

**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 CEQA Guidelines.

PROJECT LABEL:

APNs:	0260-032-11
Applicant:	Strategic Land Partners
Project No:	P201400543
Staff:	Kevin White, Planner
Rep	Allard Engineering
Proposal:	A) A General Plan Amendment to change the Agua Mansa Specific Plan Zoning Designation from Single Family Residential to Medium Industrial on 31 acres. B) A Conditional Use Permit to establish a 475,847 square foot warehouse building and a 30,059 square foot warehouse building on 31 acres. C) A Tentative Parcel Map to create 2 parcels on 31 acres.

USGS Quad: Bloomington
Lat/Long: 34°02'12.20"N/117°22'32.22"W
T, R, Section: T01S R05W Sec. 38 SW1/4

Community Plan: N/A
LUZD: AM/SP - SFR
Overlays: Biotic Overlay

PROJECT CONTACT INFORMATION:

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

Contact person: Kevin White, Planner
Phone No: (909) 387-3067 **Fax No:** (909) 387-3223
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PROJECT DESCRIPTION:

Summary

The project is General Plan Amendment to change the zoning from Agua Mansa Specific Plan – Single Family Residential (AM/SP –SFR) to Agua Mansa Specific Plan – Medium Industrial (AM/SP-MED IND) on 31 acres. The project also includes a Conditional Use Permit to establish a 475,847 square foot “high cube” warehouse facility and a 30,059 square foot warehouse on 31 acres. Additionally, the project includes a Tentative Parcel Map to create 2 parcels, the vacation of a portion of Kiningham Dr, truck and passenger vehicle parking, fences, gates, hardscape areas, as well as some ornamental trees and vegetation. The proposed project is located north of El Rivino Road, east of Halbrook Lane.

Existing General Plan Land Use Zoning Designations

Land uses on the project site and surrounding parcels are governed by the County's Development Code, the Agua Mansa Specific Plan, and the City of Rialto. The following table list the existing land uses and zoning districts.

Existing Land Use and Land Use Zoning Districts		
Location	Existing Land Use	Land Use Zoning District
Project Site	Vacant Land	AM/SP - SFR
North	Distribution Warehouses	City of Rialto
South	Single Family Residences	AM/SP – SFR
East	Warehouse, Industrial, Single Family Residence	AM/SP –SFR, City of Rialto
West	Single Family Residence	AM/SP - SFR

Project Site Location, Existing Site Land Uses and Conditions

The site consists of 17 parcels all of which are vacant. The project site is basically flat with a slight fall in elevation from the west side of the parcel at 943 amsl to the southern edge of the parcel at 924 amsl. A drainage channel reinforced with concrete and riprap traverses the northern portion of the project area along a generally southeast-northwest course. Several dirt roads also crisscross the property.

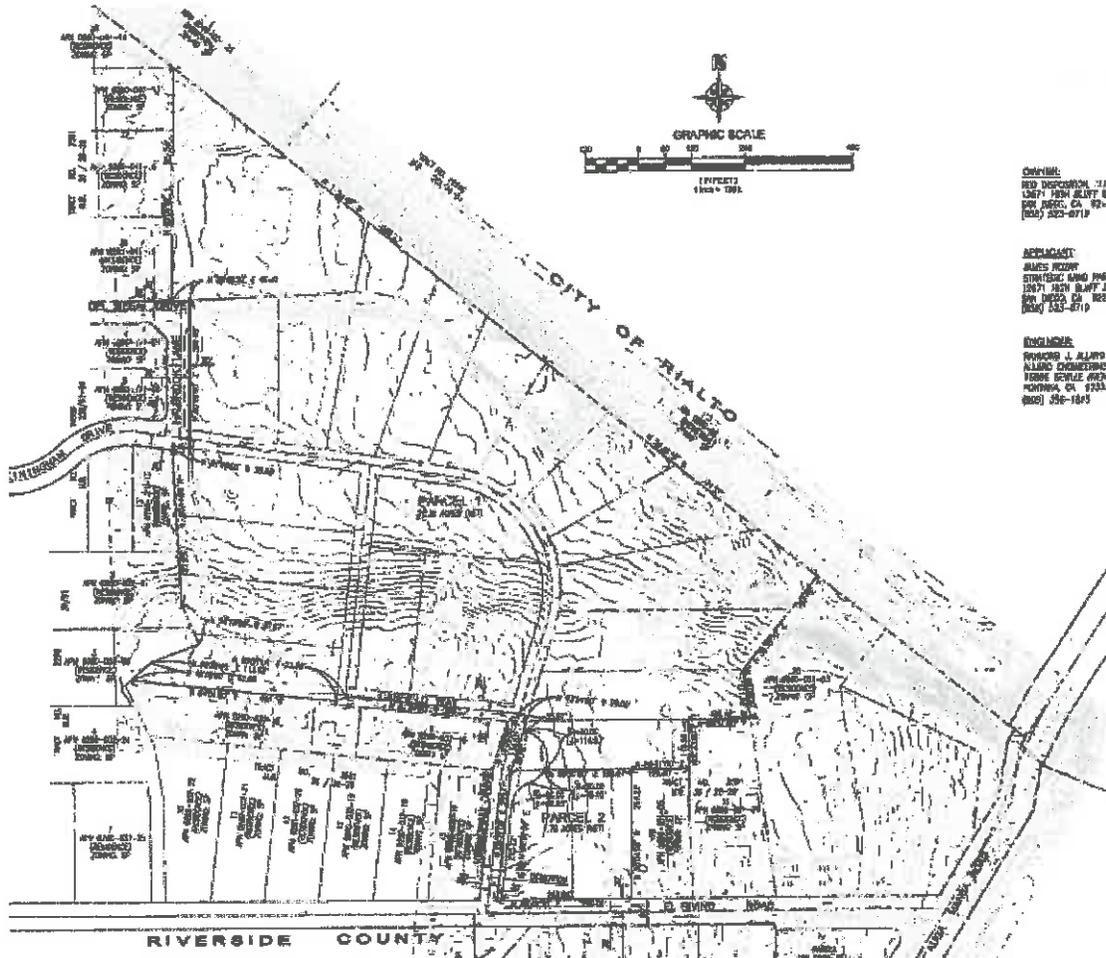


Project site looking Southeast from the intersection of Del Mesa Drive and Kiningham Drive.



Project site looking Northwest from El Rivino Road.

Tentative Parcel Map



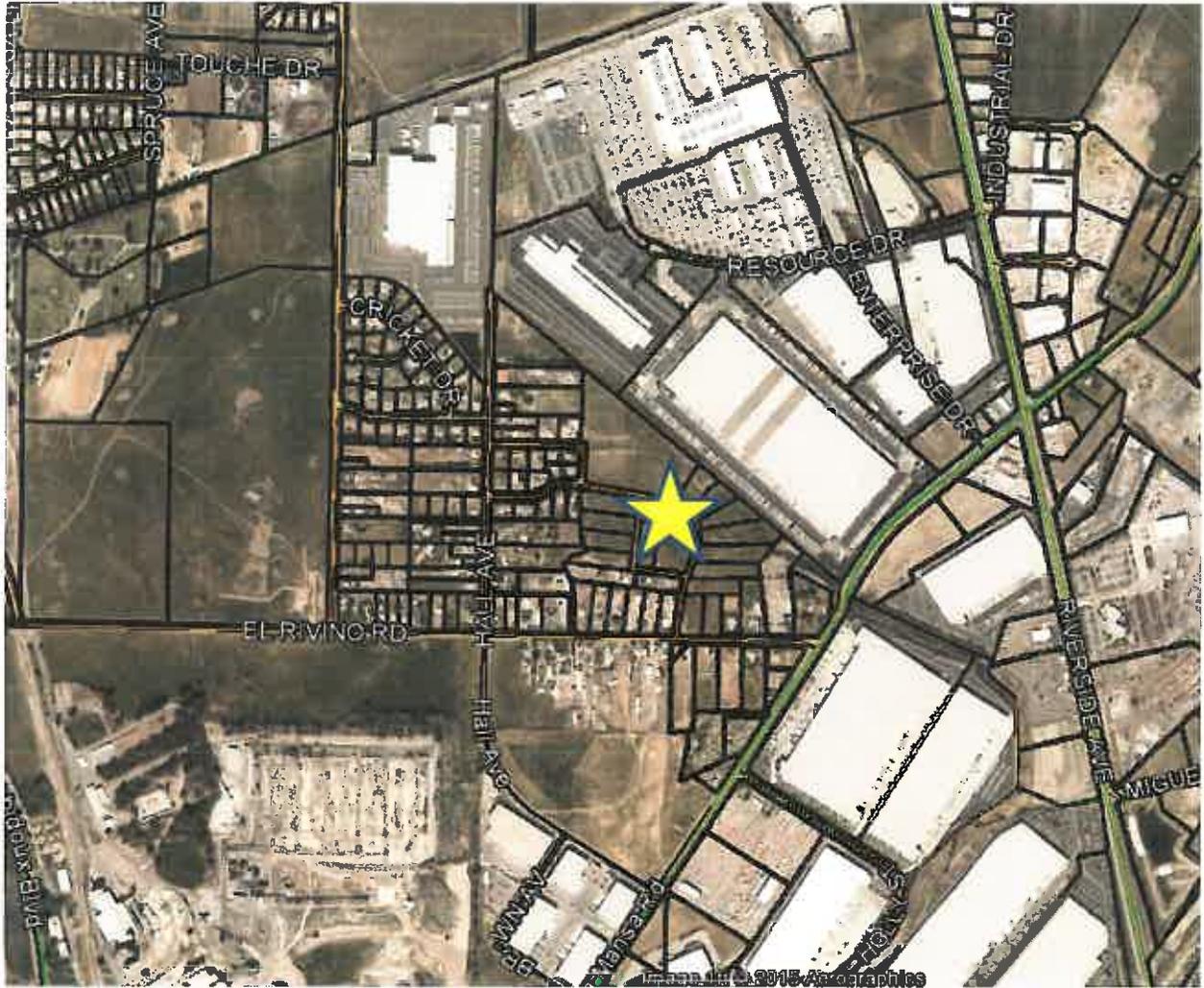
OWNER:
 RED DISPOSITION, LLC
 12671 HIGH BLUFF DRIVE, SUITE 100
 SAN DIEGO, CA 92130
 (619) 523-8719

APPLICANT:
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Exhibit 1: Vicinity Map



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

DETERMINATION: (To be completed by the Lead Agency)

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

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

Signature (prepared by Kevin White, Planner)

Date 2/29/14

Signature: (David Prusch, Supervising Planner)
 Land Use Services Department/Planning Division

Date 2/29/16

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
I. AESTHETICS - Will the project				
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 checked="" type="checkbox"/>	<input 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):

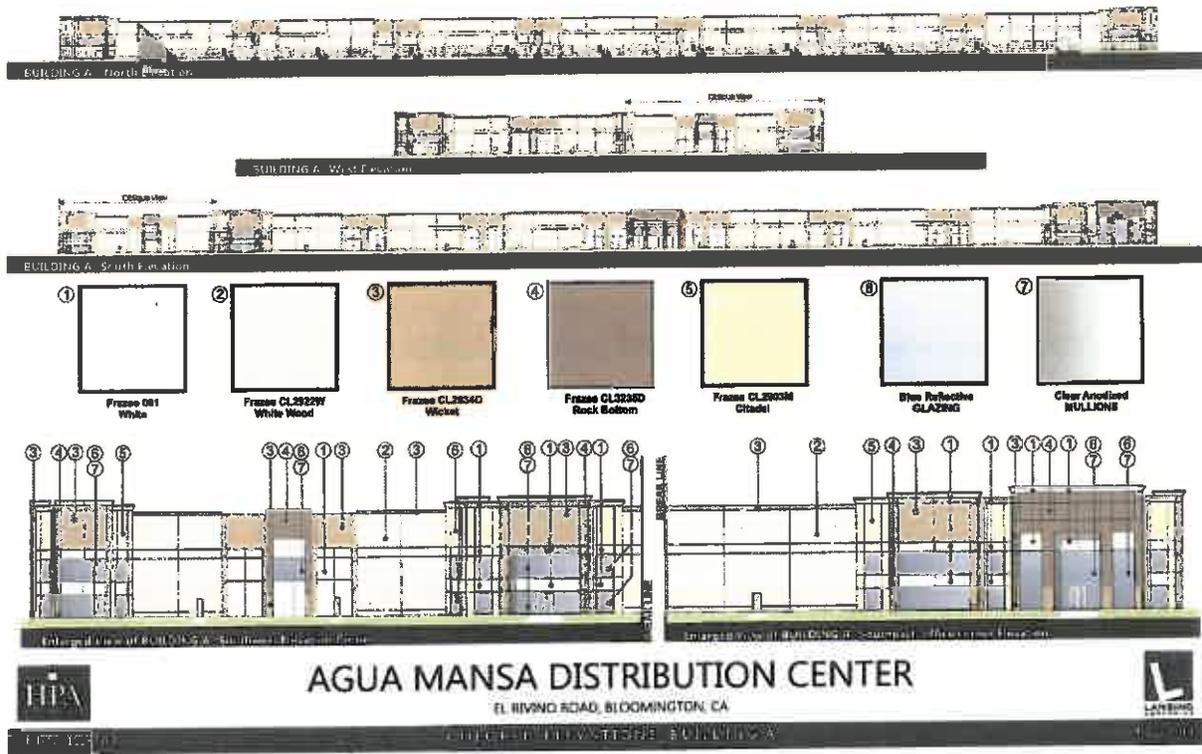
- a) **No Impact.** The proposed project is located within an area where surrounding lands are already substantially developed with industrial and residential uses. The proposed project is not located within a Scenic Corridor. The site is also not located in the proximity of a scenic vista. Therefore the project will not have an impact on a scenic vista.
- b) **No Impact.** The site is not adjacent to a state scenic highway. There are no protected trees, rock outcroppings, or historic buildings on the project site; therefore, the proposed project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings.
- c) **Less than Significant Impact with mitigation.** The proposed project would not substantially degrade the existing visual character of the site and its surroundings. The site is within an urbanized area with improved roadways, electrical poles and lines, and ornamental landscaping (e.g., groundcover, shrubs and trees). The proposed project would allow the development of the site with a warehouse use which would be at a similar scale and character as the existing industrial uses north of the site (See Exhibit 2 below). The site is also adjacent to residential uses to the South and West. To ensure that the proposed development is an aesthetic enhancement to the area, a mitigation measure will be needed to ensure adequate landscape setback exists to help buffer the project from the residential uses. In addition, the conditions of approval will include the requirement to submit exterior architectural elevations of the proposed development for review and approval by the Planning Division prior to issuance of building permits. Landscaping in compliance with the State Water Model Ordinance and the County Development Code is also a requirement in the conditions of approval. The project would have a less than significant impact on the existing visual character and quality of the site and its surroundings.

d) **Less than Significant Impact.** The proposed project will create a new source of light in the area. Any proposed on site lighting must comply with the Glare and Outdoor Lighting requirements in the Valley Region, which includes shielding. Therefore, the project would result in less than substantial impacts relative to light and glare.

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.

I-1 Landscape setback. A minimum 15 foot landscape setback is required along every property line shared with a residential use. Where a wall is required, the landscape setback shall be located between the existing property line and the proposed decorative wall.

Exhibit 2



Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. 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 California Department of Conservation, Farmland Mapping and Monitoring Program, is responsible with mapping Prime Farmland, Unique Farmland, Farmland of Statewide Importance, and Farmland of Local Importance (Farmland) across the state. This site is designated as "Other" land (VACANT AND NONAGRICULTURAL LAND SURROUNDED ON ALLSIDES BY URBAN DEVELOPMENT ACRES IS MAPPED AS OTHER LAND). The project would not convert Farmland to non-agricultural use, since the project site is not designated as such.
- b) **No Impact.** The proposed project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. The proposed project area is not under a Williamson Act contract. There is no impact and no further analysis is warranted.
- c) **No Impact.** The proposed project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. The proposed project area has never been designated as forest land or timberland because the site is within the valley region which does not contain forested lands.
- d) **No Impact.** The proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. The proposed project site is within the valley region of the county and does not contain forested lands. There is no impact and no further analysis is warranted.
- e) **No Impact.** The proposed project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use. The proposed project site is within the valley region of the county, an urbanized area, and does not contain forested lands. There is no impact and no further analysis is warranted.

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
iii. AIR QUALITY - 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 checked="" type="checkbox"/>	<input 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):

The information contained in this section is based in part on an Air Quality Analysis that was prepared RK Engineering.

- a) **Less Than Significant Impact.** A project is consistent with the regional Air Quality Management Plan (AQMP) if it does not exceed the SCAQMD daily threshold or cause a significant impact on air quality, or if the project is already included in the AQMP projection. The conclusion of the air quality analysis was that the project does not exceed the thresholds of concern.(See section B below).
- b) **Less than Significant Impact with Mitigations Incorporated.** The proposed project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation as the proposed project will be required to mitigate the emission to a level that is less than significant. Air quality impacts include construction exhaust emissions generated from diesel- and gasoline-powered construction equipment, vegetation clearing, grading, fugitive dust, construction worker commuting, construction material deliveries, and operational activities upon project completion.

Construction Phase

Constructions emissions were estimated utilizing CalEEMod to evaluate the construction of the industrial buildings parking lots, grading and vehicles. Construction is anticipated to last 2 years. Fugitive dust is a concern during construction. Fugitive dust emissions include particulate matter and are a potential concern because the project is in a non-attainment area for PM-10 and PM-2.5, as well as ozone. A mitigation measure is required to limit tractors, grader, dozers, or any other land disturbance equipment to impact a maximum of 5 acres per hour per day. With this mitigation, peak daily construction activity emissions are estimated to be below SCAQMD CEQA with the incorporation of mitigation measures.

**Construction Activity Emissions
 Maximum Daily Emissions (pounds/day)**

Maximal Construction Emissions	VOC	NOx	CO	SO₂	PM-10	PM-2.5
Peak Daily	38.69	79.6	593.44	0.1	103.76	6.81
SCAQMD Thresholds	75	100	550	150	150	55

Operational Impacts

Project uses would generate 1009 daily trips according to trip generation estimates provided in the project traffic impact analysis. The project would not cause any operational emissions to exceed their respective SCAQMD CEQA significance thresholds. Based on the modeling analysis the Regional and Local operational emission impacts are less than significant.

Project operations would neither violate any air quality standard nor contribute substantially to an existing or projected air quality violation. Impacts are less than significant and no mitigation measures are required.

Table 4: Daily Operational Impacts

	Operational Emissions (lbs/day)					
Source	VOC	NOx	CO	SO₂	PM-10	PM-2.5
Total	25.73	26.85	77.98	.016	9.03	2.7
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

c) **Less than Significant Impact with Mitigations Incorporated.** As discussed in Response III.b, the project would not exceed SCAQMD criteria pollutant emission thresholds. Cumulative emissions are part of the emission inventory included in the AQMP for the project area. Therefore, there would be no cumulatively considerable net increase of the criteria pollutants that are in nonattainment status in the South Coast Air Basin. Mitigation measure will require the developer to provide documentation prior to beginning construction demonstrating that the project will comply with all SCAQMD regulations including 402, 403, 431.1, 431.2, 1113 and 1403.

d) **Less than Significant Impact.** The proposed project would not expose sensitive receptors to substantial pollutant concentrations (see Items III.a through III.c regarding criteria pollutants). The project's construction and operations would not result in any significant air pollutant emissions, and nearby sensitive receptors (consisting of residences) would not be significantly impacted by such emissions.

A Diesel Emissions Health Risk Assessment was prepared as part of the Air Quality Analysis to assess the health effects from air toxics. The health risk assessment measured the increase in Potential Cancer Risk and Non-Cancer Risk. According to the SCAQMD CEQA Handbook, any project that has the potential to expose the public to toxic air containments in excess of the following thresholds would be considered to have a significant impact:

- If the Maximum Incremental Cancer Risk is 10 in one million or greater; or
- Toxic air containments from the proposed project would result in a Hazard Index Increase of 1 or greater.

The project diesel emissions would result in a cancer risk increase of .08 per million people. The Hazard Index (HIDPM) increase is .009. Therefore the project will result in a less than significant impact.

e) **Less than Significant Impact.** The project does not contain land uses typically associated with emitting objectionable odors. 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 typical solid waste (refuse) associated with the project's (long-term operational) uses. Standard AQMD construction requirements would minimize odor impacts resulting from construction activity. Any construction odor emissions generated would be temporary, short-term, and intermittent in nature and would cease upon completion of construction activity and is thus considered less than significant. Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the County's solid waste regulations. The proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed Project construction and operations would be less than significant and no mitigation is required.

SIGNIFICANCE: Possible significant adverse impacts have been identified or are anticipated and the following mitigation measures are required as conditions of project approval to reduce these impacts to a level considered less than significant:

AIR QUALITY MITIGATION MEASURES:

AQ-1 Land Disturbance. The developer shall ensure that site preparation and grading contractors limit the daily disturbed area to 5 acres or less.

Mitigation Measure III-1] Grading Permits/Planning

AQ-2 Construction Mitigation. The "developer" shall submit for review and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce vehicle and equipment emissions and other impacts to air quality by implementing the following measures and submitting documentation of compliance: The developer/construction contractors shall do the following:

- a) Provide documentation prior to beginning construction demonstrating that the project will comply with all SCAQMD regulations including 402, 403, 431.1, 431.2, 1113 and 1403.
- b) Each contractor shall certify to the developer prior to construction-use that all equipment engines are properly maintained and have been tuned-up within last 6 months.
- c) Each contractor shall minimize the use of diesel-powered vehicles and equipment through the use of electric, gasoline or CNG-powered equipment. All diesel engines shall have aqueous diesel filters and diesel particulate filters.
- d) All gasoline-powered equipment shall have catalytic converters.
- e) Provide onsite electrical power to encourage use of electric tools.
- f) Minimize concurrent use of equipment through equipment phasing.
- g) Provide traffic control during construction to reduce wait times.
- h) Provide on-site food service for construction workers to reduce offsite trips.
- i) Implement the County approved Dust Control Plan (DCP)
- j) Suspend use of all construction equipment operations during second stage smog alerts.

NOTE: For daily forecast, call (800) 367-4710 (San Bernardino and Riverside counties).

[Mitigation Measure III-2] Grading Permits/Planning

AQ-3 Operational Mitigation. The "developer" shall implement the following air quality mitigation measures, during operation of the approved land use: All on-site equipment and vehicles (off-road/ on-road), shall comply with the following:

- a) County Diesel Exhaust Control Measures [SBCC §83.01.040 (c)]
- b) Signs shall be posted requiring all vehicle drivers and equipment operators to turn off engines when not in use.
- c) All engines shall not idle more than five minutes in any one-hour period on the project site. This includes all equipment and vehicles.
- d) Engines shall be maintained in good working order to reduce emissions.
- e) Ultra low-sulfur diesel fuel shall be utilized.
- f) Electric, CNG and gasoline-powered equipment shall be substituted for diesel-powered equipment, where feasible.
- g) On-site electrical power connections shall be made available, where feasible.

- h) All transportation refrigeration units (TRU's) shall be provided electric connections, when parked on-site.

[Mitigation Measure III-3] General Requirements/Planning

AQ-4 Dust Control Plan. The "developer" shall prepare, submit for review and obtain approval from County Planning of both a Dust Control Plan (DCP) consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/ subcontracts a requirement that project contractors adhere to the requirements of the DCP. The DCP shall include the following requirements:

- a) Exposed soil shall be kept continually moist to reduce fugitive dust during all grading and construction activities, through application of water sprayed a minimum of two times each day.
- b) During high wind conditions (i.e., wind speeds exceeding 25 mph), areas with disturbed soil shall be watered hourly and activities on unpaved surfaces shall cease until wind speeds no longer exceed 25 mph.
- c) Storage piles that are to be left in place for more than three working days shall be sprayed with a non-toxic soil binder, covered with plastic or revegetated.
- d) Storm water control systems shall be installed to prevent off-site mud deposition.
- e) All trucks hauling dirt away from the site shall be covered.
- f) Construction vehicle tires shall be washed, prior to leaving the project site.
- g) Rumble plates shall be installed at construction exits from dirt driveways.
- h) Paved access driveways and streets shall be washed and swept daily when there are visible signs of dirt track-out.
- i) Street sweeping shall be conducted daily when visible soil accumulations occur along site access roadways to remove dirt dropped or tracked-out by construction vehicles. Site access driveways and adjacent streets shall be washed daily, if there are visible signs of any dirt track-out at the conclusion of any workday and after street sweeping.

[Mitigation Measure III-4] Grading Permits/Planning

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
IV. BIOLOGICAL RESOURCES - Will the project:				
a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

Figure 1

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 Impact.** A Habitat Assessment was prepared, with field work occurring on May 21, 2015. The project site was described as relatively flat and is undeveloped vacant land that has been heavily disturbed from previous maintenance activities, illegal dumping and equestrian use. No undisturbed, natural plant communities were observed within the boundaries of the project site during the habitat assessment. One (1) plant community was observed on-site: non-native grassland. The assessment found that the site no longer supports suitable habitat for any of the identified sensitive plant species or wildlife.

No sensitive plant species were observed on-site during the habitat assessment, as the project site no longer supports native plant communities, and primarily supports a non-native grassland. The biologist determined that the project site does not provide suitable habitat that would support any of the sensitive plant species known to occur in the general vicinity of the project site.

Special attention was given to the suitability of the on-site habitat to support burrowing owl (*Athene cunicularia*) and Delhi Sands flower-loving fly (*Rhaphiomidas terminates abdominalis*) (DSF), as well as several other sensitive species identified by the California Natural Diversity Database (CNDDDB) and other electronic databases as potentially occurring on or within the general vicinity of the project site. The Burrowing Owl was not observed in the course of the survey. In addition, no sign of the species, including pellets, plumage, insect parts, or tracks were observed. A Delhi Sands Flower Loving Fly survey concluded the site consists of moderately clean, regularly disturbed Delhi sand layer. The site was rated as unsuitable/very low quality. No areas on the site provide restorable Delhi Sands soils, or soils that are considered suitable.

Based on habitat requirements for specific species along with the availability and quality of habitats needed by each sensitive wildlife species, it was determined that the project site has a moderate potential to support suitable foraging habitat for Cooper's Hawk (*Accipiter cooperii*), and a low potential to support burrowing owl, coastal whiptail (*Aspidoscelis tigris stejnegeri*), San Diego black-tailed jackrabbit (*Lepus californicus bennettii*), lark sparrow (*Chondestes grammacus*), and coast horned lizard (*Phrynosoma blainvillii*). All other special-status plant and wildlife species are presumed absent.

- b) **Less than Significant Impact with Mitigations Incorporated.** A single unnamed, ephemeral drainage feature (Drainage A) was observed on the northern portion of the project site. Generally, Drainage A runs east to southeast from the Del Mesa Drive and Halbrook Lane intersection to an existing detention basin located on the central portion of the project site. No undisturbed, natural plant communities were observed within the boundaries of the project site during the habitat assessment. The project site consists of heavily disturbed non-native grassland plant community that is sparsely vegetated with a variety of non-native and early successional weedy plant species.
- c) **Less than Significant Impact with Mitigations Incorporated.** A jurisdictional delineation was prepared for the proposed project. A single unnamed, ephemeral drainage feature (Drainage A) was observed on the northern portion of the project site. Generally, Drainage A runs east to southeast from the Del Mesa Drive and Halbrook Lane intersection to an existing detention basin located on the central portion of the project site. Based on the results of the Delineation of State and Federal Jurisdictional Waters Report (RBF 2015), prepared under separate cover, Drainage A was determined to exhibit a surface hydrologic connection to the Santa Ana River (Relatively Permanent Water) and ultimately the Pacific Ocean (Traditional Navigable Water). Therefore, Drainage A qualifies as waters of the United States and falls

under the jurisdiction of the U.S. Army Corps of Engineers (Corps), Regional Water Quality Control Board (Regional Board), and California Department of Fish and Wildlife (CDFW). Based on a review of conceptual grading plans, the project applicant must obtain the following regulatory approvals prior to development of the project site: Corps Clean Water Act (CWA) Section 404 Nationwide Permit No. 39: Commercial and Institutional Developments, Regional Board CWA Section 401 Water Quality Certification, and CDFW Section 1602 Streambed Alteration Agreement. There is no impact to federally protected wetlands.

- d) **Less than Significant Impact with Mitigations Incorporated.** The site does not have native wildlife species and the likelihood for such species to breed on the site is low because the site surrounded by residential and industrial uses. Pursuant to the Migratory Bird Treaty Act and California Fish and Game Code, construction activities and/or the removal of any trees, shrubs, or any other potential nesting habitat should be conducted outside the avian nesting season. The nesting season generally extends from February 1 through August 31, but can vary slightly from year to year based upon seasonal weather conditions. If construction or vegetation clearing activities occur during the avian nesting season a pre-construction nesting bird clearance survey will be required and should specifically focus on the presence/absence of burrowing owl.
- e) **No Impact.** The project does not conflict with local policies or ordinances protecting biological resources that are applicable to the proposed project site.
- f) **No Impact.** The project site is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. The project would have no significant impact relating to Habitat Conservation Plans, Natural Community Conservation Plans, and Recovery Plans. There would be no take of critical habitat and, therefore, no land use conflict with existing management plans would occur.

SIGNIFICANCE: Possible significant adverse impacts have been identified or are anticipated and the following mitigation measures are required as conditions of project approval to reduce these impacts to a level considered less than significant:

- IV-1 Regulatory Permits. The project applicant must obtain the following regulatory approvals prior to development of the project site: Corps Clean Water Act (CWA) Section 404 Nationwide Permit No. 39: Commercial and Institutional Developments, Regional Board CWA Section 401 Water Quality Certification, and CDFW Section 1602 Streambed Alteration Agreement.
- IV-2 Avian Nesting Season. If construction or vegetation clearing activities occur during the avian nesting season a pre-construction nesting bird clearance survey will be required and should specifically focus on the presence/absence of burrowing owl.

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
V. CULTURAL RESOURCES - Will the project				
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Cause a substantial adverse change in the significance of a tribal cultural resource pursuant to PRC 21073 et seq?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

- a) **Less than Significant Impact.** A cultural resources study was performed by CRM Tech for the subject property. CRM TECH conducted a historical/archaeological resources records search, pursued historical background research, contacted Native American representatives, and carried out a systematic field survey. The results of these research procedures indicate that no "historical resources" are present within or adjacent to the project area. The field survey produced negative results for potential cultural resources, and no buildings, structures, objects, site, features, or artifact deposits of prehistoric or historical origin were encountered on the property.

An apparent ranch complex occupied a portion of the project area during the late historic period, none of the buildings, structures, or other associated cultural features survives today. The only items noted during the survey that may represent remnants of the ranch complex are scattered fragments of building materials that evidently date to the modern era. These items, mixed with refuse from elsewhere, retain no integrity to relate to the history of the ranch complex even if they are indeed part of its remains, nor do they demonstrate any archaeological data potential. As such, they are not considered potential "historical resources," and require no further study. Based on these findings, the present study concludes that no "historical resources" are present within or adjacent to the project area.

- b) **Less than Significant Impact.** A cultural resources study was performed by CRM Tech for the subject property. The field survey produced negative results for potential cultural resources, and no buildings, structures, objects, site, features, or artifact deposits of prehistoric or historical origin were encountered on the property. Therefore the project will not cause a substantial adverse change in the significance of an archeological resource, because no resources have been identified on the site.
- c) **Less than Significant Impact.** This project will not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, because no resources have been identified on the site. To further reduce the potential for impacts, a condition shall be added to the project which requires the developer to contact the County Museum for determination of appropriate mitigation measures, if any finds are made during project construction.
- d) **Less than Significant Impact.** This project will not disturb any human remains, including those interred outside of formal cemeteries, because no such burials grounds are identified on this project site. If any human remains are discovered, during construction of this project, the developer is required to contact the County Coroner, the South Central Coastal Information Center at Cal State University – Fullerton for determination of appropriate mitigation measures and a Native American representative, if the remains are determined to be of Native American origin.
- e) **Less than significant Impact.** A Cultural Resources Assessment was prepared by CRM TECH. On August 17, 2015, CRM TECH submitted a written request to the State of California's Native American Heritage Commission for a records search in the commission's sacred lands file. CRM TECH also contacted a total of 11 local Native American representatives in the region in writing on August 24, 2015, to solicit additional information and inquire about potential cultural resources concerns over the proposed project. Tasks completed for the scope of work include a cultural resources records search, a reconnaissance-level pedestrian cultural resources survey, technical report, and Native American Heritage Commission Sacred Lands File Search (Appendix A). In compliance with AB 52, notification was sent to the Native American Tribes who requested notices. Two Tribes (San Manuel and Soboba) responded to the notifications requesting consultation. Consultations were completed with both tribes and no concerns were raised by either Tribe.

No historical resources were identified on the project site, thus the impact is less than significant. A standard condition of approval will be applied to the project to require the developer to contact the County Museum in the event of discovery of any artifact during construction, for instructions regarding evaluation for significance as a cultural or paleontological resource. No significant adverse impacts are identified or anticipated and therefore no mitigation measures are required.

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. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ii. Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iii. Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iv. Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Be located on expansive soil, as defined in Table 181-B of the California Building Code (2001) creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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

- a) i) **Less than Significant Impact.** The proposed project site is not located within an Alquist-Priolo Earthquake Fault Zone. While the potential for onsite ground rupture cannot be totally discounted (e.g., unmapped faults could conceivably underlie the project site), the likelihood of such an occurrence is considered low due to the absence of known faults within the site. There is no impact related to the exposure of persons or structures to rupture of a known earthquake fault.

ii) **Less than Significant Impact.** The project site is within a seismically active region and is potentially subject to strong ground acceleration from earthquake events along major regional faults in southern California. The known regional active and potentially active faults that could produce the most significant ground shaking at the site include the Cucamonga, Sierra Madre, Puente Hills, San Jacinto, and San Andreas faults.

The design of any structures on-site would incorporate measures to accommodate projected seismic loading, pursuant to existing California Building Code (CBC) and local building regulations. Specific measures that may be used for the proposed project include proper fill composition and compaction; anchoring (or other means of for securing applicable structures); and the use of appropriate materials, dimensions, and flexible joints. Based on the incorporation of applicable measures into project design and construction to comply with CBC, potential project impacts associated with strong seismic ground shaking would be less than significant.

iii) **Less than Significant Impact.** Liquefaction is the phenomenon whereby soils lose shear strength and exhibit fluid-like flow behavior. The project site is not located in a Geologic Hazard Overlay, nor is it located on soils known to expose people or structures to liquefaction.

iv) **No Impact.** The proposed project would not have any risks associated with landslides. Landslides are the downslope movement of geologic materials. The stability of slopes is related to a variety of factors, including the slope's steepness, the strength of geologic materials, and the characteristics of bedding planes, joints, faults, vegetation, surface water, and groundwater conditions. The project area is relatively flat terrain where landslides have not historically been an issue; therefore, no significant impacts are anticipated with respect to seismic-related (or other) landslide hazards, and no further analysis is warranted.

b) **Less than Significant Impact.** Construction activities could result in substantial soil erosion if the sites are not properly designed. The potential impacts of soil erosion would be minimized through implementation of Development Code requirements. Specifically, the applicant would prepare a Stormwater Pollution Prevention Plan (SWPPP) in compliance with the requirements of the National Pollutant Discharge Elimination System (NPDES) General Construction Permit. The SWPPP would prescribe temporary Best Management Practices (BMPs) to control wind and water erosion during and shortly after construction of the project. A preliminary Water Quality Management Plan has been prepared, which specifies permanent BMPs to control erosion and sedimentation once construction is complete. A final WQMP is required prior to building permits, which will affirm the proposed BMPs on the construction plans. The impact on soil erosion is less than significant and no further analysis is warranted.

- c) **Less than Significant Impact with Mitigation Incorporated.** The site is not expected to be prone to adverse effects of: slope instability or adverse differential settlement from cut/fill transition).

During construction, the geotechnical engineer would provide on-site observation of site preparation and grading, fill placement and foundation installation, thus ensuring that geotechnical conditions are as anticipated and that the contractor's work meets with the criteria in the approved plans and specifications. Any underground obstructions should be removed, as should large trees and their root systems. Resulting cavities should be properly backfilled and compacted. Efforts should be made to locate existing utility lines. Those lines should be removed or rerouted if they interfere with the proposed construction, and the resulting cavities should be properly backfilled and compacted.

- d) **Less than Significant.** Expansive (or shrink-swell) behavior is attributable to the water-holding capacity of clay minerals and can adversely affect the structural integrity of facilities. In general, compliance with Building Code requirements would minimize potential impacts to project facilities. Site soils are determined by the Geotechnical Investigation to be typically stiff or medium dense, are deemed to be low expansive potential. Prior to placing any fills or constructing any overlying improvements, loose surface soils would be scarified and compacted according to Geotechnical Investigation specifications. Impacts would be less than significant and no further analysis is warranted.
- e) **No Impact.** The project will be served by the City of Rialto sewer system. No septic system or alternative wastewater treatment system will be located on site, and therefore no impacts would occur.

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
VII GREENHOUSE GAS EMISSIONS - Will the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with 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 Impact.** The County's Greenhouse Gas Emissions Reduction Plan (GHG Plan) was adopted on December 6, 2011 and became effective on January 6, 2012. The GHG Plan establishes a GHG emissions reduction target for the year 2020 that is 15 percent below 2007 emissions. The plan is consistent with AB 32 and sets the County on a path to achieve more substantial long-term reductions in the post-2020 period. Achieving this level of emissions will ensure that the contribution to greenhouse gas emissions from activities covered by the GHG Plan will not be cumulatively considerable.

In 2007, the California State Legislature adopted Senate Bill 97 (SB97) requiring that the CEQA Guidelines be amended to include provisions addressing the effects and mitigation of GHG emissions. New CEQA Guidelines have been adopted that require: inclusion of a GHG analyses in CEQA documents; quantification of GHG emissions; a determination of significance for GHG emissions; and, adoption of feasible mitigation to address significant impacts. The CEQA Guidelines [Cal. Code of Regulations Section 15083.5 (b)] also provide that the environmental analysis of specific projects may be tiered from a programmatic GHG plan that substantially lessens the cumulative effect of GHG emissions. If a public agency adopts such a programmatic GHG Plan, the environmental review of subsequent projects may be streamlined. A project's incremental contribution of GHG emissions will not be considered cumulatively significant if the project is consistent with the adopted GHG plan.

Implementation of the County's GHG Plan is achieved through the Development Review Process by applying appropriate reduction requirements to projects, which reduce GHG emissions. All new development is required to quantify the project's GHG emissions and adopt feasible mitigation to reduce project emissions below a level of significance. A review standard of 3,000 metric tons of carbon dioxide equivalent (MTCO_{2e}) per year is used to identify and mitigate project emissions. Based on a CalEEMod statistical analysis, warehouse projects that exceed 53,000 square feet typically generate more than 3,000 MTCO_{2e}. For projects exceeding 3,000 MTCO_{2e} per year of GHG emissions, the developer may use the GHG Plan Screening Tables as a tool to assist with calculating GHG reduction measures and the determination of a significance finding. Projects that garner 100 or more

points in the Screening Tables do not require quantification of project-specific GHG emissions. The point system was devised to ensure project compliance with the reduction measures in the GHG Plan such that the GHG emissions from new development, when considered together with those from existing development, will allow the County to meet its 2020 target and support longer-term reductions in GHG emissions beyond 2020. Consistent with the CEQA Guidelines, such projects are consistent with the Plan and therefore will be determined to have a less than significant individual and cumulative impact for GHG emissions.

The proposed project garnered 111 points on the Screening Tables and as a result, the project is considered to be consistent with the GHG Plan. The GHG reduction measures proposed by the developer through the Screening Tables Review Process have been included in the project design or will be included as Conditions of Approval for the project. Therefore, no significant adverse impacts related to individual and cumulative impact for GHG emissions are anticipated and no mitigation measures are required.

- b) **Less than Significant Impact.** The proposed project is not anticipated to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. In January of 2012, the County of San Bernardino adopted a Greenhouse Gas Emissions Reduction Plan (GHG Plan). The proposed project is consistent with the GHG Plan because more than 111 points were garnered through the Screening Table Analysis as described in Section a) above. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.

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
VIII HAZARDS AND HAZARDOUS MATERIALS - Will the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION:

- a) **Less than Significant Impact.** The proposed project is not expected to result in impacts from hazards and hazardous materials with respect to creating a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. This is because the proposed project would not involve the routine transport, use, or disposal of significant amounts of hazardous materials as defined by the Hazardous Materials

Transportation Uniform Safety Act. During construction, the proposed project would involve the transport of general construction materials (i.e., concrete, wood, metal, fuel, etc.) as well as the materials necessary to construct the proposed project.

Construction activities would involve the use of hazardous materials such as fuels and greases for the fueling and servicing of construction equipment. Such substances may be stored in temporary storage tanks/sheds that would be located on the project site. Although these types of materials are not acutely hazardous, they are classified as hazardous materials and create the potential for accidental spillage, which could expose workers. The use, storage, transport, and disposal of hazardous materials used in construction of the facility would be carried out accordance with federal, state, and County regulations. No extremely hazardous substances (i.e., governed under Title 40, Part 335 of the Code of Federal Regulations) are anticipated to be produced, used, stored, transported, or disposed of as a result of project construction.

The project would be required to comply with federal, state, and county laws, ordinances, and regulations; therefore, the project would result in less-than-significant impacts related to the creation of significant hazards through the routine transport, use, or disposal of hazardous materials.

- b) **Less than Significant Impact.** The proposed project would not 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. With the exception of construction-related materials such as fuels, lubricants, adhesives, and solvents, the proposed project would not generate or require the use or storage of significant quantities of hazardous substances. Additionally, any proposed use or construction activity that might use hazardous materials is subject to permit and inspection by the Hazardous Materials Division of the County Fire Department. Compliance with regulations and standard protocols during the storage, transportation, and usage of any hazardous materials would ensure no substantial impacts would occur. As such, there is a less-than significant impact associated with creating a significant hazard to the public or the environment.
- c) **No Impact.** The future occupants of the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing school because the project does not propose the use of hazardous materials.
- d) **No Impact.** The project site is not located on a known site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The proposed project would not create a significant hazard to the public or the environment. Therefore, the project would result in no significant impact associated with hazardous materials sites.

- e) **No Impact.** The proposed project area is not located in the vicinity of an Airport. The site is not within the boundaries of the airport land use plan and would not impose safety hazards for people residing or working in the project area as a result of proximity to an airport.
- f) **No Impact.** The proposed project area is not located within the vicinity of a private airstrip; therefore, it would not result in a safety hazard for people residing or working in the project area.
- g) **No Impact.** Activities associated with the proposed project would not impede existing emergency response plans for the project site and/or other land uses in the project vicinity. The project would not result in any significant closures of existing roadways that might have an effect on emergency response or evacuation plans in the vicinity of the project site. In addition, all vehicles and stationary equipment would be staged off public roads and would not block emergency access routes. Accordingly, implementation of the proposed project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. There is no impact and no further analysis is warranted.
- h) **No Impact.** The project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, because there are no wildlands adjacent to this site. The project site is in an urban area and is not located in a fire safety overlay district. Therefore, it is not adjacent to wildlands or near the wildlands/urban interface, and would not expose people, structures or infrastructure to risks of wildland fires. There would be no impact and no further analysis is warranted.

No significant adverse 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>
IX	HYDROLOGY AND WATER QUALITY - Will the project:				
	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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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"/>

SUBSTANTIATION:

- a) **Less than Significant Impact.** The project would not violate any water quality standards or waste discharge requirements, because a final WQMP would be required to be prepared and approved by the Land Development Division as part of the building permit(s) process. As detailed in the Preliminary WQMP, an infiltration basin is proposed to be installed on both the southwest and northwest portions of the project site to reduce flows to pre-development levels and to treat the storm water.

The project will not violate any water quality standards or waste discharge requirements, because the project will be served by the West Valley Water District, an established water purveyor that is subject to independent regulation by local and state agencies that ensure compliance with water quality requirements. The project will be served by sewer from the City of Rialto.

- b) **Less than Significant Impact.** The project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Groundwater infiltration will still occur as discussed in section IX. a) above. Potable water would be provided by the West Valley Water District, not directly from groundwater.
- c) **Less than Significant Impact.** The project would not substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site. The project does not propose any substantial alteration to a drainage pattern. Onsite the water runoff flows in a Northeast direction to a drainage inlet located within the proposed development. The inlet connects into an existing masterplan storm drain adjacent to the Federal Express Building north of the project site. The project is required to submit and implement an erosion control plan, and construction would be subject to a Storm Water Pollution Protection Plan (SWPPP) to prevent erosion or sedimentation during project construction.
- d) **Less than Significant Impact.** As described in c.), above, the project would not impact any drainages, and the project would not otherwise result in any noteworthy change in the drainage pattern of the site or area. The proposed development will decrease all flow events from their pre-development conditions for flow and volume. This decrease in flow will be accomplished by the construction of two detention basins. In addition, a catch basin is proposed to capture offsite water. In total the onsite predeveloped conditions produces 44.8 CFS, and the proposed developed site produces 32.6 CFS during the 100 year storm event.
- e) **Less than Significant Impact.** The project would not 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, because County has reviewed the proposed project Post-Developed Hydrology Map and has determined that the proposed on-site storm water retention systems are adequate to handle the anticipated flows. All necessary drainage improvements both on and off site would be required as conditions of the construction of the project, and would be subject to the same dust control measures, Best Management Practices for water quality and other standards and requirements that apply to on-site construction. There

would be adequate capacity in the local and regional drainage systems so that downstream properties are not negatively impacted by any increases or changes in volume, velocity or direction of storm water flows originating from or altered by the project. Less than significant impacts would result and no further analysis is warranted.

- f) **Less than Significant Impact.** Refer responses to IX. a) – e). The proposed project would not otherwise substantially degrade water quality because appropriate measures relating to water quality protection, including erosion control measures have been required. No further analysis is warranted.
- g) **No Impact.** The project would not 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, because the subject property is not mapped as occurring within that flood hazard zone. No further analysis is warranted.
- h) **No Impact.** The project would not place structures within a 100-year flood hazard area which would impede or redirect flood flows, because the site is not located within a 100-year flood hazard area and any area identified as being potentially affected by a 100-year storm. The structures would be subject to a flood hazard review and would be required to be elevated a minimum of one foot above the base flood elevation.
- i) **No Impact.** The project would not 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, because the project site is not within any identified path of a potential inundation flow that might result in the event of a dam or levee failure or that might occur from a river, stream, lake or sheet flow situation. There is no impact and no further analysis is warranted.
- j) **No Impact.** The project site would not be subject to inundation by seiche, tsunami, or mudflow. A tsunami is a series of ocean waves generated in the ocean by an impulsive disturbance. Due to the inland location of the proposed project, tsunamis are not considered a threat. A seiche is an oscillating surface wave in a restricted or enclosed body of water generated by ground motion, usually during an earthquake. Inundation from a seiche can occur if the wave overflows a containment wall or the banks of a water body. No impacts are expected to occur because the project is not adjacent to any marine or inland water bodies. The soils in the project area are well-drained, the terrain is relatively flat, and mudflows have not historically been an issue in the proposed project area. No further analysis is warranted.

No significant adverse 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>

X. LAND USE AND PLANNING - Will the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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) **No Impact.** The proposed project would not physically divide an established community, because the proposed project is an extension of industrial land uses that occur north of the project site.
- b) **Less Than Significant Impact.** The project would not conflict with the County General Plan or the Specific Plan because the project includes a General Plan Amendment to change the zoning from Single Residential to Medium Industrial. The warehouse facility has been designed to minimize conflicts between this proposed industrial use, and surrounding non-industrial uses. The project will be screened from all residential land uses with a minimum 15 foot landscaping buffer.
- c) **No Impact.** The proposed project does not conflict with any applicable habitat conservation plans or natural community conservation plans. No such plan exists in the area.

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

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

- a) **No Impact.** The project would not 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, because there are no identified important mineral resources on the project site and the site is not within a Mineral Resource Zone Overlay. No further analysis is warranted.
- b) **No Impact.** The proposed project would not 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 (see discussion in Item XI.a). There is no impact and no further analysis is warranted.

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
XII. NOISE - Will the project result in:				
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 checked="" type="checkbox"/>	<input 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 Impact with mitigation.** The project vicinity is characterized by a mix of developed properties. The project site is adjacent to residential development which occurs primarily to the west and south, and industrial uses to the north. A noise study was prepared by RK Engineering Group to assess the projects impacts to noise levels. To determine the existing noise level, RK Engineering conducted four short-term noise measurements. In addition traffic and stationary noise was projected to estimate the future noise levels during typical conditions.

The study concluded noise from traffic would increase up to .05 dBA, which is below the 3dBA level that is perceptible to the human ear. Therefore traffic operations would not exceed the County's daytime or night time noise standards. Stationary Sources have the potential to exceed the County's noise levels due to truck loading and unloading activities, including low gear shifting from trucks, braking activities, dock doors, etc.

b) **Less than Significant Impact.** Groundborne vibration and groundborne noise could originate from earth movement during the construction phase of the proposed project. Construction activities may result in short term impacts to the noise environment including groundbourne vibration and noise. Potential impacts to noise would be short term during construction and would end once the project is operational. At buildout the project is not expected to generate groundbourne vibration or noise that is excessive. Short-term impacts associated with construction would be limited to the greatest extent practicable with the implementation of the mitigation measures outlined below.

c) **Less than Significant Impact.** As discussed in section A above, the project as designed would not cause off-site noise impacts to surrounding off-site noise-sensitive uses. The project would not create a substantial permanent increase in traffic-related noise levels or expose persons to noise levels in excess of the exterior noise level standards established by the County of San Bernardino. No further analysis is warranted.

d) **Less than Significant Impact with Mitigation Incorporated.** Construction of the proposed project would result in a temporary increase to the noise environment on site and immediately adjacent to the project. The San Bernardino County Development Code Section 83.01(g) allows construction related noise between 7:00 am and 6:00 pm Monday through Saturday excluding holidays. Short-term impacts associated with construction would be limited to the greatest extent practical with the implementation of Mitigation Measure N-1. The project would also be conditioned to comply with the noise performance standards of the County Development Code, which requires a maximum interior noise level of 45 dBA. Therefore, with implementation of Mitigation Measure N-2, temporary or periodic noise impacts would be less-than-significant.

e) **No Impact.** The proposed project area is not located within the boundaries of an airport land use plan or within 2 miles of an airport.

f) **No Impact.** The proposed project area is not located within the vicinity of a private airstrip.

SIGNIFICANCE: Possible significant adverse impacts have been identified or anticipated and the following mitigation measure is required as a condition of project approval to reduce these impacts to a level below significant:

NOISE MITIGATION MEASURE:

N-1 Decorative Wall. A minimum 8 foot high decorative concrete wall is required along the west, south, and southeastern property lines.

N-2 Noise Mitigation. *The developer will submit for review and obtain approval of an agreement letter that stipulates that all construction contracts/subcontracts contain as a requirement that the following noise attenuation measures be implemented:*

- a) Noise levels of any project use or activity will be maintained at or below adopted County noise standards (SBCC 83.01.080). The use of noise-producing signals, including horns, whistles, alarms, and bells, will be for safety warning purposes only.*
- b) Exterior construction activities will be limited between 7 a.m. and 7 p.m. There will be no exterior construction activities on Sundays or National Holidays.*
- c) Construction equipment will be muffled per manufacturer's specifications. Electrically powered equipment will be used instead of pneumatic or internal combustion powered equipment, where feasible.*
- d) All stationary construction equipment will be placed in a manner so that emitted noise is directed away from sensitive receptors nearest the project site.*

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

SUBSTANTIATION:

a) **Less than Significant Impact.** The project will not induce substantial population growth in an area either directly or indirectly. The project will generate several new jobs and employment opportunities. This may generate a need for housing for new employees. However, considering the unemployment rate for the area, the existing and currently developing housing stock should accommodate the housing needs for those employed by the type of jobs generated by the project.

The project proposes a new warehouse facility, however no tenant has been proposed so the number of employees cannot be determined. Typically, new uses such as the proposed use generate 75-150 jobs including warehouse employees and drivers that will be on site in shifts. Employees could be full-time or part-time depending on the ultimate tenant. The Inland Empire has been considered to be housing rich with employees having to travel out of the area to work.

b,c) **No Impact.** The proposed project would not displace substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere because the project site only contains one single family residence which will be purchased by the developer.

No significant adverse 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>
XIV. PUBLIC SERVICES				
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 checked="" type="checkbox"/>	<input type="checkbox"/>
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

a) **Less than Significant Impact.** The proposed project will not result 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, including fire and police protection, schools, parks or other public facilities. Construction of the project will increase property tax revenues to provide a source of funding that is sufficient to offset any increases in the anticipated demands for public services generated by this project. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.

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
XV. RECREATION				
a) Will the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

- a) **Less than Significant Impact.** This project will not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, because the project will not generate any new residential units and the impacts to parks generated by the employees of this project will be minimal. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.
- b) **Less than Significant Impact.** This project does not include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment, because the type of project proposed, will not result in an increased demand for recreational facilities. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.

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
XVI. TRANSPORTATION/TRAFFIC – Will the project:				
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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 Impact.** The project includes three new commercial driveways that are located on Agua Mansa Road, El Rivino Road via Kiningham Drive. The project also proposes an emergency access drive on Kiningham Drive. The roads do not meet current county standards and the project will be conditioned to improve all three streets to the satisfaction of the Land Development Division and Public Works. Given that the internal circulation and access have been designed to meet the County's standards (i.e., street ROW, curb-to-curb width, turn radii, etc.), no impacts to circulation or emergency vehicles is anticipated.

This project falls within the Regional Transportation Development Mitigation Fee Plan for the Rialto Subarea. The Plan fees shall be computed in accordance with the Plan fees in effect as of the date that the building plans are submitted and building permits are paid.

- b) **Less than Significant Impact with mitigation.** A traffic study was prepared by RK Engineering Group, dated May 15, 2015. A CMP (Congestion Management Program) traffic impact analysis is not required for this project based on the project's trip generation. The proposed development is projected to generate approximately 104 vehicles during the AM peak hour and 112 vehicles during the PM peak hour, which are less than the 250 trips per hour threshold necessary for requiring a CMP traffic impact analysis. It should be noted that the project trip generation has been converted to passenger car equivalents

(PCE). The traffic analysis examines the following scenarios:

- Existing Conditions
- Project Opening Year (2017) Without Related Projects Without Project Conditions
- Project Opening Year (2017) Without Related Projects With Project Conditions
- Project Opening Year (2017) With Related Projects Without Project Conditions
- Project Opening Year (2017) With Related Projects With Project Conditions
- Buildout Year (2035) Without Project Conditions
- Buildout Year (2035) With Project Conditions.

The project is projected to generate an adjusted total of 1,321 trip-ends per day, with 104 vehicles per hour during the AM peak hour and 112 vehicles per hour during the PM peak hour.

The following intersections are projected to continue to operate below the acceptable levels of service during Buildout Year (2035) with Project peak hour traffic conditions.

- Cedar Avenue (NS) at El Rivino Road (EW)
- Hall Avenue (NS) at El Rivino Road (EW)
- Agua Mansa Road (NS) at El Rivino Road (EW)
- Riverside Avenue (NS) at Agua Mansa Road (EW)

Recommended improvements have been made to the above listed intersections to mitigate project impacts and restore the level of delay established prior to project traffic being added for Buildout Year (2035) conditions. This impact is considered cumulative and the project would be responsible to contribute fair share towards the cost of improvements. The improvement costs and fair share contributions are shown in Table 1 fair share contribution for this project is required and will be based on the fair share percentages calculated in the traffic impact study (revised) from RK Engineering Group dated May 15, 2015. The study concluded that the additional traffic generated by this project will have a cumulative impact at the following intersections for the Opening Year (2017) and the Buildout Year (2035) traffic conditions:

Table 1 fair share contribution

INTERSECTION	ESTIMATED COST	FAIR SHARE PERCENTAGE	ESTIMATED CONTRIBUTION
Hall Avenue at El Rivino Road – (County –City of Jurupa) • Install one northbound left-turn lane.	• \$50,000	• 6.02 %	• \$3,012
Agua Mansa Road at El Rivino Road (County) • Install a traffic signal.	• \$598,400	• 3.07%	• \$18,381
Cedar Ave at El Rivino Road •(City of Jurupa Valley) Install one westbound left-turn lane.	• \$50,000	• 1.21%	• \$607
Riverside Avenue at Agua Mansa Road. (City of Rialto/City of Colton) • Install one northbound thru lane. • Reconfigure southbound right lane to be shared thru/right lane. • Install eastbound left-turn lane. • Install eastbound thru lane. • Install westbound thru lane.	• \$250,000 • \$227,273 • \$50,000 • \$227,273 • \$227,273	• 2.20% • 2.20% • 2.20% • 2.20% • 2.20%	• \$5,493 • \$4,994 • \$1,099 • \$4,994 • \$4,994

- c) **No Impact.** The proposed project would not affect air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks, because there is no anticipated notable impact on air traffic volumes by passengers or freight generated by the proposed uses and no new air traffic facilities are proposed.

- d) **Less than Significant Impact.** The project would not substantially increase hazards due to a design feature or incompatible uses because there are no incompatible uses proposed by the project that would impact surrounding land uses. Design of driveways will be based on County Code, which sets the standard for such design. It is not anticipated that traffic hazards will increase. Therefore, less than significant impacts related to roadway design features or incompatible uses would result from implementation of the project and no further analysis is warranted.
- e) **Less than Significant Impact.** The proposed project would not result in inadequate emergency access to the project area. During project construction, public roads would remain open and available for use by emergency vehicles and other traffic. The proposed project would not result in any roadway closures in the vicinity of the project site. The project site will have three access paths. Less than significant impacts would result from implementation of the project and no further analysis is warranted.
- f) **Less than Significant Impact.** The project would not conflict with adopted policies, plans, or programs regarding public transit and alternative or non-motorized transportation (e.g., transit amenities) because all alternative transportation improvements have been included in the project design or would be addressed through standard conditions of approval regarding pedestrian access improvements. Less than significant impacts would result from implementation of the project and no further analysis is warranted.

SIGNIFICANCE: Possible significant adverse impacts have been identified or anticipated and the following mitigation measure is required as a condition of project approval to reduce these impacts to a level below significant:

- T-1) Fair Share Contribution. A fair share contribution for this project is required and will be based on the fair share percentages calculated in the traffic impact study (revised) from RK Engineering Group dated May 15, 2015. The study concluded that the additional traffic generated by this project will have a cumulative impact at the following intersections for the Opening Year (2017) and the Buildout Year (2035) traffic conditions:

The total fair share contribution shall be paid to the Department of Public Works - Traffic Division. At the present time, the total estimated fair share contribution is \$43,574 for impacts as detailed in the table below. When an application for a building permit is filed, this amount will be adjusted to reflect actual construction costs incurred, if available, or will be adjusted to account for future construction costs using the Caltrans Construction Cost Index.

T-2) Regional Transportation Fee. This project falls within the Regional Transportation Development Mitigation Fee Plan Area for the Rialto Subarea. The Regional Transportation Development Mitigation Plan Fee (Plan Fee) shall be paid by a cashier's check to the Department of Public Works Business Office. The Plan Fee shall be computed in accordance with the Plan Fee Schedule in effect as of the date that the building plans are submitted and the building permit is applied for. Currently, the Plan Fee for High Cube use is \$1.82 per square foot and \$6.01 per square foot for Industrial use. There is one 475,847 sq. ft. high-cube warehouse building and one 30,059 sq. ft. industrial building per the revised traffic impact study dated May 15, 2015 prepared by RK Engineering Group, Inc. The Plan Fee for the high-cube warehouse building is \$866,041.54 (\$1.82 per sq. ft. x 475,847 sq. ft.). The Plan Fee for the industrial building is \$180,654.59 (\$6.01 per sq. ft. x \$30,059 sq. ft.). Therefore, the total estimated Plan Fee is \$1,046,696.13 (\$866,041.54 + \$180,654.59). The Plan Fee is subject to change periodically. The current Regional Transportation Development Mitigation Plan and Fee Schedule can be found at the following website:

http://www.sbcounty.gov/dpw/transportation/transportation_planning.asp

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS - Will the project:				
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 type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION:

- a) **Less than Significant Impact.** The proposed project does not exceed wastewater treatment requirements of the Regional Water Quality Control Board, Santa Ana Region, as determined by County Public Health – Environmental Health Services. The project will be served by sewer from the City of Rialto.
- b) **Less than Significant Impact.** Refer response to IX. a). The proposed project would not require or result in a need for new water or wastewater treatment facilities or expansion of existing facilities. There is sufficient capacity in the existing system for the proposed use. The proposed project would be served by water lines in close proximity to the project, provided by the West Valley Water District.

- c) **Less than Significant Impact.** The proposed project will not require or result in the construction of new storm water drainage facilities or expansion of existing facilities that cause significant environmental effects. A Preliminary Water Quality Management Plan (WQMP), has been approved by the San Bernardino County Land Development Division. The site design includes on-site infiltration/retention basins within the landscape areas, as well as a vegetated swale, and all drainage is directed towards these areas. As a result of the use of Best Management Practices (BMPs) as described in the WQMP, it is not expected that there will be any run-off entering the storm drain system during post construction operation.
- d) **Less than Significant Impact.** The proposed project will have sufficient water supplies available to serve the project from existing entitlements and resources as the local water purveyor (West Valley Water District) has given assurance that it has adequate water service capacity to serve the projected demand for the project, in addition to the provider's existing commitments.
- e) **Less than Significant Impact.** The proposed project has been given assurance from service providers that the project can be served.
- f) **No Impact.** The County of San Bernardino Solid Waste Management Division (SWMD) is responsible for the operation and management of the County of San Bernardino's solid waste disposal system which consists of five regional landfills and nine transfer stations. According to the 2007 San Bernardino Countywide Integrated Waste Management Plan, the County of San Bernardino continues to have disposal capacity available for solid waste generated, but not diverted, in excess of 15 years as required under Public Resources Code Section 41701. The system wide characteristics indicate that the County has an estimated site-life capacity of 38 years; however, the projected site life is calculated at 26 years of refuse capacity. Existing landfills serving the project area are the Mid-Valley Landfill in Rialto. The Mid-Valley Landfill has a maximum permitted capacity of 20,400,000 cubic yards and 7,500.00 tons per day of throughput with approximately 13,605,488 cubic yards of remaining capacity. The SWMD has assumed build out of the project site as a residential use and planed for the associated solid waste generation in the existing sufficient permitted capacity to accommodate the project's solid waste disposal needs. Due to the relatively small amount of waste generated by the project compared with the capacity in the system the project would result in less than significant impacts
- g) **Less than Significant Impact.** The proposed project would comply with all federal, state, and local statutes and regulation related to solid waste. The project would consist of short-term construction activities (with short-term waste generation limited to minor quantities of construction debris). Solid waste produced during the construction phase of this project would be disposed of in accordance with all applicable regulations, including the County construction and demolition debris reduction ordinance.

No significant adverse 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>

XVII. MANDATORY FINDINGS OF SIGNIFICANCE:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 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 type="checkbox"/> | <input checked="" 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 Impact.** The project would not 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. No potential impact on rare or endangered species or other species of plants or animals or habitat identified by the California Natural Diversity Database (CNDDDB) has been identified in the analysis of the proposed project, based on the disturbed condition of the project site. There are no identified historic or prehistoric resources identified on this site.
- b) **Less than Significant Impact.** 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 project would not have impacts that are individually limited, but cumulatively considerable. Special studies prepared to analyze impacts of the proposed project consider and evaluate existing and planned conditions of the surrounding area and the region. Existing and planned

infrastructure in the surrounding area has been planned to accommodate planned build out of the area, including the project site with the planned uses.

- c) **Less than Significant Impact.** The design of the project, with application of County policies, standards, and design guidelines ensure that there would be no substantial adverse effects on human beings, either directly or indirectly. Impacts of the proposed project would be less than significant.

Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as conditions of project approval to reduce these impacts to a level below significant:

XVIII. MITIGATION MEASURES:

(Any mitigation measures which are not "self-monitoring" will have a Mitigation Monitoring and Reporting Program prepared and adopted at time of project approval. Condition compliance will be verified by existing procedure [CCRF].)

AIR QUALITY MITIGATION MEASURES:

AQ-1 Land Disturbance. The developer shall ensure that site preparation and grading will limit the daily disturbed area to 5 acres or less.

Mitigation Measure III-1] Grading Permits/Planning

AQ-2 Construction Mitigation. The "developer" shall submit for review and obtain approval from County Planning of a signed letter agreeing to include as a condition of all contracts/subcontracts requirements to reduce vehicle and equipment emissions and impacts to air quality by implementing the following measures and submitting documentation for compliance: The developer/construction contractors shall do the following:

- k) Provide documentation prior to beginning construction demonstrating that the project will comply with all SCAQMD regulations including 402, 403, 431.1, 431.2, 1113 and 1403.
- l) Each contractor shall certify to the developer prior to construction-use that all engines are properly maintained and have been tuned-up within last 6 months.
- m) Each contractor shall minimize the use of diesel-powered vehicles and equipment through the use of electric, gasoline or CNG-powered equipment. All diesel engines shall use aqueous diesel filters and diesel particulate filters.
- n) All gasoline-powered equipment shall have catalytic converters.
- o) Provide onsite electrical power to encourage use of electric tools.
- p) Minimize concurrent use of equipment through equipment phasing.
- q) Provide traffic control during construction to reduce wait times.
- r) Provide on-site food service for construction workers to reduce offsite trips.
- s) Implement the County approved Dust Control Plan (DCP)
- t) Suspend use of all construction equipment operations during second stage stormwater runoff control.

NOTE: For daily forecast, call (800) 367-4710 (San Bernardino and Riverside counties).
[Mitigation Measure III-2] Grading Permits/Planning

AQ-3 Operational Mitigation. The “developer” shall implement the following air quality mitigation measures, during operation of the approved land use: All on-site equipment and vehicles (off-road/ on-road), shall comply with the following:

- i) County Diesel Exhaust Control Measures [SBCC §83.01.040 (c)]
- j) Signs shall be posted requiring all vehicle drivers and equipment operators to turn off engines when not in use.
- k) All engines shall not idle more than five minutes in any one-hour period on the project site. This includes all equipment and vehicles.
- l) Engines shall be maintained in good working order to reduce emissions.
- m) Ultra low-sulfur diesel fuel shall be utilized.
- n) Electric, CNG and gasoline-powered equipment shall be substituted for diesel powered equipment, where feasible.
- o) On-site electrical power connections shall be made available, where feasible.
- p) All transportation refrigeration units (TRU's) shall be provided electric connection when parked on-site.

[Mitigation Measure III-3] General Requirements/Planning

AQ-4 Dust Control Plan. The “developer” shall prepare, submit for review and obtain approval from the County Planning of both a Dust Control Plan (DCP) consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/ subcontracts a requirement that project contractors adhere to the requirements of the DCP. The DCP shall include the following requirements:

- j) Exposed soil shall be kept continually moist to reduce fugitive dust during all grading and construction activities, through application of water sprayed a minimum of two times each day.
- k) During high wind conditions (i.e., wind speeds exceeding 25 mph), areas with disturbed soil shall be watered hourly and activities on unpaved surfaces shall cease until wind speeds no longer exceed 25 mph.
- l) Storage piles that are to be left in place for more than three working days shall be sprayed with a non-toxic soil binder, covered with plastic or revegetated.
- m) Storm water control systems shall be installed to prevent off-site mud deposition.
- n) All trucks hauling dirt away from the site shall be covered.
- o) Construction vehicle tires shall be washed, prior to leaving the project site.
- p) Rumble plates shall be installed at construction exits from dirt driveways.
- q) Paved access driveways and streets shall be washed and swept daily when there are visible signs of dirt track-out.
- r) Street sweeping shall be conducted daily when visible soil accumulations occur along site access roadways to remove dirt dropped or tracked-out by construction vehicles. Site access driveways and adjacent streets shall be washed daily, if there are visible signs of any dirt track-out at the conclusion of any workday and after street sweeping.

[Mitigation Measure III-4] Grading Permits/Planning

NOISE MITIGATION MEASURE:

- N-1 *A minimum 8 foot high decorative concrete wall is required along the west, south, and southeastern property lines.*
- N-2 *Noise Mitigation. The developer will submit for review and obtain approval of an agreement letter that stipulates that all construction contracts/subcontracts contain as a requirement that the following noise attenuation measures be implemented:*
- a) *Noise levels of any project use or activity will be maintained at or below adopted County noise standards (SBCC 83.01.080). The use of noise-producing signals, including horns, whistles, alarms, and bells, will be for safety warning purposes only.*
 - b) *Exterior construction activities will be limited between 7 a.m. and 7 p.m. There will be no exterior construction activities on Sundays or National Holidays.*
 - c) *Construction equipment will be muffled per manufacturer's specifications. Electrically powered equipment will be used instead of pneumatic or internal combustion powered equipment, where feasible.*
 - d) *All stationary construction equipment will be placed in a manner so that emitted noise is directed away from sensitive receptors nearest the project site.*

TRAFFIC MITIGATION MEASURE

- T-1 *Fair Share Contribution. A fair share contribution for this project is required and will be based on the fair share percentages calculated in the traffic impact study (revised) from RK Engineering Group dated May 15, 2015. The study concluded that the additional traffic generated by this project will have a cumulative impact at the following intersections for the Opening Year (2017) and the Buildout Year (2035) traffic conditions:*

The total fair share contribution shall be paid to the Department of Public Works - Traffic Division. At the present time, the total estimated fair share contribution is \$43,574 for impacts as detailed in the table below. When an application for a building permit is filed, this amount will be adjusted to reflect actual construction costs incurred, if available, or will be adjusted to account for future construction costs using the Caltrans Construction Cost Index.

- T-2 *Regional Transportation Fee. This project falls within the Regional Transportation Development Mitigation Fee Plan Area for the Rialto Subarea. The Regional Transportation Development Mitigation Plan Fee (Plan Fee) shall be paid by a cashier's check to the Department of Public Works Business Office. The Plan Fee shall be computed in accordance with the Plan Fee Schedule in effect as of the date that the building plans are submitted and the building permit is applied for. Currently, the Plan Fee for High Cube use is \$1.82 per square foot and \$6.01 per square foot for Industrial use. There is one 475,847 sq. ft. high-cube warehouse building and one 30,059 sq. ft. industrial building per the revised traffic impact study dated May 15, 2015 prepared by RK Engineering Group, Inc. The Plan Fee for the high-cube warehouse building is \$866,041.54 (\$1.82 per sq. ft. x 475,847 sq. ft.). The Plan Fee for the industrial building is \$180,654.59 (\$6.01 per sq. ft. x 30,059 sq. ft.). Therefore, the total estimated Plan Fee is*

\$1,046,696.13 (\$866,041.54 + \$180,654.59). The Plan Fee is subject to change periodically. The current Regional Transportation Development Mitigation Plan and Fee Schedule can be found at the following website:

http://www.sbcounty.gov/dpw/transportation/transportation_planning.asp

GENERAL REFERENCES

- California Department of Resources Recycling and Recovery (CalRecycle) website. Accessed January 27, 2014. <http://www.calrecycle.ca.gov/>
- CEQA Guidelines, Appendix G.
- The Community Foundation. County of San Bernardino 2012 Community Indicators Report. Available at: http://www.sbcounty.gov/uploads/cao/feature/content/2012_cir_sb.pdf
- County of San Bernardino. (2007, March 13). *County of San Bernardino 2007 Development Code*. Amended July 25, 2013. Available at <http://cms.sbcounty.gov/lus/Planning/DevelopmentCode.aspx>
- County of San Bernardino. (2007, March 13). *County of San Bernardino 2007 General Plan*. Amended July 18, 2013. http://www.co.san-bernardino.ca.us/landuseservices/general_plan/Default.asp.
- County of San Bernardino Geologic Hazards Overlays Map
- County of San Bernardino Hazard Overlay Map
- County of San Bernardino Identified Hazardous Materials Waste Sites List, April 1998.
- County of San Bernardino, Countywide Integrated Waste Management Plan, March 1995.
- County of San Bernardino, Greenhouse Gas Emissions Reduction Plan, January 6, 2012.
- County of San Bernardino, *San Bernardino County Storm Water Program, Model Water Quality Management Plan Guidance*.
- County of San Bernardino Road Planning and Design Standards.
- Environmental Impact Report, San Bernardino County General Plan, 2007.
- Federal Emergency Management Agency Flood Insurance Rate Map and Flood Boundary Map.
- South Coast Air Quality Management District, CEQA Air Quality Handbook, November 1993.
- U.S. Department of Agriculture, Natural Resources Conservation Service. Web Soil Survey. Available at <http://websoilsurvey.nrcs.usda.gov/>.

Project Specific Reports

Noise Impact Study, Robert Khan Engineering Group, August 29, 2014

Traffic Impact Study, Robert Khan Engineering Group, May 15, 2015

West Valley Water District Will-serve letter

Preliminary Water Quality Management Plan, Allard Engineering, November 16, 2015

Preliminary Drainage Report, Allard Engineering, January 13, 2016

Delineation of State and Federal Jurisdictional Waters, RBF Consulting, June 2015

Habitat Assessment, RBF Consulting, June 2015

Historical and Archaeological Resources Survey Report, CRM TECH, September 1, 2015