SOQ received after this time will be returned unopened.

Submit Five (5) copies of the Statement of Qualifications, including the Hourly Rate Schedule, in sealed envelopes/packages and shall be clearly marked **STATEMENT OF QUALIFICATIONS FOR MOUNTAIN TRANSIT ADMINISTRATIVE BUILDING AND MAINTENANCE FACILITY**. The envelopes/packages, which states the Consultant's name and address, and shall be clearly addressed as follows:

Mountain Area Regional Transit Authority
Attn: Sandy Benson, General Manager
P.O. Box 1501
City of Big Bear Lake, CA 92315

If SOQs are hand delivered, the address is 41939 Fox Farm Road, City of Big Bear Lake. **PLEASE NOTE THAT ALL MAIL DELIVERIES SHALL BE TO THE P.O. BOX AND NOT TO THE PHYSICAL ADDRESS.**

SOQs will be rejected if not addressed and packaged as indicated above. Faxed or e-mailed SOQs will not be accepted.

VII. CONTACT INFORMATION

The Mountain Transit contact for this Request for SOQ is Mr. Mike Podegracz, Project Manager, Charles Abbott Associates, Inc., and is the sole point of contact for this procurement. Mr. Podegracz can be reached via e-mail at mikepodegracz@caa.inc or by phone at (949) 421-8447. Questions will be accepted up to seven (7) calendar days from the due date of the SOQ submission. **Do not contact Mountain Transit or City of Big Bear Lake staff regarding this SOQ.**

VIII. SELECTION PROCESS

The evaluation process will be as follows:

1. A selection committee will evaluate the SOQs submitted and rank each firm's submittal based on the firm's qualifications, experience, and references. This will be the initial ranking. Based upon this evaluation, Mountain Transit may invite the top two to four highest ranked firms to an oral interview to further discuss their approaches and qualifications to perform the requested services for this Project. Each firm will again be ranked in accordance with their responses.

Evaluation Criteria – Initial Ranking. Mountain Transit will evaluate the SOQs submitted according to the following criteria:

Qualifications necessary to complete project:	<u>maximum</u> 40 points
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Previous work performance:	40 points
Capacity to complete scope of work:	<u>20 points</u>
Total:	100 points

Evaluation Criteria – Post Interview Ranking. If interviews are necessary,
Mountain Transit will evaluate firms according to the following criteria:

	<u>maximum</u>
Initial Ranking:	100 points
Interview:	<u>100 points</u>
Total:	200 points

2. After completion of the evaluation process, Mountain Transit will determine a top ranked firm and will enter into contract negotiations with the top-ranked firm. The negotiations will include the development of a detailed Scope of Work to complete services as described in Tasks 1 and 2 under Paragraph III – Description of Services. Upon completion of the Scope of Work, Mountain Transit and Consultant will negotiate a Fee for providing the services.

A Scope of Work and Fee proposal for services as described in Tasks 3, 4 and 5 will be negotiated with Consultant upon completion of Tasks 1 and 2, and site plan approval by the City of Big Bear Lake.

3. Mountain Transit may choose to select the top-ranked firm (determined solely on submitted proposal) without further evaluation or oral interviews. Mountain Transit reserves the right to negotiate modifications to fees and scope prior to making recommendations to the Mountain Transit Board of Directors, which reserves the right to reject any or all proposals. If selection with the top-ranked firm does not result in an executed contract, Mountain Transit will move onto the second-ranked firm. If this does not result in an executed contract, the process will be repeated until a contract is executed successfully. The selection process will be completed when a contract is executed.
4. Mountain Transit reserves the right to select a Consultant that it deems best qualified to perform this work.

XIV. ADDITIONAL INFORMATION

1. Mountain Transit will not be liable for any costs incurred in the preparation of SOQs or incidental to the preparation and presentation of qualifications, orally or in writing. All costs for preparation, submission of SOQs, submission of additional

information, deliver, and/or any other aspect of the SOQ incurred by the Consultant are the sole responsibility of the Consultant.

2. All SOQs and materials submitted become the property of Mountain Transit. All SOQs received are subject the “California Public Records Act” (found at Government Code sections 6250 et seq.). If any Consultant’s response contains trade secrets, or other information which is proprietary by law, that Consultant must notify Mountain Transit of its request to keep said information confidential. This request must be made in writing and attached to the cover letter. The proprietary or confidential data shall be readily separable from the response in order to facilitate eventual public inspection of the non-confidential portion of the response. If a public records request is made to Mountain Transit relative to the Consultant’s response, Mountain Transit will review the Consultant’s request for confidentiality and notify the Proposer in writing of its decision as to whether confidentiality can be maintained under law.
3. The Consultant shall provide Mountain Transit with any additional information Mountain Transit deems necessary to accurately determine ability to perform services proposed. During evaluation and selection, Mountain Transit may conduct any reasonable inquiry from any and all sources concerning the SOQ, including reference verification to determine the responsibility of the Consultant. Furthermore, submission of a SOQ constitutes permission by the Consultant for Mountain Transit to verify all information contained therein. Failure to comply with any request for additional information may disqualify the Consultant from further consideration. Such additional information may include evidence of financial ability to perform.
4. The Request for Statement of Qualifications does not commit Mountain Transit to enter into an Agreement with any Consultant. Mountain Transit makes no representation that any Agreement will be awarded. Mountain Transit may re-issue the SOQ at any time for any reason at its sole discretion. In the event of award, Mountain Transit makes no guarantee to expend any agreement amount to its maximum. Award of an Agreement will require Board of Directors authorization. In the event the selected consultant is unable to perform the services for any reason or is dismissed from the project, Mountain Transit may select another consultant from this proposal solicitation.

Attachments:

1. **Addendum to the “City of Big Bear Lake Burbank Manor Project Initial Study/Mitigated Negative Declaration**



CITY OF
BIG BEAR LAKE
Southern California's Premier Four-Season Resort

JANICE ETTER, AICP
SR. PRINCIPAL PLANNER
PHONE (909) 866-5831 x 123
EMAIL jetter@citybigbearlake.com

PLANNING DEPARTMENT
39707 BIG BEAR BOULEVARD
P.O. BOX 10,000
BIG BEAR LAKE, CA 92315

September 1, 2020

**Mountain Transit Bus Maintenance Facility:
Acquisition of 160-170 Business Center Drive and Relocation/Development of Facilities**

*Addendum to the "City of Big Bear Lake Burbank Manor
Project Initial Study/Mitigated Negative Declaration"*

The purpose of this Addendum to the previously certified "City of Big Bear Lake Burbank Manor Project Initial Study/Mitigated Negative Declaration" (see Attachment A) is to serve as the environmental review for Mountain Area Regional Transit Authority's acquisition and relocation of operations and maintenance facilities to 160-170 Business Center Drive in Big Bear Lake, California. The proposed action consists of the purchase and development of the parcel.

The California Environmental Quality Act (CEQA) Guidelines Sections 15162 through 15164 set forth the criteria for determining the appropriate additional environmental documentation, if any, to be completed when there is a previously adopted Negative Declaration covering the project for which a subsequent discretionary action is required. This Environmental Review Update Checklist Form has been prepared in accordance with CEQA Guidelines Section 15164(e) to explain the rationale for determining whether any additional environmental documentation is needed for the subject discretionary action.

CEQA Guidelines Section 21064 and 21064.5 outline the criteria for a Negative Declaration and a Mitigated Negative Declaration (MND).

- **Negative Declaration:** "Negative declaration" means a written statement briefly describing the reasons that a proposed project will not have a significant effect on the environment and does not require the preparation of an environmental impact report.
- **Mitigated Negative Declaration:** "Mitigated negative declaration" means a negative declaration prepared for a project when the initial study has identified potentially significant effects on the environment, but
 1. Revisions in the project plans or proposals made by, or agreed to by, the applicant before the proposed negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur, and
 2. There is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment.

CEQA Guidelines Section 15162 through 15164 set forth the criteria for determining the appropriate additional environmental documentation, if any, to be completed when there is a previously adopted Negative Declaration or a previously certified Environmental Impact Review (EIR) for the project.

15162(a) and 15163 state that when a Negative Declaration has been adopted or an EIR certified for a project, no Subsequent or Supplemental EIR or Subsequent Negative Declaration shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole public record, one or more of the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR or Negative Declaration; or
 - b. Significant effects previously examined will be substantially more severe than shown in the previously adopted Negative Declaration or previously certified EIR; or
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous Negative Declaration or EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

CEQA Guidelines Section 15164(b) states that an Addendum to a previously adopted negative declaration may be prepared if only minor technical changes or additions are necessary and none of the conditions described in Section 15162 that call for the preparation of a subsequent EIR or Negative Declaration have occurred. Furthermore, Section 15162(c)(d) state that the addendum may be attached to the final EIR or adopted Negative Declaration and that the two documents will be considered together.

If the factors listed in CEQA Guidelines Sections 15162, 15163, or 15164 have not occurred or are not met, no changes to the previously certified EIR or previously adopted Negative Declaration are necessary.

Background on the previously adopted MND:

A MND for the Burbank Manor Project (Tentative Tract Map Application 2007-278, Tentative Tract No. 18678; “Business Park Project”) was certified by the Planning Commission of the City of Big Bear Lake on August 20, 2008. The project proposed to subdivide a 11.02-acre parcel and develop eight business park lots for General Commercial uses. The Project included the rough grading of individual pads and the installation of street and utility infrastructure, including wet and dry utilities and storm drains within Business Center Drive. The adopted MND found a potential significant impact upon the environment in the areas of Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, and Hydrology and Water Quality; however, all these impacts were found to have less than significant levels with implementation of mitigation. The Planning Commission found that there was substantial evidence that the proposed project would not have a significant effect on the environment because mitigation measures were incorporated into the project which reduce all potential impacts to Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, and Hydrology and Water Quality to reduce potential impacts to a level of insignificance.

As documented in the following sections, acquisition and development of the parcel at 160-170 Business Center Drive would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects as disclosed in the 2008 Mitigation Negative Declaration. The analysis in this Addendum compares with the assumptions and analysis in the “Burbank Manor Initial Study/Mitigated Negative Declaration”.

The following sections outline the project description, summarizes the previously approved environmental document, and describes the environmental impacts associated with the project.

Section 1.0 – Project Description

Mountain Area Regional Transit Authority (“Mountain Transit” or “MT”) is a public transit agency that primarily serves the rural communities around San Bernardino Mountains, including Big Bear Valley, Crestline, Lake Arrowhead, and Running Springs. The current facilities located at 41939 Fox Farm Road, Big Bear Lake and 621 Forest Shade Road, Crestline are under-sized and have a variety of technical difficulties that make service provision difficult. In addition, MT is experiencing a growth in service and ridership, with expansions in fixed-route and Dial-A-Ride service in Big Bear Valley (BBV) and a ridership increase (not including service expansion) of 1.32% annually.¹ MT proposed the following service expansions in their 2016 Short Range Transit Plan: RIM trolley/summer weekend service expansion, RIM Dial-A-Ride expansion, BBV fixed route expansion, BBV resort expansion, BBV Off-the-Mountain (OTM) expansion, and BBV Dial-A-Ride expansion.² To accommodate this growth, MT is increasing their revenue and non-revenue fleet. MT is expecting to grow their fleet from 10 to 16 revenue vehicles at their Crestline facility and from 12 to 26 revenue vehicles by 2037 at their Big Bear Lake facility (see Figure 1).

¹ Mountain Transit Short Range Transit Plan (2016), pg. 11

² Mountain Transit Short Range Transit Plan (2016), pg. 9

Figure 1: Mountain Transit Projected Fleet Growth

Service	Vehicle Length (Feet)	Crestline		Big Bear Lake		
		Current	Proposed	Current	2027	2037
Fixed Route	35 max	4	7	5	8	11
Off-the-Mountain (OTM)	40	2	3	2	4	4
Dial-a-Ride	25	4	6	3	3	7
Trolley	30 max	0	0	2	3	4
TOTAL		10	16	12	18	26

Source: WSP (2019), Mountain Transit Facility Upgrade Study.

The Proposed Project will include the acquisition of a site and the relocation of MT’s existing Big Bear Lake bus operations and maintenance facility, currently located at 41939 Fox Farm Road, Big Bear Lake. The relocation of MT’s existing facility will include the construction of a new facility in order to house Mountain Transit’s increasing fleet size. The Proposed Project is located at 160-170 Business Center Drive, Big Bear Lake, just a few blocks from MT’s existing facility. The selected site consists of two separate parcels totaling 3.55 acres and is zoned General Commercial.

Mountain Transit anticipates using San Bernardino County Transportation Authority (SBCTA) funding sources (which may include State and local sources) for the property purchase and facility development process. They have requested \$5.25 million for the land and construction of the BBV facility through the SBCTA fund (requests from SBCTA for major, one-time capital projects.)³

The proposed facility will include an administration/operations building, a bus wash and maintenance facility, bus parking, and employee/visitor parking (see Figure 2).

³ Mountain Transit Short Range Transit Plan (2016), pg. 116.

Figure 2: Big Bear Lake Preliminary Site Layout



Source: WSP (2020), San Bernardino Countywide Zero-Emissions Bus Study.

The Preliminary Site Layout was sized to accommodate the Mountain Transit’s full 2037 build-out of 26 buses and four non-revenue vehicles. The site will have an estimated 8,200 square-foot administration and operation building, an estimated 3,000 square-foot wash building, and an estimated 10,600 square-foot maintenance facility. It will also include 48 spaces for employee/visitor parking and will require approximately a 27,640 square-foot bus and non-revenue vehicle storage canopy for the ultimate 2037 build-out. These functional area sizes were determined from a facility needs assessment conducted as part of the 2019 Mountain Transit Facility Upgrade Study and the 2020 San Bernardino Countywide Zero-Emissions Bus Study (Attachments B and C).

In addition, Mountain Transit is working towards the 2018 California Air Resources Board (CARB) mandate that all California bus fleets must be zero emission by 2040. In order to accommodate this transformation, MT will be adding electric charging stations and additional parking, as shown on Figure 2, as the Authority will need an estimated two electric buses to run each route due to battery limitations.

The new facility will be built on a vacant pad within an existing business park, and would, therefore, not result in any new environmental impacts, as the MT Facility will fall within the intended use of the business park. In 2008, the City of Big Bear Lake performed an analysis on the impacts of subdividing and developing the parcel for commercial use.⁴ While developing the property for this commercial use,

⁴ UltraSystems Environmental, Inc. (2008), City of Big Bear Lake Burbank Manor Project Initial Study/Mitigated Negative Declaration.

mitigation was completed as part of the implementation of the business park, and any impacts to the biological, cultural, and hydrological resources have already occurred and been accounted for.

Does the project for which a subsequent discretionary action is now proposed differ in any way from the previously approved project?

YES

NO

If yes, describe **ALL** differences.

Aesthetics: The Proposed Project will differ from the Business Park Project in that it will include vertical construction. However, the Proposed Project would be located in a business park on a pad developed for commercial use and would comply with all applicable development standards. Therefore, the Project would not result in new impacts on aesthetics.

Agriculture and Forest Resources: N/A

Air Quality: The Proposed Project will differ from the Business Park Project in that it will include operational emissions. (The Business Park Project prepared the pad for development and resulted in construction emissions only.) Regardless, the Proposed Project would not create additional air quality impacts, because it is a relocation of existing emission sources from the current bus facility on 41939 Fox Farm Road to 160-170 Business Center Drive. In addition, the Proposed Project will include a transition from gasoline buses to zero-emission buses (ZEB). This will positively impact air quality, as tail pipe emissions will be eliminated.

Biological Resources: N/A

Cultural Resources: N/A

Geology and Soils: The Proposed Project will differ from the Business Park Project in that it will include vertical construction. However, the pad was already developed for commercial construction. The Proposed Project would follow all local building codes and therefore would not result in any significant new impact on geology and soils.

Greenhouse Gas Emissions: The Proposed Project will differ from the Business Park Project in that it will include operational emissions. (The Business Park Project prepared the pad for development.) However, the Proposed Project would not create additional air quality impacts, as it is a relocation of existing emissions sources from the current bus facility on 41939 Fox Farm Road to 160-170 Business Center Drive. In addition, the transition from gasoline to ZEBs will reduce GHG emissions, and thus reduce operational emissions.

Hazards and Hazardous Waste: The Proposed Project will differ from the Business Park Project in that it will include operations of a bus maintenance facility. There were no hazardous materials found on site during environmental review of the Business Park Project. The bus maintenance facility may handle hazardous materials during on-going operations. However, the facility will comply with all applicable

federal and State laws governing the use and disposal of hazardous materials. Therefore, the impact would not be significant.

Hydrology and Water Quality: The Proposed Project will differ from the Business Park Project in that it will include fine grading and vertical construction. With the implementation of best management practices during construction, then the Proposed Project would have a less than significant impact on hydrology and water quality.

Land Use and Planning: N/A

Mineral Resources: N/A

Noise: The Proposed Project will differ from the Business Park Project in that it will include construction noise and operational noise impacts from a bus maintenance facility. However, there are no sensitive receptors located nearby and construction will only take place between 7:00 AM and 7:00 PM. In addition, the pad was prepared for commercial use within a business park and the bus maintenance facility falls within this use. Therefore, impacts would be less than significant.

Population and Housing: N/A

Public Services: The Proposed Project will differ from the Business Park Project in that it will include operational impacts. These would be mitigated because the Proposed Project will not increase population in the area, as it is an industrial/commercial facility that is expected to employ local residents. Further, the project will pay development fees to offset impacts on fire departments, in accordance with local mandates. Therefore, impacts would be less than significant.

Recreation: N/A

Transportation/Traffic: The Proposed Project will differ from the Business Park Project in that it will include operational impacts. The Proposed Project will include a full build out with capacity for 26 buses. However, this is a relocation of bus traffic from the current site that is within ¼ mile of the proposed site. In addition, an increase in service levels would reduce Vehicle Miles Traveled (VMTs) and congestion in the area, as an increase in public transportation ridership decreases single occupancy vehicle use. Therefore, the impacts would be less than significant.

Utilities and Service Systems: The Proposed Project will differ from the Business Park Project in that it will include operational impacts to utilities. The Proposed Project will include the operation of a bus maintenance facility, whereas the Business Park Project simply prepared the site for development. However, The Proposed Project would be a relocation of the current bus maintenance facility and would therefore not result in a net increase in demand on wastewater, solid waste, and water systems. In addition, the facility would be consistent with the zoning and planning of the area. Therefore, impacts would be less than significant.

Section 2 – Environmental Analysis Update

The subject areas checked below were determined to be new significant environmental effects or to be previously identified effects that have a substantial increase in severity either due to a change in project, change in circumstances or new information of substantial importance, as indicated by the checklist and discussion on the following pages.

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

Determination:

On the basis of this analysis, Planning & Development Services has determined that:

- No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previously certified EIR due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, the previously certified EIR is adequate upon completion of an ADDENDUM.

- No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous EIR or ND due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, because the project is a residential project in conformance with, and pursuant to, a Specific Plan with an EIR completed after January 1, 1980, the project is exempt pursuant to CEQA Guidelines Section 15182.

- Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous ND due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). However, all new significant environmental effects or a substantial increase in severity of previously identified significant effects are clearly avoidable through the incorporation of mitigation measures agreed to by the project applicant. Therefore, a SUBSEQUENT ND is required.

- Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous ND or EIR due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, a SUBSEQUENT or SUPPLEMENTAL EIR is required.

Signature

Date

Printed Name

Project Manager

Title