

## SAN BERNARDINO COUNTY INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

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

### **PROJECT LABEL:**

<b>APNs:</b>	0260-011-01
<b>Applicant:</b>	Bobby Nassir- Truck Terminal Properties 1820 San Vicente Blvd. Santa Monica, CA 90402
<b>Project No:</b>	P201800157;158;159
<b>Staff:</b>	Tom Nieves
<b>Rep:</b>	Ed Bonadiman, Bonadiman & Associates
<b>Proposal:</b>	A Conditional Use Permit and General Plan Amendment to develop the Jurupa Woodruff Truck Terminal facility on an 8.89-acre site and to change the current Single Residential zoning to Community Industrial.

**USGS Quad:** Fontana 7.5  
**Lat/Long:** 34 2'52.09"N  
117 22'51.84"W

**T, R, Section:** T18 R5W Section 35  
**Community Plan:** Bloomington  
**LUZD:** Single Residential (RS)  
**Overlays:** Additional Agriculture,  
Burrowing Owl

### **PROJECT CONTACT INFORMATION:**

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

**Contact person:** Tom Nieves, Contract Planner  
**Phone No:** (909) 387-5036    **Fax No:** (909) 387-3223  
**E-mail:** [Tom.Nieves@lus.sbcounty.gov](mailto:Tom.Nieves@lus.sbcounty.gov)

### **PROJECT DESCRIPTION:**

#### ***Project Summary***

The Proposed Project is the development of the Jurupa Woodruff Truck Terminal, an intermodal transportation storage facility on an approximately 8.89-acre site located south of Jurupa Avenue between Cactus Avenue and Lilac Avenue in the unincorporated community of Bloomington, County of San Bernardino. The Project Site is legally described as APN 0260-011-01). Refer to Figure 1 and Figure 2 for the Regional Location Map and Vicinity Map, respectively. The Proposed Project would provide a storage solution for storage containers and trailers during off-season deliver periods and/or between deliveries; typically ranging from a couple of days to months. The storage facility would provide trailer parking spaces for both the eventual site tenant, as well as for the general public (as a separate gated area). The Project Application is for a Conditional Use Permit (CUP) and a General Plan Amendment/Community Plan Amendment (GPA) to change the existing designation from Single Residential (BL/RS-1-AA) to Community Industrial (IC). As part of GPA, the existing truck restriction on the portion of Jurupa Avenue between Cactus and Riverside Avenue (a County roadway) would be removed.

The Proposed Project includes a 500 square-foot office building and 73,177 square-feet of landscaping around the entire perimeter of the site and around the gated public trailer parking area. The entire facility would provide surface parking for automobiles and tractor/trailers

including 117 double-lane (14' x 85') trailer spaces, 22 single-lane (14' x 75") trailer spaces, 4 single-lane (14' x 40') trailer spaces, 4 automobile spaces, and two handicap accessible vehicle spaces. The Intent of the approximately 1.01-acre portion located at the northeastern corner of the Project Site that would be developed as a separate parking area for public use for individual trailer parking (e.g. shipping trailers/containers) is to provide an optional storage area for trailers currently parking in no-permitted areas in the vicinity.

Vehicles will access both parking areas of the Project Site via a 60-foot driveway on the southeastern corner of the Project Site on Lilac Avenue (see Figure 3 Site Plan). Access to the private storage parking area will be via an on-site gated entrance/exit to prevent public use of that area. A detention basin will be located at the southeast corner of the site and will provide appropriate storm water retention on-site with a capacity of 27,082 cubic feet (CF).

### **Surrounding Land Uses and Setting**

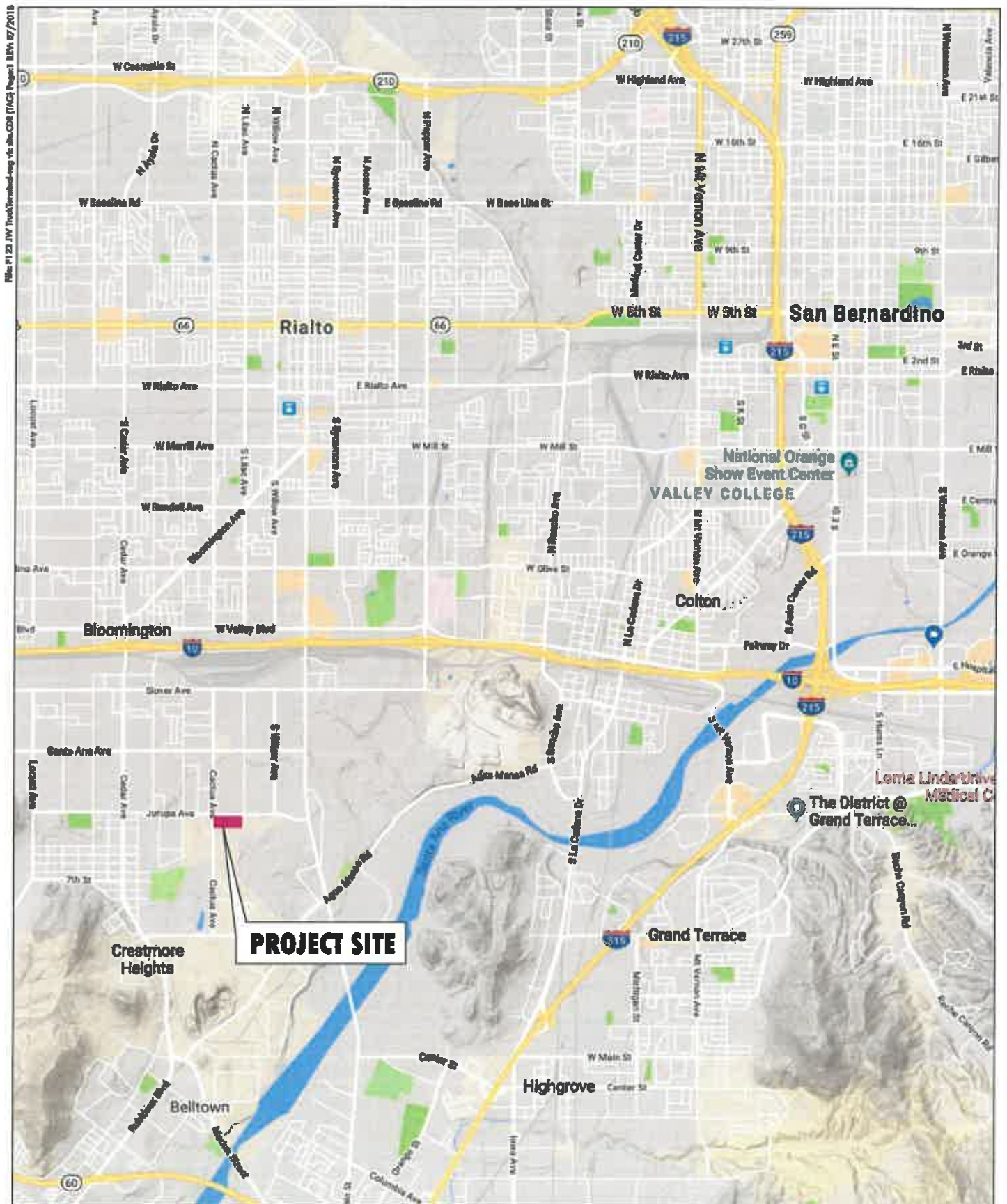
<b>Existing Land Use and Land Use Zoning Districts</b>		
<b>Location</b>	<b>Existing Land Use</b>	<b>Land Use Zoning District</b>
<b>Project Site</b>	Vacant and undeveloped	Single Residential (BL/RS-1-AA)
North	Residential with Commercial/ Light Industrial (Chris's Supplies, and Inland Trailer Tech)	Single Residential 20M (BL/RS-20M)
South	Vacant	Single Residential
East	Residential with Commercial/Light Industrial (vehicle storage)	Single Residential 14M (BL/RS-14M)
West	Residential	Single Residential (BL/RS)

### **Project Location**

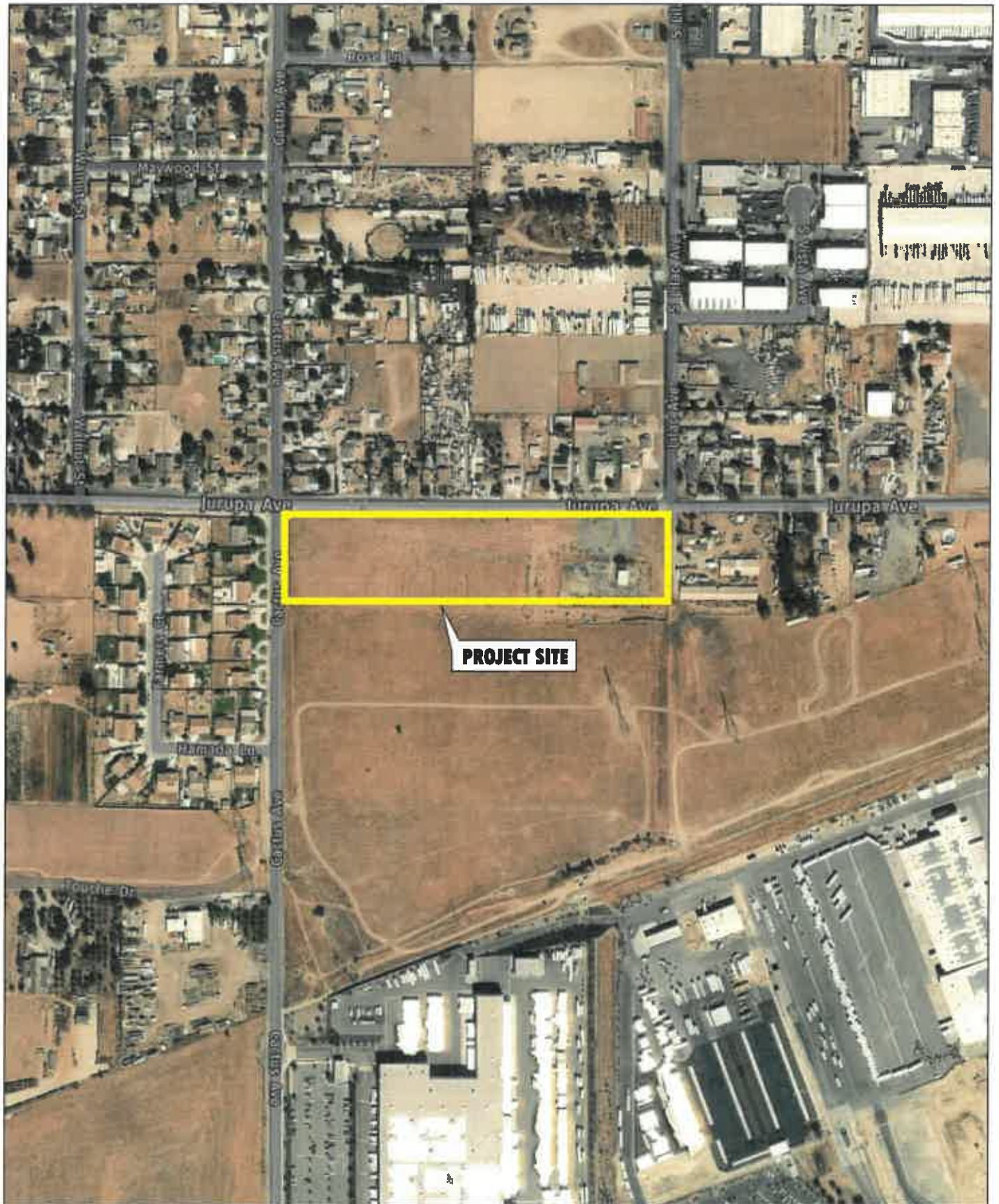
The Project Site is approximately 8.89 acres and is located on Jurupa Avenue in the unincorporated community of Bloomington. Regional access to the Project Site is generally via Interstate 10 to the north at either the Cedar Avenue or Riverside Avenue exits. The Project Site is located on the south side of Jurupa Avenue between Cactus Avenue on the west, and Lilac Avenue on the east. Surrounding land uses include residential and commercial/light industrial to the north and east, vacant land to the south, and residential to the west.

### **Existing Site Conditions**

The Project Site consists of approximately 8.89 acres of undeveloped land. The Project Site is surrounded by vacant land to the south, residential with commercial/light industrial (Chris's Supplies and Inland Trailer Tech) to the north, single-family homes to the west, and residential with commercial/light industrial (vehicle storage) to the east. Access to the Project Site is from Jurupa Avenue. The Project Site currently contains fencing around the entire perimeter. The elevation on the Project Site ranges from approximately 1,038 feet above mean sea level (amsl) in the north to 963 amsl and is generally flat with a slight gradient sloping southeast. Throughout the site there is scattered debris and stockpiles of material, two connected telephone/utility poles running east/west across the southern portion, and an abandoned irrigation well at the northwest corner from prior uses. The Project Site vegetation is mainly ruderal (non-native species) and does not provide suitable habitat for any sensitive species.







**OFFICIAL USE ONLY**

Site plan for a proposed mobile home park. The plan shows a large rectangular lot with a green border. Inside, there are two main parking areas: a "FLEET TRAILER PARKING AREA" on the left and an "INDIVIDUAL TRAILER PARKING AREA" on the right. The lot is bounded by "OCTAVE AVE." on the left, "LILAC AVE." on the right, and "SUNNYVALE AVE." on the top. The plan includes dimensions, setbacks, and various annotations for the proposed development.

[illegible][illegible]

**SITE PLAN**  
**Jurupa Woodruff Truck Terminal**  
**Bloomington, California**



**ADDITIONAL APPROVAL REQUIRED BY OTHER PUBLIC AGENCIES**

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

**State:** State Water Resources Control Board - Approval of Storm Water Pollution Prevention Plan

**County:** County of San Bernardino Department of Environmental Health Services – Issuance of On-site Wastewater Treatment System/Septic System Permit

County of San Bernardino Land Use Services – Approval of Water Quality Management Plan

County of San Bernardino Land Use Services – Approval of Conditional Use Permit

County of San Bernardino Land Use Services – Approval of General Plan Amendment

**Local:** West Valley Water District – Issuance of Will Serve Letter for Water Service

**SUMMARY OF CONSULTATION WITH CALIFORNIA NATIVE AMERICAN TRIBES**

(See Tribal Cultural Resources Section later in this document.)

## **EVALUATION FORMAT**

This Initial study is prepared in compliance with the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21000, et seq. and the State CEQA Guidelines (California Code of Regulations Section 15000, et seq.). Specifically, the preparation of an Initial Study is guided by Section 15063 of the State CEQA Guidelines. This format of the study is presented as follows. The project is evaluated based on its effect on 18 major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

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

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

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

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- |  |   |  |
|--|---|--|
| <input type="checkbox"/> Aesthetics                          | <input type="checkbox"/> Agriculture and Forestry Resources   | <input type="checkbox"/> Air Quality                 |
| <input checked="" type="checkbox"/> Biological Resources     | <input checked="" 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 checked="" type="checkbox"/> Noise            |
| <input type="checkbox"/> Population / Housing                | <input type="checkbox"/> Public Services                      | <input type="checkbox"/> Recreation                  |
| <input checked="" type="checkbox"/> Transportation / Traffic | <input checked="" type="checkbox"/> Tribal Cultural Resources | <input type="checkbox"/> Utilities / Service Systems |
| <input type="checkbox"/> Mandatory Findings of Significance  |   |  |

### DETERMINATION: (To be completed by the Lead Agency)

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

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

Signature (prepared by Name, Planner)

Date

Signature: (Name, Supervising Planner)

Date

Land Use Services Department/Planning Division



Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>I. AESTHETICS - Will the project</b>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare, which will adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

- a) **No Impact.** The Proposed Project is located within the unincorporated community of Bloomington, San Bernardino County, City of Rialto Sphere of Influence. The immediate vicinity of the Project Site includes vacant land to the south, residential with commercial/light industrial to the north, single-family homes to the west, and residential with commercial/light industrial to the east. Neither the County of San Bernardino 2007 General Plan nor the Bloomington Community Plan identifies a scenic vista within the vicinity of the Project Site. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- b) **No Impact.** The Project Site is located south of Jurupa Avenue between Cactus Avenue to the west, and Lilac Avenue to the east. None of the surrounding roads are designated as a scenic route within the California Scenic Highway Mapping System. The closest existing State Scenic Highway is Route 38, located approximately 14 miles northeast of the Site. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- c) **Less than Significant.** The Proposed Project is on an 8.89-acre site and approximately one acre of the site will be designated for use by the general public to store trailers (e.g. shipping trailers/containers). The Proposed Project is the development of an intermodal transportation storage facility for the storage of trailers and a 500 square-foot office which will not exceed the maximum height limit of 75 feet. Additionally, the Proposed Project includes GPA to change the existing designation from BL/RS-1-AA to IC.

The Project Site is currently vacant, however, signs of disturbance (e.g. illegal dumping, stockpiles of soil) and scattered debris from prior uses is evident. The Project Site will include landscaping around the entire perimeter and would have a front and side-interior setback of 25' and a rear and side-interior setback of 10'. Development of the Project would remove blight conditions and remain consistent with the Community Industrial zoning development standards. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- d) **Less than Significant.** The Proposed Project is anticipated to operate 24 hours/day, 7 days/week and will include exterior lighting for nighttime safety. According to the San Bernardino County Development Code, Section 83.07.030(a) Glare and Outdoor Lighting; outdoor lighting must be fully shielded to preclude light pollution or light trespassing onto abutting residential uses and onto the public right-of-way. The lighting structures for the Proposed Project will be designed to adhere to the County lighting requirements, and demonstration of compliance to those standards will be required before a building permit is issued. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

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

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

- a) **No Impact.** The Project Site is identified as "Other Land" in the California Department of Conservation, Farmland Mapping and Monitoring Important Farmland Finder (2016). "Other Land" is classified as land not included in any other mapping categories and ultimately vacant and nonagricultural surrounded by urban developments. Although the Project Site was used for farming in the late 1990's, all evidence of the farming activities has been eliminated by disking, weed abatement, and impacts to the surface by modern activities. The Project Site is currently zoned as Single Residential with an Additional Agriculture overlay (BL/RS-1-AA). However, the Proposed Project includes a GPA to change the existing designation BL/RS-1-AA to IC. Therefore, implementation of the Proposed Project would not convert Prime Farmland to a non-agricultural use. No impacts are identified or anticipated, and no mitigation measures are required.
- b) **No Impact.** The Project Site is identified as "Non-Enrolled Land" in the San Bernardino County Williamson Act FY 2014/2015 Sheet 2 of 2 map published by the California Department of Conservation's Division of Land Resource Protection (2015). No land under the Williamson Act Contract occurs within the Project Site or its vicinity. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- c) **No Impact.** The Project Site is currently zoned as Single Residential with an Additional Agriculture overlay (BL/RS-1-AA). However, the Proposed Project includes a GPA to change the existing designation BL/RS-1-AA to IC. However, implementation of the Proposed Project would not conflict with existing zoning nor cause rezoning of, forest land, or timberland. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- d) **No Impact.** The Project Site is currently vacant with signs of disturbance (e.g. Illegal dumping, stockpiles of soil) and scattered debris from prior uses. Implementation of the Proposed Project would not result in loss of forest land or conversion of forest land to non-forest use. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- e) **No Impact.** The Project Site is currently zoned as Single Residential with an Additional Agriculture overlay. The Proposed Project includes a GPA to change the existing designation BL/RS-1-AA to IC. However, the Project Site is currently vacant and has not been used for farming activities since the late 1990's based on aerial photographs and the *Phase I Cultural Resource Investigation* completed by McKenna et al (February 2018). Implementation of the Proposed Project would not result in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.



Issues		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>III. AIR QUALITY</b> - Where available, the significance criteria established by the applicable air quality management or air pollution control district might be relied upon to make the following determinations. Will the project:					
a)	Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

- a) **Less than Significant.** The Project Site is located in the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) has jurisdiction over air quality issues and regulations within the SCAB. The Air Quality Management Plan (AQMP) for the basin establishes a program of rules and regulations administered by SCAQMD to obtain attainment of the state and federal air quality standards. The most recent AQMP (AQMP 2016) was adopted by the SCAQMD on March 3, 2017. The 2016 AQMP incorporates the latest scientific and technological information and planning assumptions, including transportation control measures developed by the Southern California Association of Governments (SCAG) from the 2016 Regional Transportation Plan/Sustainable Communities Strategy, any updated emission inventory methodologies for various source categories.

The Proposed Project is located in the unincorporated area of Bloomington within the City of Rialto Sphere of Influence. The Project Applicant is proposing a GPA to change the current land use designation of the Project Site from BL/RS-1-AA to IC. The Proposed Project would be compliant with the development criteria for IC in order to establish a truck terminal.

Pursuant to the methodology provided in Chapter 12 of the 1993 SCAQMD CEQA Air Quality Handbook, consistency with the Basin AQMP is affirmed when a project (1) does not increase the frequency or severity of an air quality standards violation or cause a new violation and (2) is consistent with the growth assumptions in the AQMP. A consistency review of the Proposed Project determined that:

1. The project would result in short-term construction and long-term operational pollutant emissions that are all less than the CEQA significance emissions thresholds established by SCAQMD. Therefore, the project would not result in an increase in the frequency or severity of an air quality standards violation and would not cause a new air quality standard violation.
2. The *CEQA Air Quality Handbook* indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plan elements, Specific Plan, and significant projects. Significant projects include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and offshore drilling facilities; therefore, the proposed project is not defined as significant.

The land uses envisioned for the Project Site resulting from the General Plan Amendment would not increase the frequency or severity of an air quality standards violation or cause a new violation (see analysis results below); and thus, these land uses are consistent with the growth assumptions in the AQMP. With implementation of the GPA, the Proposed Project would not conflict with or obstruct implementation of the AQMP. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

- b) **Less than Significant.** The Proposed Project's construction and operational emissions were screened using California Emissions Estimator Model (CalEEMod) version 2016.3.2 prepared by the SCAQMD (available at the County offices for review). CalEEMod was used to estimate the on-site and off-site construction emissions. The emissions incorporate Rule 402 and 403 by default as required during construction. The criteria pollutants screened for include: reactive organic gases (ROG), nitrous oxides (NO<sub>x</sub>), carbon monoxide (CO), sulfur dioxide (SO<sub>2</sub>), and particulates (PM<sub>10</sub> and PM<sub>2.5</sub>). In addition, reactive organic gas (ROG) emissions were analyzed. Two of the analyzed pollutants, ROG and NO<sub>x</sub>, are ozone precursors. Both summer and winter season emission levels were estimated.

#### Construction Emissions

Construction emissions are considered short-term, temporary emissions and were modeled with the following construction parameters: site preparation, site grading (fine and mass grading), building construction, paving, and architectural coating. Construction is anticipated to begin in late 2018 and be completed in late 2019. The resulting emissions generated by construction of the Proposed Project are shown in Table 1 and Table 2, which represent summer and winter construction emissions, respectively.

**Table 1**  
**Summer Construction Emissions Summary**  
**(Pounds per Day)**

Source/Phase	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Site Preparation	4.7	48.3	23.5	0.04	10.9	6.9
Grading	2.9	30.7	17.4	0.03	4.7	3.0
Building Construction	4.0	31.8	28.4	0.06	3.7	2.1
Paving	2.5	15.3	15.4	0.02	1.0	0.8
Architectural Coating	6.1	2.0	3.5	0.01	0.5	0.2
<b>Highest Value (lbs/day)</b>	<b>6.1</b>	<b>48.3</b>	<b>28.4</b>	<b>0.06</b>	<b>10.9</b>	<b>6.9</b>
SCAQMD Threshold	75	100	550	150	150	55
<b>Significant</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod.2016.3.2 Summer Emissions  
 Phases do not overlap and represent the highest concentration.

**Table 2**  
**Winter Construction Emissions Summary**  
**(Pounds per Day)**

Source/Phase	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Site Preparation	4.7	48.3	23.3	0.04	10.9	6.9
Grading	2.9	30.7	17.3	0.03	4.7	3.0
Building Construction	4.0	31.8	27.0	0.06	3.8	2.1
Paving	2.5	15.3	15.3	0.02	1.0	0.8
Architectural Coating	6.1	2.0	3.2	0.01	0.5	0.2
<b>Highest Value (lbs/day)</b>	<b>6.1</b>	<b>48.3</b>	<b>27.0</b>	<b>0.06</b>	<b>10.9</b>	<b>6.9</b>
SCAQMD Threshold	75	100	550	150	150	55
<b>Significant</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod.2016.3.2 Winter Emissions  
 Phases do not overlap and represent the highest concentration.

As shown in Table 1 and Table 2, construction emissions during either summer or winter seasonal conditions would not exceed SCAQMD thresholds. Impacts would be less than significant, and no mitigation measures would be required.

#### Compliance with SCAQMD Rules 402 and 403

Although the Proposed Project does not exceed SCAQMD thresholds for construction emissions, the Project Proponent would be required to comply with all applicable SCAQMD rules and regulations as the SCAB is in non-attainment status for ozone and suspended particulates (PM<sub>10</sub> and PM<sub>2.5</sub>).

The Project Proponent would be required to comply with Rules 402 nuisance, and 403 fugitive dust, which require the implementation of Best Available Control Measures (BACMs) for each fugitive dust source, and the AQMP, which identifies Best Available Control Technologies (BACTs) for area sources and point sources. The BACMs and BACTs would include, but not be limited to the following:

1. The Project Proponent shall ensure that any portion of the site to be graded shall be pre-watered prior to the onset of grading activities.
  - (a) The Project Proponent shall ensure that watering of the site or other soil stabilization method shall be employed on an on-going basis after the initiation of any grading activity on the site. Portions of the site that are actively being graded shall be watered regularly (2x daily) to ensure that a crust is formed on the ground surface and shall be watered at the end of each workday.
  - (b) The Project Proponent shall ensure that all disturbed areas are treated to prevent erosion until the site is constructed upon.
  - (c) The Project Proponent shall ensure that landscaped areas are installed as soon as possible to reduce the potential for wind erosion.
  - (d) The Project Proponent shall ensure that all grading activities are suspended during first and second stage ozone episodes or when winds exceed 25 miles per hour.

During construction, exhaust emissions from construction vehicles and equipment and fugitive dust generated by equipment traveling over exposed surfaces, would increase  $\text{NO}_x$  and  $\text{PM}_{10}$  levels in the area. Although the Proposed Project does not exceed SCAQMD thresholds during construction, the Applicant/Contractor would be required to implement the following conditions as required by SCAQMD:

2. To reduce emissions, all equipment used in grading and construction must be tuned and maintained to the manufacturer's specification to maximize efficient burning of vehicle fuel.
3. The Project Proponent shall ensure that existing power sources are utilized where feasible via temporary power poles to avoid on-site power generation during construction.
4. The Project Proponent shall ensure that construction personnel are informed of ride sharing and transit opportunities.
5. All buildings on the Project Site shall conform to energy use guidelines in Title 24 of the California Administrative Code.
6. The operator shall maintain and effectively utilize and schedule on-site equipment in order to minimize exhaust emissions from truck idling.
7. The operator shall comply with all existing and future California Air Resources Board (CARB) and SCAQMD regulations related to diesel-fueled trucks, which may include among others: (1) meeting more stringent emission standards; (2) retrofitting existing engines with particulate traps; (3) use of low sulfur fuel; and (4) use of alternative fuels or equipment.

#### Operational Emissions

The operational mobile source emissions were calculated using a Traffic Impact Analysis (TIA) prepared by Kunzman Associates on July 11, 2018. However, a subsequent TIA was prepared in



February 2019 to reflect a more accurate description of the operations associated with the trailer storage. The revised TIA determined that the Proposed Project would generate approximately 230 daily trips which is lower than the 404 daily trips estimated in the 2018 TIA and analyzed in the air quality analysis. Therefore, the emissions represented herein are a worst-case scenario. Emissions associated with the Proposed Project's estimated vehicle trips were modeled and are listed in Table 3 and Table 4, which represent summer and winter operational emissions, respectively.

**Table 3**  
**Summer Operational Emissions Summary**  
**(Pounds per Day)**

Source/Phase	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area	0.2	0.0	0.0	0.0	0.0	0.0
Energy	0.0	0.0	0.0	0.0	0.0	0.0
Mobile	1.4	27.6	11.5	0.1	4.0	1.5
<b>Totals (lbs/day)</b>	<b>1.6</b>	<b>27.6</b>	<b>11.5</b>	<b>0.1</b>	<b>4.0</b>	<b>1.5</b>
SCAQMD Threshold	55	55	550	150	150	55
Significant	No	No	No	No	No	No

Source: CalEEMod.2016.3.2 Summer Emissions

**Table 4**  
**Winter Operational Emissions Summary**  
**(Pounds per Day)**

Source/Phase	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area	0.2	0.0	0.0	0.0	0.0	0.0
Energy	0.0	0.0	0.0	0.0	0.0	0.0
Mobile	1.4	28.3	11.9	0.1	4.0	1.5
<b>Totals (lbs/day)</b>	<b>1.6</b>	<b>28.3</b>	<b>11.9</b>	<b>0.1</b>	<b>4.0</b>	<b>1.5</b>
SCAQMD Threshold	55	55	550	150	150	55
Significant	No	No	No	No	No	No

Source: CalEEMod.2016.3.2 Winter Emissions

As shown, both summer and winter season operational emissions are below SCAQMD thresholds. Impacts are anticipated to be less than significant, and no mitigation measures would be required.

The Proposed Project does not exceed applicable SCAQMD regional thresholds either during construction or operational activities. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- c) **Less than Significant.** The Proposed Project would not exceed any SCAQMD thresholds for criteria pollutants during construction (see Tables 1 and 2). Operational emissions are less than significant and would not result in a cumulatively considerable net increase of any criteria pollutant (see Tables 3 and 4). Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- d) **Less than Significant.** SCAQMD has developed a methodology to assess the localized impacts of emissions from a Proposed Project as outlined within the Final Localized Significance Threshold (LST) Methodology report; completed in June 2003 and revised in July 2008. The use of LSTs is voluntary, to be implemented at the discretion of local public agencies acting as a lead agency pursuant to CEQA. LSTs apply to projects that must undergo CEQA or the National Environmental Policy Act (NEPA) and are five acres or less. LST methodology is incorporated to represent worst-case scenario emissions thresholds. CalEEMod version 2016.3.2 was used to estimate the on-site and off-site construction emissions. The LSTs were developed to analyze the significance of potential air quality impacts of Proposed Projects to sensitive receptors (i.e. schools, single family residences, etc.) and provide screening tables for small projects (one, two, or five acres). Projects are evaluated based on geographic location and distance from the sensitive receptor (25, 50, 100, 200, or 500 meters from the site).

For the purposes of a CEQA analysis, the SCAQMD considers a sensitive receptor to be a receptor such as a residence, hospital, convalescent facility or anywhere that it is possible for an individual to remain for 24 hours. Additionally, schools, playgrounds, child care centers, and athletic facilities can also be considered as sensitive receptors. Commercial and industrial facilities are not included in the definition of sensitive receptor because employees do not typically remain on-site for a full 24 hours, but are usually present for shorter periods of time, such as eight hours.

The Project Site is approximately 8.89 acres; however, the LST five-acre scenario thresholds were utilized to represent a worst-case scenario as larger sites are typically granted a larger emissions allowance. The nearest sensitive receptor land use is residential development located immediately to the north, east, and west of the Project Site and therefore LSTs are based on an 82-foot (25-meter) distance. The resulting Proposed Project's construction and operational emissions with the appropriate LST are presented in Table 5.

**Table 5**  
**Localized Significance Thresholds**  
**(Pounds per Day)**

Source	NO <sub>x</sub>	CO	PM <sub>10</sub>		PM <sub>2.5</sub>	
Construction Emissions (Max. from Table 1 and Table 2)	48.3	28.4	10.9		6.9	
Operational Emissions (Max. total from Table 2 and Table 4) <sup>1</sup>	2.83	1.19	0.4		0.15	
Highest Value (lbs/day)	48.3	28.4	10.9	0.4	6.9	0.15
LST Threshold	270	1,746	14*	4 <sup>†</sup>	8*	2 <sup>†</sup>
Greater than Threshold?	No	No	No	No	No	No

Note: PM<sub>10</sub> and PM<sub>2.5</sub> emissions are separated into construction and operational thresholds in accordance with the SCAQMD Mass Rate LST Look-up Tables.

\* Construction emissions LST

<sup>†</sup> Operational emissions LST

<sup>1</sup> Per LST Methodology, mobile source emissions do not need to be included except for land use emissions and on-site vehicle emissions. It is estimated that approximately 10 percent of mobile emissions will occur on the Project Site.

Source: CalEEMod.2016.3.2 Summer & Winter Emissions; SCAQMD Final Localized Significance Threshold Methodology; SCAQMD Mass Rate Look-up Tables for 5-acre site in SRA No. 34, distance of 25 meters

As shown in Table 5, the Proposed Project's emissions are not anticipated to exceed the LSTs. Therefore, the Proposed Project is not anticipated to expose sensitive receptors to substantial pollutant concentrations. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

- e) **Less than Significant.** Potential odor sources associated with the Proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities; and the temporary storage of domestic solid waste (refuse) associated with the Proposed Project's (long-term operational) uses. Standard construction requirements would minimize odor impacts resulting from construction activity. It should be noted that any construction odor emissions generated would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction activity. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with County of San Bernardino solid waste regulations. The Project Proponent would be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>IV. BIOLOGICAL RESOURCES - Will the project:</b>				
a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<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 US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (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 type="checkbox"/>	<input checked="" 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"/>

**SUBSTANTIATION:**

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

- a) **Less than Significant with Mitigation Incorporated.** A General Biological Assessment for the Proposed Project was prepared by Natural Resource Assessment, Inc. (NRAI) in April 2018. It included a data search for information on plant and wildlife species known occurrences within the vicinity of the project. This review included biological texts on general and specific biological resources, and those resources considered to be sensitive by various wildlife agencies, local governmental agencies and interest groups. Findings of the study are summarized herein and available for review at the County of San Bernardino Land Use Services Department.

A field assessment survey was conducted in February 2018. The Project Site was found with debris scattered throughout. The dominant plant community on the property was ruderal (weedy) and dominated by ruderal species such as horehound (*Marrubium vulgare*), short-pod mustard (*Hirschfeldia incana*) and Mediterranean grass (*Schismus barabatus*). There was also two shrub species: deerweed (*Acmispon glaber*) and broom baccharis (*Baccharis sarothroides*).



Birds were the most common group of species observed on the property. Bird species observed included house finch (*Haemorrhous mexicanus*), horned lark (*Eremophila alpestris*), mourning dove (*Zenaida macroura*), Say's phoebe (*Sayornis saya*), and house sparrow (*Passer domesticus*). Additionally, Bottae's pocket gopher (*Thomomys bottae*) and Beechey ground squirrel (*Spermophilus beecheyi*) burrows were observed. No kangaroo rat burrows were observed. The side-blotched lizard (*Uta stansburiana*) was the only reptile species observed. No amphibian species were observed, probably due to the lack of on-site or nearby surface water and similar moist habitats.

Additionally, the presence for sensitive species including but not limited to those listed, or candidates for listing by the U. S. Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW) and California Native Plant Society (CNPS) were also analyzed. The review included the following sources:

- California Natural Diversity Data Base report for the Fontana South U.S. Geological Survey (USGS) 7.5 topographic quadrangle (CNDDB 2018)
- Calflora website for information on plant species
- CNPS Inventory for Information on plant species (CNPS 2018)
- Information, Planning, and Conservation System (IPAC) data (USFWS 2018)
- Biogeographic Information & Observation System (BIOS) data (CDFW 2018)

The USFWS identified 33 federal resources of concern near the project, and the CNDDB and CNPS websites collectively identified 57 resources for the Fontana 7.5 USGS topographic map (with several of the same resources occurring on all three lists). Of the 33 species identified by the USFWS and the 57 species identified by the CNDDB and CNPS, eight are federally listed species: Santa Ana sucker (*Catostomus santaanae*), coastal California gnatcatcher (*Polioptila californica californica*), least Bell's vireo (*Vireo bellii pusillus*), southwestern willow flycatcher (*Empidonax traillii extimus*), San Bernardino kangaroo rat (*Dipodomys merriami parvus*), Delhi Sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*), San Diego ambrosia (*Ambrosia pumila*), and Santa Ana River woolly star (*Eriastrum densifolium* var. *sanctorum*). However, only four, the San Bernardino kangaroo rat, Delhi sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*), Santa Ana River woolly star and the slender-horned spineflower, could potentially be present on or near the project.

Many of the sensitive resources identified by the agencies include either species for which habitat does not exist on site (such as the Santa Ana River sucker) or are species that may forage or move over the Project Site but would not be resident. Impacts to sensitive but non-listed species that may be present are not considered significant because: 1) prior impacts to the property have already reduced suitable habitat; 2) ongoing disturbances (such as traffic along adjacent streets) continue to deny use of or degrade the property habitat; and/or 3) the status of the species is such that the loss of any remaining suitable habitat is small relative to the overall distribution and available habitat for that species. The field study found none of these species on-site and does not anticipate their occurrences due to high disturbance, isolation from suitable habitats, and lack of shrub cover.

No suitable habitat exists for the burrowing owl. However, ground squirrel burrows were observed on-site and over time have the potential of being used by burrowing owls. If the Project Site is allowed to remain fallow, burrowing owl has the potential to nest on the Project Site. Therefore, possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are:

- **Mitigation Measure BIO-1:** A pre-construction burrowing owl bird survey following the recommended guidelines of the CDFW will be required to determine if nesting is occurring.
  - **Mitigation Measure BIO-2:** Occupied nests will not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist verifies through non-invasive methods that either (a) the adult birds have not begun egg-laying and incubation; or (b) the juveniles from the occupied nests are foraging independently and are capable of independent survival.
  - **Mitigation Measure BIO-3:** If the biologist is not able to verify one of the above conditions, then no disturbances shall occur during the breeding season within a distance determined by the qualified biologist for each nest or nesting site. For the burrowing owl, the recommended distance is a minimum of 160 feet.
- b) **No Impact.** NRAI did not observe any surface water flows, or riparian habitats that could support other sensitive natural communities identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service on the Project Site. Additionally, no United States Army Corp of Engineers (ACOE) waters of the United States (per Sections 401-404 of the Federal Clean Water Act), or streambeds (per Sections 1600-1603 of the California Fish and Game Code) were observed on-site. Therefore, no impacts to riparian habitat or other sensitive natural communities would result.
- c) **No Impact.** The Project Site does not contain federally protected wetlands as defined by Section 404 of the Clean Water Act or any wetlands under the jurisdiction of the Regional Water Quality Control Board (RWQCB). According to the General Biological Assessment there are no jurisdictional waters, evidence of flooding, drainages, or indications of flows. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- d) **Less Than Significant.** At the time of the survey, the Project Site did provide marginal nesting for ground-nesting species but did not show evidence of nesting sites for shrub or tree-nesting species. The Project Site is surrounded by development to the north, east, and west. Habitat fragmentation was found substantial in the Project vicinity and no natural habitats were found in the area. Therefore, the Proposed Project would not significantly add to habitat fragmentation or affect wildlife movement. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.
- e) **Less than Significant.** The Project Site does not conflict with the *Bloomington Community Plan* or with any ordinances preserving natural habitats. The Project Site lies within Burrowing Owl habitat as identified on the San Bernardino County Biotic Resources Overlay Map. However, according to field assessment survey conducted in 2018, no suitable habitat for the burrowing owl were found due to high levels of disturbances and development. However, ground squirrel burrows were observed, and over time may become available for use by burrowing owls if the property is allowed to remain fallow. See Mitigation Measures BIO-1 through BIO-3. With implementation of the recommended mitigation measures, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.
- f) **No Impact.** The Proposed Project is not located within any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

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

**SUBSTANTIATION:** (Check if the project is located in the Cultural ☐ or Paleontological ☐ Resources overlays or cite results of cultural resource review):

- a) **Less than Significant.** In February 2018, McKenna et al. performed a *Phase 1 Cultural Resources Investigation* for the Proposed Jurupa Avenue Truck Terminal. Findings of the study are summarized herein and available for review at the County of San Bernardino Land Use Services Department.

According to Policy BL/CO 1.1 of the *Bloomington Community Plan*, Conservation Element, the County has identified the "Old Well located on the southeast corner of Jurupa Avenue and Cactus Avenue" as a resource worthy of historical consideration. The Old Well is listed as one of eleven resources for consideration as a "local historical site". McKenna et al. determined the establishment of the Old Well in the northwestern corner of the Project Site as having occurred as late as the 1940s. Although, the Old Well was not used until the Hamadas occupied the site in the late 1990s. However, due to the lack of physical evidence associated with farming activities on-site, McKenna et al. concluded the Project Site and associated amenities as lacking in historical significance.

As such, the only historic period improvement is the Old Well site which has since been abandoned and stripped of all significant elements with no physical evidence of usage by the Hamada's farming activities (no landscaping or indications of row crops). Only the shaft, concrete pads, and standing irrigation valve tower remain. The redevelopment of the Project Site, in any fashion, would not change the history of the Project Site. Therefore, McKenna et al. has concluded that the Proposed Project would not result in an adverse environmental impact. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- b) **Less Than Significant with Mitigation Incorporated.** McKenna et al. completed the archaeological records check at the California State University, Fullerton, South Central Coastal Information Center. The records check searched for cultural and archaeological resources in or near the Project's vicinity and for previous cultural resource investigations conducted within the project vicinity. As a result, twenty-six (26) cultural resources investigations within a one-mile radius of the Project Site were identified. The 26 investigations included property surveys, linear surveys, and individual small property investigations. Of these, none directly involved the Project Site, but one ran along the peripheries: 1062853 (Foster et al. 1991), consisting of a linear survey along Jurupa Avenue and

Cactus Avenue (for the Inland Feeder project). Additionally, the only standing structure on the Project Site is the modern make-shift structure constructed of old, wooden telephone poles and corrugated metal that has no historical significance.

According to McKenna et al. there is no physical evidence of archaeological resources within the Project Site and no potential to yield important data. However, possible significant adverse impacts may occur in the event resources are uncovered during site grading and excavation and the following mitigation measure is required to reduce these impacts to a level below significant. The required mitigation measure is:

- **Mitigation Measure CR-1:** In the event buried cultural materials or prehistoric artifacts are discovered inadvertently during any earth-moving operations, the Project Proponent shall cease all work within a 50-foot radius of the discovery, until a qualified archaeologist can evaluate the nature and significance of the finds. If, at any time, resources are identified, the archaeologist shall make recommendations to the County of San Bernardino for appropriate mitigation measures in compliance with the guidelines of the California Environmental Quality Act.
- c) **Less than Significant with Mitigation Incorporated.** The Project Site was found to have an inherent level of sensitivity to yield evidence of paleontological resources, although none have been reported to date. The entire Proposed Project area has surficial sediments composed of younger Quaternary Alluvium, derived broadly from alluvial fan deposits of the San Gabriel Mountains to the north. These deposits typically do not contain significant vertebrate fossils, at least in the uppermost layers, but they may be underlain at relatively shallow depth by older sedimentary deposits that do contain significant fossil vertebrate remains. Grading or shallow excavations in the uppermost layers of soil and Quaternary Alluvium in the Proposed Project area are unlikely to encounter significant fossil vertebrate remains. Deeper excavations that extend down into older Quaternary sediments, however, may well encounter significant vertebrate fossils. Any substantial excavations below the uppermost layers, therefore, should be closely monitored to quickly and professionally collect any specimens without impeding development. Therefore, possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are as follows:
- **Mitigation Measure CR-2:** The Project Proponent shall have a paleontological consultant on-site for any excavations extending below five feet of the present surface and/or any areas where older Quaternary alluvium is identified. The monitoring program shall be conducted in a manner consistent with the San Bernardino County Museum policies and guidelines, including curation guidelines.
  - **Mitigation Measure CR-3:** The Project Proponent shall have a paleontological consultant on-call should any paleontological specimens be uncovered in the younger alluvium.
- d) **Less than Significant with Mitigation Incorporated.** Based on the recent historical research and documentation, McKenna et al. identified the Project Site as yielding no evidence of prehistoric archaeological resources and no evidence of historic archaeological resources. The Project Site is determined to not be culturally significant or sensitive. However, possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The following mitigation measure is recommended:



- **Mitigation Measure CR-4:** If, at any time, evidence of human remains are uncovered, the project proponent or representative shall immediately notify the County Coroner and allow the Coroner access to the property to assess the remains. If the remains are determined to be human and of Native American origin, the Coroner will notify the Native American Heritage Commission and, in consultation between the Most Likely Descendant (MLD), as identified by the Commission, the Project Proponent will determine the disposition of the remains. If necessary, the Lead Agency (County) and archaeological consultant can assist in the consultation.

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
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## VI. GEOLOGY AND SOILS - Will the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

☐ ☐ ☒ ☐

ii. Strong seismic ground shaking?

☐ ☐ ☒ ☐

iii. Seismic-related ground failure, including liquefaction?

☐ ☐ ☐ ☒

iv. Landslides?

☐ ☐ ☐ ☒

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

☐ ☐ ☒ ☐

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

☐ ☐ ☒ ☐

- d) Be located on expansive soil, as defined in Table 181-B of the California Building Code (2001) creating substantial risks to life or property?

☐ ☐ ☒ ☐

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

☐ ☐ ☒ ☐

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

- a) **Less than Significant.** The Proposed Project is located within the San Bernardino County in the unincorporated community of Bloomington within the City of Rialto Sphere of Influence.

i) **Less than Significant.** The Project Site does not occur within an Alquist-Priolo Earthquake Fault Zone or special study zone as depicted in the Department of Conservation Fault Activity Map of California (2010), nor within an earthquake fault zone as depicted in the San Bernardino County Geologic Hazard Overlay. The nearest fault to the Project Site is the Rialto-Colton Fault, approximately three miles northeast of the Project Site, and is considered a concealed fault. The Rialto-Colton Fault is part of the larger northwest-trending San Jacinto Fault Zone. Other known, active earthquake faults in the region include the San Andreas fault located approximately six miles northeast and the Cucamonga fault located approximately 11 miles northwest of the

Project Site. While the potential for on-site ground rupture cannot be totally discounted, the likelihood of such an occurrence is considered low due to the absence of known faults within the Project Site. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

ii) **Less than Significant.** The San Jacinto Fault Zone, a system of northwest-trending, right-lateral, strike-slip faults is the closest known active fault zone to the Project Site (occurring approximately 3 miles southwest) and is considered the most important fault to the project Site with respect to the hazards of seismic shaking and ground rupture. Historically, more significant earthquakes have occurred on the San Jacinto fault than any other fault in Southern California.

However, the Proposed Project would not include any habitable structures. Nonetheless, the design of any structures on-site would incorporate measures to accommodate projected seismic loading pursuant to existing California Building Code and local building regulations. Based on the incorporation of applicable measures into the project design and construction, seismic ground shaking would be reduced to the extent possible. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

iii) **No Impact.** Liquefaction is a phenomenon in which cohesion-less, saturated, fine-grained sand and silt soils lose shear strength due to ground shaking. The Project Site is not located in an area mapped as having liquefaction susceptibility according to the San Bernardino County General Plan Geologic Hazard Overlay map FH29C. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

iv) **No Impact.** As shown in the San Bernardino County General Plan Geologic Hazard Overlay map FH29C, the Project Site is not located within a landslide susceptibility designated area. The Proposed Project occurs on relatively flat terrain and does not present risks associated with landslides (i.e., slopes greater than 15 percent). Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

- b) **Less than Significant.** Development of the 8.89-acre Project Site would disturb more than one acre of soil, and henceforth, the Proposed Project is subject to the requirements of the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). The Construction General Permits requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). A SWPPP is required for construction of the Proposed Project and will include a list of Best Management Practices (BMPs) to avoid and minimize soil erosion. Implementation of the BMPs as provided in the SWPPP and approved by the Santa Ana Regional Water Quality Control Board, would ensure potential impacts are reduced to a less than significant level. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.
- c) **Less than Significant.** According to the USDA Web Soil Survey, the Project Site consists entirely of Tujunga loamy sands (TuB). These soils are classified as somewhat excessively drained with low runoff and a rare frequency of flooding. The elevation of the Project Site ranges from approximately 955' to 970'. Based on the on-site soils and gradient of the Project Site, a risk of unstable soils is not anticipated. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- d) **Less than Significant.** Expansive soils are fine-grained silts and clays which are subject to swelling and contracting. The amount of swelling and contracting is subject to the amount of fine-grained clay materials present in the soils and the amount of moisture either introduced or extracted from the soils. The Project Site soils consist of Tujunga loamy sands soil (TuB) which is considered excessively drained and rarely flooded. According to the USDA Web Soil Survey, the composition of the soil within the Project Site contains minimal clays and is not anticipated to swell or contract. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.
- e) **Less than Significant.** The Proposed Project will utilize an on-site septic system to serve the 500-square-foot office building. A Geotechnical/Soils report will be required to be approved by the County to confirm that on-site Tujunga loamy sands would be capable of supporting the use of a septic system. The Project Applicant will also be required to obtain permits from the County Department of Environmental Health and the Regional Water Quality Control Board, Santa Ana Region for development of an on-site wastewater treatment system. The Proposed Project's design incorporates measures to diminish impacts to water quality to an acceptable level as required by State and federal regulations and is not expected to violate any water quality standards or waste discharge requirements. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>VII GREENHOUSE GAS EMISSIONS - Will the project:</b>				
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 any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**SUBSTANTIATION:**

- a) **Less than Significant.** Emissions were estimated using the CalEEMod version 2016.3.2. Construction is anticipated to begin in late 2018 and be completed in late 2019. The operational mobile source emissions were calculated using the TIA prepared by Kunzman Associates, dated July 11, 2018. However, a subsequent TIA was prepared in February 2019 to reflect a more accurate description of the operations associated with the trailer storage. The revised TIA determined that the Proposed Project would generate approximately 230 daily trips which is lower than the 404 daily trips estimated in the 2018 TIA and analyzed in the air quality analysis. Therefore, the emissions represented herein are a worst-case scenario.

Many gases make up the group of pollutants that are believed to contribute to global climate change. However, three gases are currently evaluated and represent the highest concentration of GHG: Carbon dioxide (CO<sub>2</sub>), Methane (CH<sub>4</sub>), and Nitrous oxide (N<sub>2</sub>O). The Global Warming Solutions Act of 2006 requires that by the year 2020, the Greenhouse Gas (GHG) emissions generated in California be reduced to the levels of 1990. The City of San Bernardino has not adopted its own thresholds of significance for greenhouse gas emissions. However, the City finds persuasive and reasonable the approach to determining significance of greenhouse gas emissions established by SCAQMD.

SCAQMD provides guidance methods and/or Emission Factors that are used for evaluating a project's emissions in relation to the thresholds. A threshold of 3,000 MTCO<sub>2</sub>e per year has been adopted by SCAQMD for non-industrial facilities. The modeled construction and operational emissions anticipated from the Proposed Project compared to the SCAQMD threshold are shown below in Table 6 and Table 7.

As shown in Table 6 and Table 7, the Proposed Project's emissions would not exceed the SCAQMD's 3,000 MTCO<sub>2</sub>e threshold of significance. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.



**Table 6**  
**Greenhouse Gas Construction Emissions**  
**(Metric Tons per Year)**

Source/Phase	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O
Site Preparation	18.3	0.0	0.0
Grading	28.6	0.0	0.0
Building Construction	602.4	0.1	0.0
Paving	21.9	0.0	0.0
Architectural Coating	5.8	0.0	0.0
Total MTCO <sub>2</sub> e	679.5		
SCAQMD Threshold	3,000		
Significant	No		

Source: CalEEMod.2016.3.2 Annual Emissions.

**Table 7**  
**Greenhouse Gas Operational Emissions**  
**(Metric Tons per Year)**

Source/Phase	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O
Area	0.0	0.0	0.0
Energy	35.6	0.0	0.0
Mobile	1,414.0	0.0	0.0
Waste	0.1	0.0	0.0
Water	0.6	0.0	0.0
Total MTCO <sub>2</sub> e	1,451.2		
SCAQMD Threshold	3,000		
Significant	No		

Source: CalEEMod.2016.3.2 Annual Emissions.

- b) **Less than Significant.** There are no existing GHG plans, policies, or regulations that have been adopted by CARB or SCAQMD that would apply to this type of emissions source. However, the operator shall comply with CARB and SCAQMD regulations related to diesel-fueled trucks, which may include among others: (1) meeting more stringent emission standards; (2) retrofitting existing engines with particulate traps; (3) use of low sulfur fuel; and (4) use of alternative fuels or equipment.

It is possible that CARB may develop performance standards for project-related activities prior to construction of the Proposed Project. In this event, these performance standards would be implemented and adhered to, and there would be no conflict with any applicable plan, policy, or regulations. The Proposed Project is consistent with CARB scoping measures and therefore does not conflict with local or regional greenhouse gas plans. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>VIII HAZARDS AND HAZARDOUS MATERIALS - Will the project:</b>				
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 Section 65962.5 and, as a result, will 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, will the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, will the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) 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"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### **SUBSTANTIATION:**

- a) **Less than Significant.** The Proposed Project is the development of an intermodal transportation storage facility for the storage of trailers and a 500 square-foot office building. The Proposed Project is on an 8.89-acre site and approximately one acre of the site will be designated for use by the general public to store trailers (e.g. shipping trailers/containers). The storage of trailers and containers would not create a significant hazard to the public or the environment due to the use of

hazardous materials. However, some containers may include potentially hazardous items such as petroleum-based products. These products would be in small, pre-packaged containers for retail purposes. As product quantities would be small (packaged for retail) no special hazardous materials placarding is required for transportation or for the storage of the containers. Additionally, all materials required during construction would be kept in compliance with State and local regulations and will comply with Best Management Practices. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- b) **Less than Significant Impact.** Hazardous or toxic materials transported in association with construction of the Proposed Project may include items such as oils, paints, and fuels. All materials required during construction would be kept in compliance with State and local regulations. Post-construction activities would include standard maintenance (i.e., landscape upkeep, exterior office painting and similar activities) involving the use of commercially available products (e.g., gas, oil, paint), which would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accidental release of hazardous materials into the environment. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.
- c) **No Impact.** The Project Site is not located within ¼-mile of a school or a proposed school. The closest school to the Project Site is Crestmore Elementary School which is located ¾-mile to the west. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- d) **No Impact.** Pursuant to California Government Code Section 65962.5, the California Department of Toxic Substances Control (DTSC) compiles the Cortese List and updates it annually. The Cortese List includes hazardous waste facilities subject to corrective action, land designated as hazardous waste property or border zone property, sites included in the abandoned site assessment program, and qualifying sites pursuant to Section 25356 of the Health and Safety Code. A copy of the most recent Cortese List was retrieved from DTSC EnviroStor online database on April 8, 2019 and the Project Site is not identified on the list nor are there any listed sites in the immediate surrounding area. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- e) **No Impact.** The Project Site is not within an airport safety review area as identified in the San Bernardino County General Plan Hazard Overlay Map FH29B and it is not located within two miles of a public airport or public use airport. The closest Airport Safety Review Area, as designated in the hazard overlay map, is for the Rialto Municipal Airport approximately 5 miles north. However, the airport has closed all air traffic since 2014 and a Specific Plan for redevelopment of the airport and surrounding property has been adopted by the City of Rialto. Additionally, the Project Site is 15 miles west of the Ontario International Airport and implementation of the Proposed Project would not result in a safety hazard related to the Ontario International Airport. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- f) **No Impact.** The Project Site is not located in the vicinity of a private airstrip. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- g) **Less than Significant.** The *Bloomington Community Plan* designates Valley Boulevard, Slover Avenue, and the San Bernardino Freeway-Interstate 10 (I-10) as the evacuation routes of primary concern. The Proposed Project is on Jurupa Avenue and development would not conflict or interfere with potential evacuation routes within the plan area. No residents or service vehicles are expected to be impeded from their route as a result of implementing the Proposed Project. Furthermore,

adequate on-site access for emergency vehicles would be verified during the County's plan review process. Neither the construction nor post-construction operations would conflict with implementation of the County's Emergency Plan nor the *Bloomington Community Plan*. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- h) **Less than Significant.** The Project Site is not located in the fire safety overlay as identified in the San Bernardino County General Plan Hazard Overlay Map FH29B and there are no Intermixed wildland areas within the vicinity of the Project. The nearest wildlands areas would be the San Gabriel or San Bernardino Mountain, both located over 10 miles to the north. The Proposed Project is the development of an intermodal transportation storage facility for the storage of trailers and a 500 square-foot office building and is not anticipated to expose people or structures to a significant risk of loss, injury or death involving wildland fires. All new construction shall comply with the current Uniform Fire Code requirements and all applicable statutes, codes, ordinances, and standards of the San Bernardino County Fire Department. Permission to occupy or use the building will not be granted until the Fire Department inspects, approves, and signs off on the Building and Safety job card. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Issues		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>IX</b>	<b>HYDROLOGY AND WATER QUALITY - Will the project:</b>				
a)	Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there will be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level, which will not support existing land uses or planned uses for which permits have been granted)?	<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, in a manner that will result in substantial erosion or siltation on- or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which will result in flooding on- or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	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"/>
f)	Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g)	Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h)	Place within a 100-year flood hazard area structure which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j)	Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



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**SUBSTANTIATION:**

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- a) **Less than Significant.** The Proposed Project would disturb approximately 8.89 acres and therefore would be subject to the National Pollutant Discharge Elimination System (NPDES) permit requirements. The State of California is authorized to administer various aspects of the NPDES. Construction activities covered under the State's General Construction permit include removal of vegetation, grading, excavating, or any other activity that causes the disturbance of one-acre or more. The Santa Ana Regional Water Quality Control Board (RWQCB) has issued an area-wide NPDES Storm Water Permit for the County of San Bernardino, the San Bernardino County Flood Control District, and the incorporated cities of San Bernardino County.

The General Construction permit requires recipients to reduce or eliminate non-storm water discharges into stormwater systems, and to develop and implement a Storm Water Pollution Prevention Plan (SWPPP). The purpose of a SWPPP is to: 1) identify pollutant sources that may affect the quality of discharges of stormwater associated with construction activities; and 2) identify, construct and implement stormwater pollution control measures to reduce pollutants in stormwater discharges from the construction site during and after construction. The SWPPP is based on the principles of Best Management Practices (BMPs) to control and abate pollutants. The SWPPP must include (BMPs) to prevent project-related pollutants from impacting surface waters. BMPs may include or require:

- The Project Proponent shall avoid applying materials during periods of rainfall and protect freshly applied materials from runoff until dry.
- All waste to be disposed of in accordance with local, state and federal regulations. The Project Proponent shall contract with a local waste hauler or ensure that waste containers are emptied weekly. Waste containers cannot be washed out on-site.
- All equipment and vehicles to be serviced off-site.

In addition to complying with NPDES requirements, the County also requires the preparation of a Water Quality Management Plan (WQMP) for development projects that fall within one of eight project categories established by the RWQCB. Since the Proposed Project falls under the RWQCB classification of "new development involving the creation of 10,000 ft<sup>2</sup> or more of impervious surface collectively over entire site" and "parking lots of 5,000 ft<sup>2</sup> or more exposed to storm water", it is considered a category project. In March 2018, the Project Proponent submitted a preliminary Water Quality Management Plan to the County for review and approval. The Project Site generally conveys drainages along its southeastern border along the existing gravel shoulders. Therefore, the Proposed Basin will be located in the southeastern corner with a retention volume of 27,082 CFS and will directly capture excess runoff from the Project Site. The WQMP includes BMPs that address landscaping, irrigation, grounds maintenance, checking and cleaning of catch basins, trash and waste storage areas. The Project Applicant will be required to comply with the BMPs included in the Final WQMP to be approved by the County. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- b) **Less than Significant.** As identified in the RWQCB Region 8 Basin Plan map, the 8.89-acre Project Site is not used for groundwater recharge. Currently, there is an irrigation well on the northwestern portion of the Project Site that has been abandoned since 1999. With implementation of the Proposed Project the well would be capped, and water supply for the Proposed Project would be provided by the local water retailer and the underlying groundwater basin (Rialto-Colton Basin) would not be affected. Average annual production of groundwater from the basin is 15,567 acre-feet (SBVMWD, 2017). Water demands of the Proposed Project are anticipated to be less than one acre-

foot per year and would not result in a net deficit in aquifer volume or a lowering of the local groundwater table level. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- c) **Less than Significant.** A Water Quality Management Plan (March 2018), and a Hydrology & Hydraulics Report (March 2018) for the Proposed Project were prepared by Bonadiman & Associates, Inc. Findings of the studies are summarized herein and available for review at the County of San Bernardino Land Use Services Department.

The natural terrain of the Project Site is described in the Hydrology & Hydraulics Report as a mixture of barren/gravel cover and perennial grasses of extremely poor cover. The Project Site gradually slopes two percent southeast with some undefined channelization. Cactus and Lilac avenues on the western and eastern boundaries convey drainages to the south along their gravel shoulders while Jurupa Avenue on the northern boundary conveys drainage easterly along a gravel shoulder. As such, the Project Site is not impacted by off-site runoff from any source. Any on-site drainage will be treated via a retention basin proposed to be located on the southeast portion of the site and all drainage area overflows will ultimately end up inside the retention basin. As determined by the Hydrology & Hydraulics Report, a 27,082 cubic-foot retention basin would provide sufficient capacity for runoff volumes in excess of the 100-year storm event. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- d) **Less than Significant.** Development of the Proposed Project would not alter the existing drainage pattern of the site through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. Current on-site drainage patterns flow east and then south and into the southeastern property corner where the retention basin is proposed. A 27,082 cubic-foot retention basin would provide sufficient capacity for runoff volumes in excess of the 100-year storm event. There are no nearby streams or rivers that would be impacted by the Proposed Project. As stated, the Project Site is not currently impacted by existing off-site or on-site runoff and with implementation of the retention basin no impact to the Project Site is anticipated. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.
- e) **Less than Significant.** The Proposed Project is not anticipated to create new or excess run off that would exceed the capacity of the existing and proposed storm water drainage system. It is anticipated that all flows would be contained by the proposed 27,082 cubic-foot on-site retention basin. Furthermore, the Hydrology & Hydraulics Report presents a conservative design of a storm water detention basin with an included four-foot weir spillway to accommodate for possible 100-year storms with a total capacity of 30.96 cfs. Any excess storm flows would be allowed to leave the site via a drain along the site's southeastern boundary as under current conditions. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.
- f) **Less than Significant.** The Project specific BMP's are identified in the WQMP and will be a part of the Project's Mitigation Monitoring and Reporting Program (MMRP); the owner/tenant would be responsible for implementing BMP's and for complying with all reporting requirements. With implementation of the BMPs and the on-site detention basin, the Proposed Project would not otherwise degrade water quality.

Additionally, the Proposed Project would utilize an on-site septic system. The on-site septic system will require approval from the County of Environmental Health Services Department. Once approved it will be submitted to the RWQCB for review and approval. The Proposed Project's design

incorporates measures to diminish impacts to water quality to an acceptable level as required by state and federal regulations and is not expected to degrade water quality. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- g) **Less Than Significant.** According to the Federal Emergency Management Agency (FEMA), the Project Site lies within Zone X which is characterized as an area of minimum flood hazard with a 0.2 percent of an Annual Chance Flood Hazard. No housing is being proposed on the Project Site. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.
- h) **Less than Significant.** The Project Site occurs within Zone X as illustrated in FEMA Flood Insurance Rate Map panel 06071C8667H. However, the Project Site is not identified within a flood plain safety overlay district. The Proposed Project will be developed as 81 percent hardscape and 19 percent as landscape and will include a 500 square-foot office building. The Proposed Project includes the construction of a retention basin that has been sized for water quality purposes and is expected to capture all flows from a potential 100-year event. In the event of back to back 100-year storm events, excess flows would be allowed to leave the site via a drain along the site's southeastern boundary as under current conditions. Development of the proposed structures are not expected to impede or redirect flood flows. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.
- i) **No Impact.** The Project Site is not located within or near a dam inundation area as identified in the San Bernardino County General Plan Hazard Overlay Map FH29B. The nearest potential inundation hazard is from the Santa Ana River floodplain, approximately 1.5 miles southeast of the Project Site. No impacts are identified or anticipated, and no mitigation measures are required. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- j) **No Impact.** The Project Site would not be subject to inundation by seiche, tsunami, or mudflow. The Project Site lies approximately 60 miles inland and is therefore not adjacent to any marine or inland water bodies. The nearest area subject to mudflows would be Lyle Creek approximately five miles to the north. The nearest lake that might experience a tsunami event is Silverwood Lake, located approximately 17 miles to the northeast. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

Issues		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>X. LAND USE AND PLANNING - Will the project:</b>					
a)	Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (Including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### **SUBSTANTIATION:**

- a) **Less than Significant.** The Proposed Project is located within the community of Bloomington on Jurupa Avenue between Cactus Avenue and Lilac Avenue. Surrounding land uses include residential and commercial/light industrial to the north and east, vacant land to the south, and residential to the west. Currently the Project Site is zoned as Single Residential. The Proposed Project includes a request for a General Plan Amendment to change the designation to Community Industrial. Currently, light industrial uses are within the project vicinity and adjacent to the north and east. Approval of the GPA would result in the Proposed Project being consistent with the *County of San Bernardino 2007 General Plan* and would be consistent with land uses in the area. Therefore, the Proposed Project is not anticipated to divide an established community nor conflict with local land use policies or regulations. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are recommended.
- b) **Less than Significant.** The Proposed Project is the development of an intermodal transportation storage facility for the storage of trailers and a 500 square-foot office building. The Proposed Project is on an 8.89-acre site and approximately one acre of the site will be designated for use by the general public to store trailers (e.g. shipping trailers/containers). The Project Application includes a CUP Application and a GPA Application to convert the BL/RS-1-AA designation to IC, and to remove the existing truck restriction on the portion of Jurupa Avenue between Cactus and Riverside Avenue. Upon approval of the GPA, the Proposed Project would be consistent with applicable land use plans and no conflicts would occur. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.
- c) **No Impact.** According to the *Bloomington Community Plan* the area is almost entirely urbanized with the exception of a few parcels remaining on the southern edge of the planning area designated for rural uses. There are no habitat conservation plans, or natural community conservation plans within the boundaries of the *Bloomington Community Plan* area and no conflicts are foreseen to occur. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

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

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

- a) **Less than Significant.** According to the California Department of Conservation, Division of Mines and Geology, the Project Site is designated Mineral Resource Zone 2 (MRZ-2). The Project Site lies in Sector A-28 of the Fontana 7.5 Minute Quadrangle Aggregate Resource Sectors map, it is grouped into the Lytle Creek Fan area. Areas classified as MRZ-2 contain discovered mineral deposits that are either inferred reserves as determined by limited sample analysis, exposure, and past mining history or are deposits that are presently sub-economic. The Project Site is approximately six miles south of the mouth of Lytle Creek Canyon Sector A- Lytle Creek Fan which is assumed to contain fine-grained deposits suitable for use by Portland Cement. However, in the Mineral Land Classification of the Greater Los Angeles Area Report (1984), the immediate Lytle Creek Sector A has been rapidly urbanizing and only holds a small percentage of the total reserves as compared to the surrounding San Bernardino areas. Therefore, the Proposed Project is not expected to damage or deplete the Inferred resources that have been mapped for this area. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.
- b) **Less than Significant.** The *Bloomington Community Plan* does not identify local mineral resource recovery sites of importance within its plan boundaries. The community of Bloomington and adjacent lands are heavily urbanized. Development of the Project Site would not result in the loss of availability for a mineral resource recovery site of local important as designated by the California Department of Conservation. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.



Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>XII. NOISE - Will the project result in:</b>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, will 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"/>
f) For a project within the vicinity of a private airstrip, will 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"/>

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

- a) **Less than Significant with Mitigation Incorporated.** A Noise Impact Analysis was conducted by Urban Crossroads for the Proposed Project in August 2018. The study was prepared consistent with applicable County of San Bernardino noise standards, and significance criteria based on guidance provided by Appendix G of the California Environmental Quality Act (CEQA) Guidelines. The noise study briefly describes the Proposed Project, provides information regarding noise fundamentals, describes the local regulatory setting, provides the study methods and procedures for traffic noise analysis, and evaluates the future exterior noise environment. In addition, this study includes an analysis of the potential Project-related long-term operational and short-term construction noise impacts. Findings of the study are summarized herein and the study is available for review at the County of San Bernardino Land Use Services Department.

Noise can be measured in the form of a decibel (dB), which is a unit for describing the amplitude of sound. The predominant rating scales for noise in the State of California are the Equivalent-Continuous Sound Level ( $L_{eq}$ ), and the Community Noise Equivalent Level (CNEL), which are both based on the A-weighted decibel (dBA). The  $L_{eq}$  is defined as the total sound energy of time-varying noise over a sample period. The CNEL is defined as time-varying noise over a 24-hour period with a weighted factor of 5 dBA applied to the hourly  $L_{eq}$  for noise occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and 10 dBA applied to events occurring between (10:00 p.m. and 7:00 a.m. defined as sleeping hours). The State of California's Office of Noise Control has

established standards and guidelines for acceptable community noise levels based on the CNEL and  $L_{dn}$  rating scales. The purpose of these standards and guidelines is to provide a framework for setting local standards for human exposure to noise.

Existing noise-sensitive receiver locations in the Project study area include residential homes to the north, east, and west of the Project site; with vacant community industrial-designated land use located immediately south of the Project site.

To analyze noise impacts originating from the construction of the Proposed Project, noise from construction activities are typically limited to the hours of operation established under a jurisdiction's Municipal Code. Section 83.01.080(g)(3) of the County of San Bernardino Development Code, provided in Appendix 3.1, indicates that construction activity is considered exempt from the noise level standards between the hours of 7:00 a.m. to 7:00 p.m. except on Sundays and Federal holidays. (16) However, neither the County of San Bernardino or General Plan and Development Code establish numeric maximum acceptable construction source noise levels at potentially affected receivers, which would allow for a quantified determination of what CEQA constitutes a substantial temporary or periodic noise increase. Therefore, the following construction noise level threshold is used in this noise study.

The Project related noise sources are expected to include idling trucks, backup alarms, trailer movement and storage activity, roof-top air conditioning units, a trash enclosure, and parking lot vehicle movements. The dominant noise source within the Project area is from vehicles traveling along Jurupa Avenue, which has a posted speed limit of 40 miles per hour within the Lilac Avenue segment. Sensitive receptors include residences along Jurupa Avenue, north of the Project Site and residences along Cactus Avenue, west of the Project Site. The Noise Impact Analysis measured the background ambient noise levels at seven locations within the Project study area.

To assess the off-site transportation CNEL noise level impacts associated with development of the Proposed Project, noise contours were developed based on the Traffic Impact Analysis. (2) Noise contour boundaries represent the equal levels of noise exposure and are measured in CNEL from the center of the roadway. Noise contours were developed for the following traffic scenarios at 15 locations:

- Existing Conditions Without / With Project
- Opening Year 2019 Without / With the Project
- Buildout Year 2040 Without / With the Project

Of the fifteen locations measured, two of the 15 study area roadway segments with adjacent sensitive land uses are shown to experience potentially significant noise level increases due to Project-related traffic due to the Proposed Project truck trip distribution under Existing with Project, Opening Year with Project, and Buildout Year with Project. They are the following:

- Lilac Avenue north of Jurupa Avenue within the County of San Bernardino
- Santa Ana Avenue east of Lilac Avenue within the City of Rialto

The Noise Impact Analysis recommends incorporating rubberized asphalt overlays into off-site roadway improvements within the County of San Bernardino and within the City of Rialto, the off-site traffic noise level increases from automobile traffic can be reduced by roughly 4 dBA, and adjacent land uses can benefit from the barely perceptible off-site traffic noise level reductions for medium

and heavy trucks. Additionally, the use of off-site noise barriers would provide a readily perceptible 5dBA reduction according to the Caltrans guidance in the Highway Design Manual, Section 1102.3(3).

Post-construction noise associated with the Proposed Project would be project-generated traffic. As depicted on the *County of San Bernardino 2007 General Plan*, Exhibit 5.6 – Baseline Noise Contours, noise contours at the Project Site boundary are 65 CNEL. Exhibit 5.7 – Future Noise Contours (2014) as substantial change in the noise contour at the Project Site is not anticipated. Limiting Project construction to the hours in which construction activities are exempt from the Municipal Code will minimize construction noise impacts at nearby sensitive receptors. However, the Noise Impact Analysis has identified potential noise mitigation measures to reduce the potentially significant Project traffic noise level increases on the study area roadways due to Project-related roadway traffic. Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are:

- **Mitigation Measure N-1:** Due to the noise attenuating benefits, Project-related roadway improvements associated with the Project construction must include rubberized asphalt hot mix pavement. By incorporating rubberized asphalt overlays into off-site roadway improvements within the County of San Bernardino, the off-site traffic noise level increases from automobile traffic can be reduced by roughly 4 dBA, and adjacent land uses can benefit from the barely perceptible off-site traffic noise level reductions for medium and heavy trucks. However, the reduction would not provide reliable benefits for the noise levels generated by heavy truck traffic, therefore the following Mitigation Measure is also necessary.
- **Mitigation Measure N-2:** It will be necessary to intercept the line of sight from the exhaust stack of a truck to the sensitive receptors, where an 11.5-foot-high truck stack height is assumed to represent the truck engine and exhaust noise source. Any exterior noise barriers at residential homes experiencing Project-related traffic noise level increases would need to be high enough and long enough to block the line-of-sight from the noise source to the receiver in order to provide a 5-dBA reduction. To reduce truck-related off-site traffic noise levels associated with truck engines and exhaust stacks, a noise barrier, at a minimum of 6 feet must be constructed adjacent to the Project's north, west, and south boundaries to shield the sensitive receptors from the adjacent impacted roadway segments.

- b) **Less than Significant.** To analyze vibration impacts originating from the operation and construction of the Proposed Project, vibration-generating activities are typically evaluated against standards established under a jurisdiction's Municipal Code. Therefore, the County of San Bernardino Development Code vibration level standards are used in this analysis to assess potential impacts at nearby sensitive receiver locations.

The County of San Bernardino Development Code, Section 83.01.090(a) states that vibration shall be no greater than or equal to two-tenths inches per second measured at or beyond the lot line. Therefore, to determine if the vibration levels due to the operation and construction of the Proposed Project, the peak particle velocity (PPV) vibration level standard of 0.2 inches per second is used.

To assess the potential vibration impacts from truck haul trips associated with operational activities the County of San Bernardino threshold for vibration of 0.2 in/sec PPV is used. Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. Typical vibration levels for

the heavy truck activity associated with the Proposed Project at normal traffic speeds will approach 0.004 in/sec PPV at 25 feet based on the FTA Transit Noise Impact and Vibration Assessment. Trucks transiting on-site will be travelling at very low speeds so it is expected that delivery truck vibration impacts at nearby homes will satisfy the County of San Bernardino vibration thresholds, and therefore, will not impact nearby receptors.

At distances ranging from 55 to 371 feet from Proposed Project construction activity, construction vibration velocity levels are expected to approach 0.03 in/sec PPV. Based on the County of San Bernardino vibration standards, the unmitigated Project construction vibration levels will satisfy the 0.2 in/sec PPV threshold at all of the nearby sensitive receiver locations. Further, vibration levels at the site of the closest sensitive receiver are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating simultaneously adjacent to the Project site perimeter. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- c) **Less than Significant.** The primary permanent noise-generating activity associated with the Proposed Project is expected mainly from project-related traffic. Jurupa Avenue is designated as a two-lane major highway within the *Bloomington Community Plan* and has a posted speed limit of 40 miles per hour within the Lilac Avenue segment. The nearest sensitive receptors include existing residential homes to the north and west of the Project Site.

Operational uses from the Proposed Project are anticipated to create noise level increases during the daytime and nighttime hours ranging from 0.0 to 0.5 dBA Leq at the nearby sensitive receiver locations due to idling truck, backup alarms, trailer movement and storage activity, roof-top air conditioning units, a trash enclosure, and parking lot vehicle movements all operating continuously. However, with implementation of Mitigation Measure N-2, (the construction of a minimum 6-foot high noise barrier adjacent to the Project's north, west, and south boundaries), the operational noise level impacts at the nearby receiver locations would satisfy the County of San Bernardino exterior noise level standards at all receiver locations. The Project's operational noise impacts would be reduced to levels less than significant. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- d) **Less than Significant.** A temporary increase in ambient noise above levels existing without the Proposed Project would occur during construction. However, adherence to the City's noise ordinance as discussed in XII(b) above would reduce any construction-related noise impacts to less than significant levels. Therefore, no significant adverse impact is identified or anticipated, and no mitigation measures are required.
- e) **No Impact.** The Project Site is not located within an airport land use plan. The nearby Rialto Municipal Airport closed in September 2014. No impacts related to excessive noise levels from airport operations are anticipated.
- f) **No Impact.** The Project Site is not located near a private airfield and there are no private airfields or airstrips in the vicinity of the Project Site. Therefore, the Proposed Project would not expose people to excessive noise levels associated with operations at a private airstrip and no impacts will occur.

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

#### ***SUBSTANTIATION:***

- a) **Less than Significant.** The Proposed Project is located within the San Bernardino County in the unincorporated community of Bloomington within the City of Rialto Sphere of Influence. Construction activities would be short-term and would not attract new employees to the area. The Proposed Project would require 3-5 employees which are anticipated to come from the local labor pool. Implementation of the Proposed Project would not induce substantial population growth in the area that has not already been anticipated by the *Bloomington Community Plan*. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.
- b) **Less than Significant.** The Project Site is currently vacant and undeveloped. Implementation of the Proposed Project would therefore not reduce existing housing units or necessitate the construction of replacement housing elsewhere. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.
- c) **Less than Significant.** The Project Site is currently vacant and undeveloped. Implementation of the Proposed Project would not displace substantial numbers of people or necessitate the construction of replacement housing elsewhere. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.



Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>XIV. PUBLIC SERVICES</b>				
a) Will the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
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 checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### **SUBSTANTIATION:**

a) **Fire Protection**

**Less than Significant.** Currently, the Central Valley Fire Protection District and the San Bernardino County Fire Department provides administration, support, and other related fire protection services for the *Bloomington Community Plan* area. There are two fire stations located within the Project's vicinity; Valley Division Station 76, approximately 3 miles north from the Project Site and Valley Division Station 77, approximately 3.5 miles northwest of the Project Site. Based on the type of land use and the projected number of employees on-site, the Proposed Project would not result in the need for new or physically altered fire protection facilities. Comprehensive safety measures that comply with federal, state, and local worker safety and fire protection codes and regulations would be implemented to minimize the potential for fires to occur during construction or operations. The Proposed Project would be required to comply with County fire suppression standards and adequate fire access and pay required development fees. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

**Police Protection**

**Less than Significant.** The community of Bloomington area and other unincorporated portions of the County are served by the San Bernardino Sheriff's Department (SBSD) for police protection, in collaboration with various cities and other agencies. The nearest police substation to the Project Site is the Fontana Station, 7 miles northwest of the Project Site. The Proposed Project would have an estimated 3-5 full-time employees and would not generate a significant increase in the need for police protection. The San Bernardino County Police Department reviews staffing needs on a yearly basis and adjusts service levels as needed to maintain an adequate level of public protection.

Additionally, developer impact fees are collected at the time of building permits issuance to offset project impacts. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

#### Schools

**Less than Significant.** The Proposed Project would not create a demand for public school services. Construction employees and future employees (approximately 3-5) are expected to come from the local labor force. The Proposed Project is not expected to draw any new residents to the region or indirectly generate additional school-aged children. The Proposed Project would not result in the need to construct new school facilities or require physical alteration of existing facilities. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

#### Parks

**No Impact.** The Proposed Project would not induce residential development nor significantly increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of any facilities would result. Operation of the Proposed Project would place no demands on parks because it would not involve the construction of housing and would not involve the introduction of a temporary or permanent human population into the area. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

#### Other Public Facilities

**Less than Significant.** The Proposed Project is not expected to result in demand for other public facilities/services, such as libraries, community recreation centers, and/or animal shelters. Implementation of the Proposed Project would not adversely affect other public facilities or require the construction of new or modified facilities. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

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

**SUBSTANTIATION:**

- a) **No Impact.** The Proposed Project would not increase the use of existing neighborhood or regional parks, or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated. No new residences or recreational facilities would be constructed as part of the Proposed Project and no population growth is anticipated. Therefore, no impact is identified or anticipated, and no mitigation measure is required.
- b) **No Impact.** The Proposed Project does not include recreational facilities or require the construction or expansion of recreational facilities. No recreational facilities would be removed and the addition of 3-5 employees would not create the need for additional facilities to be constructed. No impacts are identified or anticipated, and no mitigation measures are required.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
<b>XVI. TRANSPORTATION/TRAFFIC – Will the project:</b>				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and greenways, pedestrian and bicycle paths, and mass transit.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### **SUBSTANTIATION:**

- a) **Less than Significant with Mitigation Incorporated.** A Traffic Impact Analysis (TIA) was prepared by the Ganddini Group, Inc. in February 2019 to assess potential traffic impacts resulting from the Proposed Project and to identify the traffic mitigation measures necessary to maintain the established level of service standard for the elements of the impacted roadway system. For purposes of the analysis, the Proposed Project was modeled to be fully operational by year 2020. Findings of the TIA are summarized herein and available for review at the County of San Bernardino Land Use Services Department.

The Project Site is currently vacant and located south of Jurupa Avenue between Lilac Avenue and Cactus Avenue within the San Bernardino County in the unincorporated community of Bloomington within the City of Rialto Sphere of Influence. The Proposed Project is the development of an intermodal transportation storage facility for the storage of trailers and a 500 square-foot office building on an 8.89-acre site and approximately one acre of the site will be

designated for use by the general public to store trailers (e.g. shipping trailers/containers). The Project Site will consist of 149 total parking spaces; 143 truck trailer space and six (6) passenger car parking spaces. A stop-controlled full access project driveway is proposed on Lilac Avenue and the TIA assumes the following improvements will be constructed to provide access to the Project Site:

**Project Driveway at Lilac Avenue**

- Install eastbound stop control
- Construct the eastbound approach to consist of one shared left-turn/right-turn lane

The Proposed Project is forecast to generate a total of approximately 393 daily trips in Passenger Car Equivalents (PCEs) of which 35 PCE trips would occur during morning peak hours and 38 PCE trips would occur during the evening peak hour.

Based on a San Bernardino County-approved scoping agreement, the following study area intersections were analyzed in the TIA:

Study Intersections	Jurisdiction
1. Cedar Avenue at Jurupa Avenue	County of San Bernardino
2. Cactus Avenue at Jurupa Avenue	County of San Bernardino
3. Lilac Avenue at Jurupa Avenue	County of San Bernardino
4. Willow Avenue at Jurupa Avenue	County of San Bernardino
5. Riverside Avenue at I-10 Westbound Ramps	Caltrans
6. Riverside Avenue at I-10 Eastbound Ramps	Caltrans
7. Riverside Avenue at Slover Avenue	City of Rialto
8. Riverside Avenue at Santa Ana Avenue	City of Rialto
9. Riverside Avenue at Jurupa Avenue	City of Rialto
10. Riverside Avenue at Agua Mansa Road	Cities of Rialto and Colton

Additionally, the following scenarios were analyzed for the purpose of the TIA:

- Existing Conditions
- Existing Plus Project Conditions
- Opening Year (2020) Without Project Conditions
- Opening Year (2020) With Project Conditions
- Buildout Year (2040) Without Project Conditions
- Buildout Year (2040) With Project Conditions

Within the San Bernardino County, the San Bernardino Associated Governments (SANBAG) is designated as the Congestion Management Agency (CMA). SANBAG monitors regional transportation facilities and catalogs their daily operating Level of Service (LOS) in an effort to identify existing travel patterns.

The definition of an Intersection deficiency has been obtained from the *County of San Bernardino 2007 General Plan*. It states that peak hour intersection operations of LOS D or better are generally acceptable. Therefore, any intersection operation at LOS E or F will be considered deficient.

The definition from the Congestion Management Program for freeway facility deficiencies is being used for the purpose of this study. Their definition is based on maintaining a LOS standard of LOS E or better. A deficiency is, therefore, defined as any freeway segment operating or projected to operate at LOS F.

The TIA determined that the following study area Intersection are forecast to operate at a deficient LOS during peak hours under Existing conditions and under Existing Plus Project (without the recommended improvements), and for Opening Year (2020) Without Project conditions:

North-South Street	East-West Street
1. Riverside Avenue	Slover Avenue - #7

The TIA determined that the following study area Intersections are forecast to operate at a deficient LOS during peak hours under Opening Year (2020) With Project Conditions (without the recommended improvements):

North-South Street	East-West Street
1. Riverside Avenue	I-10 Freeway Eastbound Ramps - #6
2. Riverside Avenue	Slover Avenue - #7
3. Riverside Avenue	Santa Ana Avenue - #8

The TIA determined that the following study area intersections are forecast to operate at a deficient LOS during peak hours for Buildout Year (2040) Without Project conditions and for Buildout Year (2040) With Project conditions:

North-South Street	East-West Street
1. Cedar Avenue	Jurupa Avenue - #1
2. Cactus Avenue	Jurupa Avenue - #2
3. Riverside Avenue	I-10 Freeway Eastbound Ramps - #6
4. Riverside Avenue	Slover Avenue - #7
5. Riverside Avenue	Santa Ana Avenue - #8
6. Riverside Avenue	Agua Mansa Road - #10

Additionally, a traffic signal is projected to be warranted at the following study intersections based upon the California Manual on Uniform Traffic Control Devices (2014), peak hour volume warrant, for Buildout Year (2040) Without Project conditions:

North-South Street	East-West Street
1. Cactus Avenue	Jurupa Avenue - #2

For Buildout Year (2040) With Project conditions, the following improvements are needed to address the impacted intersections:



**Table 8**  
**Recommended Improvement Mitigation Measures**

<b>Location</b>	<b>Improvement</b>
Cedar Avenue at Jurupa Avenue - #1	<ul style="list-style-type: none"> <li>- Add eastbound left turn lane</li> <li>- Add westbound left turn lane</li> </ul>
Cactus Avenue at Jurupa Avenue - #2	<ul style="list-style-type: none"> <li>- Install new traffic signal</li> </ul>
Riverside Avenue at I-10 Eastbound Ramps - #6	<ul style="list-style-type: none"> <li>- Add northbound right turn lane</li> <li>- Add second northbound right turn lane</li> <li>- Add third southbound through lane</li> <li>- Add second eastbound left turn lane</li> </ul>
Riverside Avenue at Slover Avenue - #7	<ul style="list-style-type: none"> <li>- Restripe the eastbound approach to include one left turn lane, one shared left-through lane and one shared through-right lane</li> <li>- Restripe the westbound approach to include one left turn lane, one shared through-right lane and one right turn lane</li> <li>- Modify the eastbound-westbound signal phasing to split phasing</li> <li>- Add southbound right turn lane</li> <li>- Add third northbound through lane</li> <li>- Add third southbound through lane</li> </ul>
Riverside Avenue at Santa Ana Avenue - #8	<ul style="list-style-type: none"> <li>- Add eastbound left turn lane</li> <li>- Add third northbound through lane</li> <li>- Add third southbound through lane</li> </ul>
Riverside Avenue at Agua Mansa Road - #9	<ul style="list-style-type: none"> <li>- Add second northbound left turn lane</li> <li>- Add third northbound through lane</li> <li>- Add second southbound left turn lane</li> <li>- Add third southbound through lane</li> </ul>

Source: Ganddini Group, Inc 2019

The approximate costs for the Buildout Year (2040) improvements have generally been estimated using cost guidelines in the Congestion Management Program Handbook (see Appendix H). A unit cost of \$400,000 for installation of a traffic signal has been substituted for the somewhat lower value cited in the Congestion Management Program materials. The project fair share contributions have also been calculated for Buildout Year (2040) improvement locations.

The project share of cost has been based on the proportion of project peak hour intersection turning movement volumes contributed to the improvement location relative to the total new peak hour Buildout Year (2040) intersection turning movement volumes. The intersection fair share cost calculations are typically based on the higher of the weekday morning weekday evening and Saturday mid-day peak hour traffic volumes. The project's fair share percentages of identified study intersection costs are approximately 0.1% to 1.6%. Accordingly, the project's fair share cost is approximately \$28,515. It should be noted these cost estimates are calculated based on a rough order of magnitude unit cost for reference use only in this TIA, and do not imply any legal responsibility or formula for contributions or mitigation. As mitigation for the potential traffic impacts, the proposed project shall contribute through an adopted traffic impact fee program in

addition to any fair share contributions shown within the traffic study which are not covered within this fee program

All potentially significant impacts within the Project Site may be reduced to a level below significant with implementation of the above Recommended Improvement Mitigation Measures in Table 8 and with the General Recommendations listed below. These measures address both on-site improvements and off-site improvements to be required in conjunction with the proposed development to ensure adequate circulation. Therefore, possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are:

- **Mitigation Measure TT-1:** The Project driveway on Lilac Avenue shall be a stop-controlled full access and shall:
  - Install eastbound stop control and;
  - Construct the eastbound approach to consist of one shared left-turn lane/right-turn lane
- **Mitigation Measure TT-2:** All roadway design, traffic signing and striping, and traffic control improvements relating to the Proposed Project should be constructed in accordance with applicable engineering standards and to the satisfaction of the County of San Bernardino.
- **Mitigation Measure TT-3:** Site-adjacent roadways should be constructed or repaired at their ultimate half-section width, including landscaping and parkway improvements in conjunction with development, or as otherwise required by the County of San Bernardino.
- **Mitigation Measure TT-4:** On-site traffic signing, and striping plans should be submitted for County of San Bernardino approval in conjunction with detailed construction plans for the Proposed Project.
- **Mitigation Measure TT-5:** The final grading, landscaping, and street improvement plans should demonstrate that sight distance standards are met in accordance with applicable County of San Bernardino/California Department of Transportation sight distance standards.
- **Mitigation Measure TT-6:** As is the case for any roadway design, the County of San Bernardino should periodically review traffic operations in the vicinity of the project once the Proposed Project is constructed to assure that the traffic operations are satisfactory.

- b) **Less than Significant Impact.** The TIA did not identify a conflict with the San Bernardino Associated Governments (SANBAG) Congestion Management Plan. The TIA identified available funding for several of the improvements listed in Table 8 through the SANBAG Nexus program. Implementation of Mitigation Measures TT-1 through TT-6 would ensure that impacts to level of service standards and travel demand measures do not conflict with standards established by the SANBAG Congestion Management Plan. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.
- c) **No Impact.** The Project Site is located approximately 15 miles east of Ontario International Airport. Development of the Proposed Project would not affect air traffic patterns of other regional

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

- d/e) **No Impact.** The Proposed Project would not create substantial hazards due to a site design feature or incompatible uses. The site plan includes access to the site via a driveway on Lilac Avenue. The Site Plan will be reviewed and approved by the County of San Bernardino to ensure that adequate access occurs. No Impacts are identified or anticipated, and no mitigation measures are required.
- f) **Less than Significant Impact.** The Proposed Project shall adhere to the San Bernardino County Municipal Code requirements regarding bikeways with adherence to community standards, the Proposed Project would not conflict with adopted policies, plans or programs regarding public transit, bikeways or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities. The Proposed Project includes a 25' setback with curb, gutter, sidewalk, and a re-paving to the centerline on Jurupa Avenue. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
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**XVII. TRIBAL CULTURAL RESOURCES - Will the project:**

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

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

☐ ☐ ☒ ☐

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

☐ ☐ ☒ ☐

**SUBSTANTIATION:**

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

- a) i) **Less than Significant with Mitigation Incorporated.** California Assembly Bill 52 (AB 52) was approved by Governor Brown on September 25, 2014. AB 52 specifies that CEQA projects with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource may have a significant effect on the environment. As such, the bill requires lead agency consultation with California Native American tribes traditionally and culturally affiliated with the geographic area of a Proposed Project, if the tribe requested to the lead agency, in writing, to be informed of Proposed Project in that geographic area. The legislation further requires that the tribe requests consultation, prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. The bill applies to CEQA projects that have a notice of preparation or a notice of negative declaration filed or mitigated negative declaration on or after July 1, 2015.

- ii) **Less than Significant Impact with Mitigation Incorporated.** McKenna et al. conducted Native American Consultation through consultation with the Native American Heritage Commission (NAHC) at the time of the Phase I Cultural Resources Investigation in February of 2018.

A response was received from the Morongo Band of Mission Indians (MBMI) on February 2018 to notify that the tribe had received the letter requesting tribal consultation and was requesting to engage in consultation. They identified the Project Site as being located within the Tribe's aboriginal territory or in an area considered to be a traditional use area or one in which the Tribe has cultural ties.

McKenna et al. contacted the Native American Heritage Commission (NAHC) and inquired into the presence/absence of sacred or religious Native American site in the general area of the Cajon Pass. The NAHC responded with "negative results", however, the NAHC also emphasized that the lack of any record is not equal to a lack of such resources, only that there is no written record on file. A listing of local Native American representatives of Serrano, Cahuilla, Luiseno, Kitanemuk, and Tataviam representatives was provided. McKenna et al. notes that the Gabrielino may also wish to comment on this area. Letters were sent to the identified representatives, requesting comment or raising issues pertaining to the area. Consultation under AB 52 has not been completed. However, in the event that any potential tribal cultural resources are unearthed, implementation of the following mitigation measure would ensure potential impacts are reduced to a less than significant level:

**Mitigation Measure TCR-1:**

Applicant shall allow for monitoring by a qualified archaeologist who meets the Secretary of the Interior's guidelines and is listed in the Register of Professional Archaeologists. Monitoring shall be required for all soil disturbances including grading (cut and fill). Should movement of soils for grading for re-compaction activities show no evidence of an archaeological site or artifacts, and with the agreement of the County of San Bernardino, Land Use Services Department and the on-site archaeological monitor, further monitoring at this location shall no longer be required. In the event that a prehistoric site or historic remains older than 50 years is identified during monitoring, the Project Archaeologist monitor shall be empowered to stop all construction activities in the vicinity of the find (e.g., 50 feet radius).

If the discovered archaeological/cultural materials are prehistoric in nature and/or include Native American remains, the Project Archaeologist shall notify the County as well as a Native American monitor to assist in the identification of the resources or human remains. The Native American monitor shall be retained from a list of suitable candidates from the Native American Heritage Commission.

The Project Archaeologist shall assess the discovered material(s) and prepare a survey, study, or report evaluating the impact. The Archaeologist's survey, study, or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource. The Applicant shall comply with the recommendations of the evaluating Archaeologist, as contained in the survey, study, or report. Project development activities may resume once copies of the archaeological survey, study, or report are submitted to the County of San Bernardino and the South Central Coastal Information Center, Department of Anthropology, CSU Fullerton.

Not less than 14 days prior to the issuance of any grading or excavation permit, the Applicant shall submit the draft contract between the selected Project Archaeologist (or firm) and the Applicant to be employed for the required monitoring services. The contract shall also include

the proposed scope of services (including the monitoring, reporting, and disposition requirements noted above) which shall be subject to review and approval by the County of San Bernardino. Contracts shall include a requirement for monthly written reports from the archaeological monitor to the Planning Division summarizing the monitor's activities during the reporting period.



<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
<b>VIII. UTILITIES AND SERVICE SYSTEMS - Will the project:</b>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded, entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) 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"/>
f) Be served by a landfill(s) with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**SUBSTANTIATION:**

- a) **Less than Significant.** The majority of properties within the community of Bloomington use septic systems for treatment of wastewater. The County of San Bernardino requires connection to the sewer system if a Project Site is within 200 feet of a system. There are no sewers identified near the Site and therefore an on-site septic system will be acceptable. The Project Applicant proposes an on-site septic system to serve the 500 square-foot office. The on-site septic system will require approval by the San Bernardino County Department of Environmental Health Services to comply with the California State Water Resources Control Board's Water Quality Control Policy for Siting, Design, Operation and Maintenance of On-site Wastewater Treatment Systems (OWTS Policy) for wastewater treatment systems. Therefore, no significant adverse impact is identified or anticipated, and no mitigation measures are required.
- b) **Less than Significant.** The Proposed Project will be served by an on-site septic system and would not require the construction of new wastewater treatment facilities that could cause

significant environmental effects to regional wastewater facilities or the Project Site surroundings. The Proposed Project would be serviced by the West Valley Water District (WVWD). Domestic water services to the Project Site would be provided by the WVWD. According to the 2015 San Bernardino Valley Regional Urban Water Management Plan (UWMP), WVWD's current per-capita consumption is less than its 2020 compliance target. The WVWD distribution system currently has 25 existing reservoirs with a total storage capacity of approximately 72.61 million gallons and operates a 14.4-MGD water filtration facility. The Proposed Project's estimated water demand for primarily irrigation water is estimated to be less than 0.005 million gallons per day. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- c) **Less than Significant.** Implementation of the Proposed Project would not substantially increase peak runoff flows from the property above existing levels. The Proposed Project includes the construction of an on-site water retention basin in its southeastern boundary that will capture the full post-development runoff volume. The retention basin will have an estimated capacity of 27,082 CFS. The Proposed Project would not require the expansion of any off-site existing storm water drainage facilities. As such, construction of the on-site storm water retention basin to serve the Proposed Project would not result in any significant physical effects. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- d) **Less than Significant.** The community of Bloomington is serviced by 3 different local water suppliers. However, the majority of the community, including the Project Site, is serviced by the West Valley Water District (WVWD). Domestic water services to the Project Site would be provided by the WVWD. According to the 2015 San Bernardino Valley Regional Urban Water Management Plan (UWMP), WVWD's current per-capita consumption is less than its 2020 compliance target. The WVWD distribution system currently has 25 existing reservoirs with a total storage capacity of approximately 72.61 million gallons and operates a 14.4-MGD water filtration facility.

The WVWD projections for a Normal Year in 2040 indicate a surplus of supply over demand at 21,088 acre-feet per year (AFY). The WVWD projections for a Single Dry Year in 2040 indicate a surplus of supply over demand at 14,987 AFY. The WVWD projections for Multiple Dry Years in 2040 consistently indicate a surplus of supply over demand for the first, second, and third dry years; with the third dry year projecting a surplus of 20,450 AFY.

The UWMP finds that WQMP can meet 100 percent of their service area demands through 2040 in single-dry years and multiple-dry year periods with consistent local surface water flows, groundwater, and imported water from the State Water Project (SWWP).

The Project Applicant must obtain a verification letter from the water service provider in order to connect to the existing services. Development of the Project Site has been calculated into the future buildout of the WVWD boundaries as an anticipated residential use, which would have a more intensive water demand than would the proposed 500 square-foot office and landscaping of the Project Site. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- e) **Less than Significant.** See response to b) above.
- f) **Less than Significant.** Solid waste in the community of Bloomington is collected by Burrtec and is transported and disposed of at the Mid-Valley Sanitary Landfill, approximately 9 miles north of

the Project Site within the City of Rialto. The greatest generator of solid waste on the Project Site would come from the 500 square-foot office building. According to the California Integrated Waste Management Board's estimated solid waste generation rates for offices, the Proposed Project would generate approximately 7.2 pounds/day. The Mid-Valley Sanitary Landfill currently has a maximum permitted throughput of 7,500 tons/day. Therefore, the solid waste collection system would not be significantly impacted by Proposed Project. The Proposed Project would comply with all applicable solid waste statutes and regulations. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- g) **Less than Significant.** The Proposed Project would be required to comply with the County of San Bernardino waste reduction programs, including recycling and other programs to divert the amount of solid waste disposed in landfills. As such, the Project Applicant would be required to work with refuse haulers to develop and implement feasible waste reduction programs, including source reduction, recycling, and composting. The Project Site falls within a County Franchise Area, the collection and removal of construction and demolition waste from the Project Site is currently serviced by Burrtec. As per the Pre-Application requirements the developer shall provide adequate space and storage bins for both refuse and recycling materials. In compliance with AB 341, recycling services are to be arranged for the commercial Site subject to County monitoring and review. In addition, AB 1826 requires any organic waste to be recycled responsibly in compliance with state and local laws and requirements. Prior to issuance of building permits a Construction and Demolition Waste Management Plan (CDWMP) Part 1 shall be prepared and submitted and approved by the Solid Waste Management Division (SWMD) for each phase of the Project. After the issuance and approval of the permit, Part 2 of the CDWMP for construction and demolition shall be completed prior to issuance of final inspection/occupancy.

Implementation of these programs would reduce the amount of solid waste generated by the Proposed Project and diverted to landfills, which in turn will aid in the extension of the life of affected disposal sites. The Proposed Project would comply with all applicable solid waste statutes and regulations. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

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

#### **SUBSTANTIATION:**

- a) **Less than Significant with Mitigation Incorporated.** Based on the analysis provided herein, the Proposed Project does not have the potential to significantly degrade the overall quality of the region's environment, or substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population or drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

As for sensitive biological resources, three species were found to be potentially present near the Project Site: San Bernardino kangaroo rat, slender-horned spine flower, and Santa Ana River wooly star and added study for burrowing owls because the Project Site is located within the County's Biotic Overlay for burrowing. However, the property was found to be disturbed and isolated from suitable habitats; lacking the shrub cover that species usually prefer. No burrows or signs of biological resources were found. However, possible significant adverse impacts have been identified or anticipated and mitigation measure BIO-1 to BIO-3 are required to be implemented to reduce these impacts to a level below significant.

The only historic period improvement on-site is implementation of an Old Well which has since been abandoned and stripped of all significant elements (only the shaft, concrete pads, and standing irrigation valve tower remain) with no physical evidence of historic Hamada farming activities (no landscaping or indications of row crops). Due to the lack of physical evidence associated with the historic farming activities, McKenna et al. concluded the Project Site and the associated Old Well as lacking in historical significance. However, possible significant adverse impacts have been identified or anticipated and Mitigation Measures CR-1 through CR-4 are

required to be implemented to reduce any potential impacts associated with historic or prehistoric resources to a level below significant.

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

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

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

Impacts associated with the Proposed Project were not considered individually adverse or unfavorable and therefore no cumulative impacts have been identified.

- c) **Less than Significant.** Based on the analysis provided herein, the Proposed Project will not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly, as identified by the studies conducted for this Project or identified by review of other sources or by other agencies.

Only minor increases in traffic, air quality emissions and noise will be created by implementation of the Proposed Project. These potential impacts have been thoroughly evaluated and have been deemed to be neither individually significant nor cumulatively considerable in terms of any adverse effects upon the region, the local community or its inhabitants. At a minimum, the Project will be required to meet the conditions of approval for the project to be implemented. It is anticipated that all such conditions of approval will further insure that no potential for adverse impacts will be introduced by construction activities, initial or future land uses authorized by the project approval.



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