

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:

| | |
|--------------------|--|
| APN: | 0253-211-56 |
| APPLICANT: | Howard Industrial Partners |
| COMMUNITY: | Bloomington/5 th Supervisorial District |
| LOCATION: | Northeast corner of Cedar Avenue and Orange Street |
| PROJECT NO: | P201600435 |
| STAFF: | Aron Liang |
| REP(S): | Jeremy Krout, EPD Solutions, Inc. |
| PROPOSAL: | Conditional Use Permit to construct a 180,770-square-foot industrial building with 10,000 square feet of office area to be used as a concrete tilt-up warehouse center on approximately 9.8 acres. |

USGS Quad: Fontana
T, R, Section: T1S
R5W
Sec. 22
San Bernardino Baseline and Meridian
OLUD: BL/IC (Bloomington/Community Industrial)
Planning Area: Bloomington Community Plan
Overlays: N/A

PROJECT CONTACT INFORMATION:

Lead Agency: San Bernardino County
Land Use Services Department – Current Planning Division
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San Bernardino, CA 92415-0182

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Project Sponsor: Howard Industrial Partners
155 N. Riverview Drive
Anahelm Hills, CA 92808

Consultant: EPD Solutions, Inc.
2030 Main Street, Suite 1200
Irvine, CA 92614

PROJECT DESCRIPTION

The Cedar Avenue Technology Center project proposes the construction and operation of a 184,770-square-foot (sf) concrete tilt-up warehouse center, which includes 10,000 sf of office/administrative uses. The project site is approximately 9.8 acres (Assessor Parcel Number [APN] 0253-211-56), and is located on the northeast corner of the intersection of Cedar Avenue and Orange Street in the unincorporated community of Bloomington in San Bernardino County (County). The site is generally bound to the north by the Union Pacific Railroad Yard (including tracks and vacant property), to the south by Orange Street, to the east by Cedar Avenue and a vacant lot beyond, and to the west by Vine Street, with an existing industrial building beyond.

ENVIRONMENTAL/EXISTING SITE CONDITIONS

The project site is located in the Valley Region of San Bernardino County, which contains most of the County's incorporated areas and population. Specifically, the project site is in the unincorporated community of Bloomington, within the City of Rialto's Sphere of Influence. The City of Fontana is to the west, the City of Rialto is to the east, and the City of Jurupa Valley is to the south. The project site is just south of Interstate 10 (I-10). **Figure 1: Regional Map** and **Figure 2: Project Site** depict the project location in a regional and local context, respectively.

The project site consists of an approximately 9.8-acre irregularly-shaped parcel of vacant land. The site is relatively flat, and sits at an elevation of approximately 1,080 feet above mean sea level (amsl). The site generally slopes downward to the southeast at a gradient of less than 2 percent.

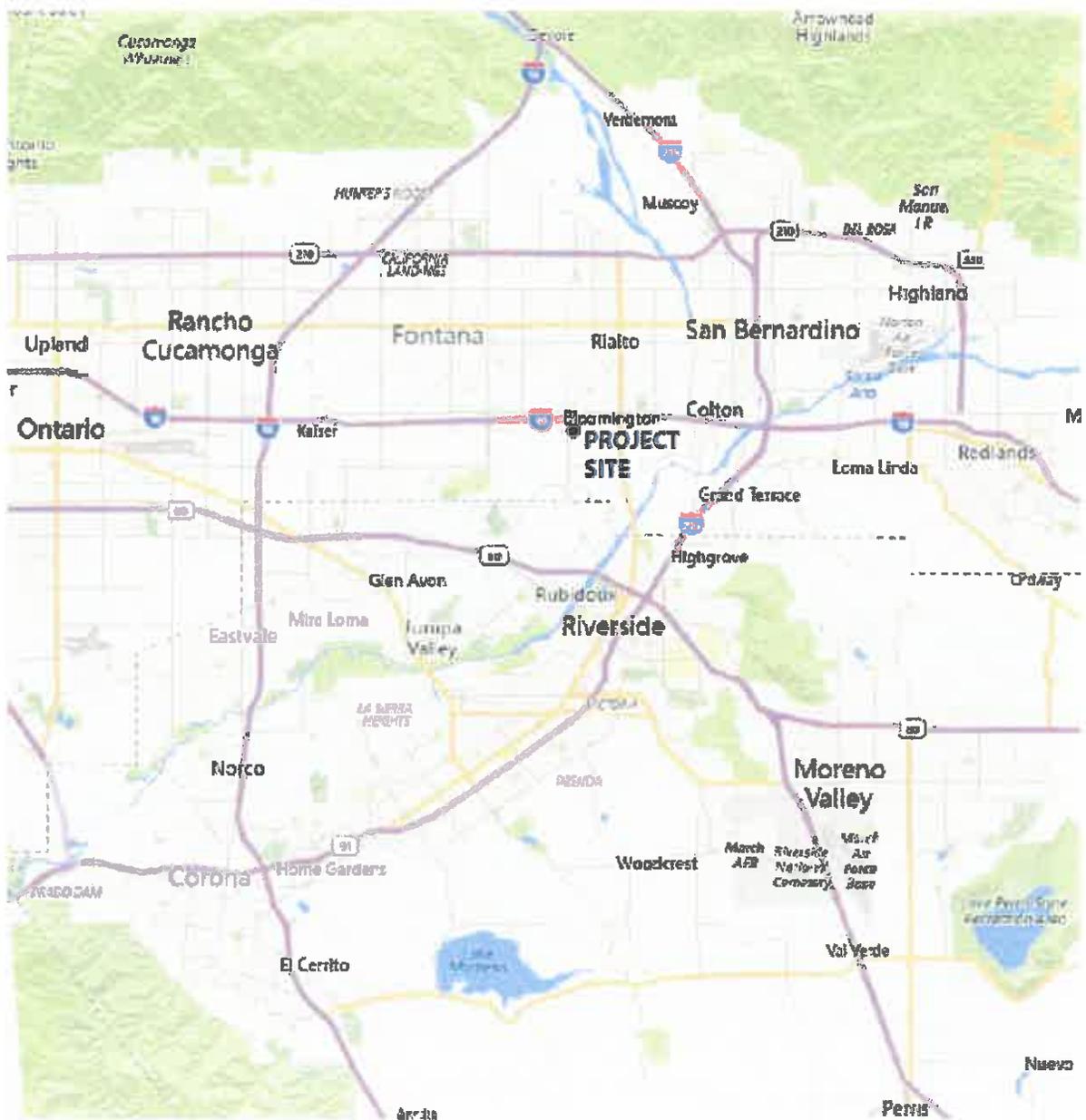
The parcel contains broken asphalt/concrete pavement from a preexisting residential and development. Church Street trends north-south through the center of the site, and Park Street trends east-west. The roads intersect at the center of the site, and neither road extends beyond the property. The remaining ground cover consists of exposed soil and sparse to moderate vegetation growth. The on-site vegetation consists almost entirely of non-native grassland and two small patches of riparian/ornamental-associated vegetation. The site also contains scattered debris. A dedicated but unimproved right-of-way surrounds the perimeter of the site.

The site's land use designation is BL/IC (Bloomington/Community Industrial). According to the County of San Bernardino General Plan, the Community Industrial designation purports to establish areas suited for industrial activities, concentration of industrial uses to promote efficiency of transportation and other factors, and prevent incompatible uses in those areas suited for industrial areas. The site is also within the Bloomington Community Plan, which is consistent with the General Plan.

Land uses bordering the site include a vacant lot to the west of Cedar Avenue, Colton Joint Unified School administrative buildings, Bloomington Junior High School, and Slover Mountain High School, which includes an adult continuation program, to the south of Orange Street, an existing office/warehouse building east of Vine Street, and a Union Pacific Railroad yard to the north. **Table 1: Existing Land Use and Land Use Zoning Districts** and **Figure 3: Existing Land Use Zoning Designations** depict the zoning and land use of the site and adjacent uses.

| AREA | EXISTING LAND USE | LAND USE DISTRICT |
|--------------|--|--|
| SITE | Vacant land | BL/IC (Bloomington/Community Industrial) |
| North | Railroad property and railroad tracks | BL/IR (Bloomington/Regional Industrial) |
| South | Orange Avenue; Colton Joint Unified School | BL/IN (Bloomington/Institutional) |
| East | Vine Street; existing industrial building | BL/IC (Bloomington/Community Industrial) |
| West | Cedar Avenue; vacant land | BL/IC (Bloomington/Community Industrial) |

Figure 1: Regional Map



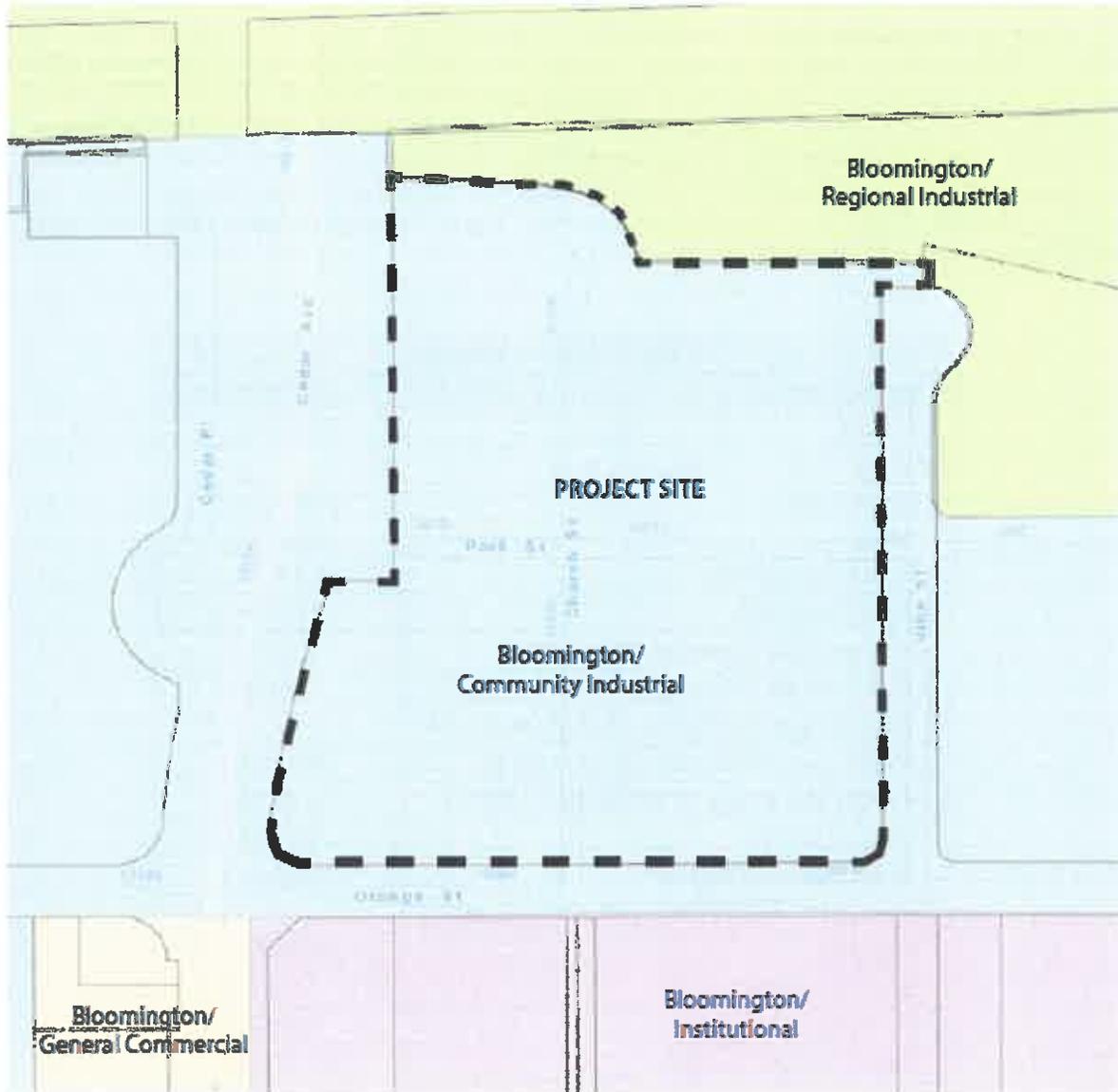
CEDAR AVENUE TECHNOLOGY PARK
Initial Study
County of San Bernardino

FIGURE 1
Regional Map

Figure 2: Project Site



Figure 3: Existing Land Use Zoning Designations

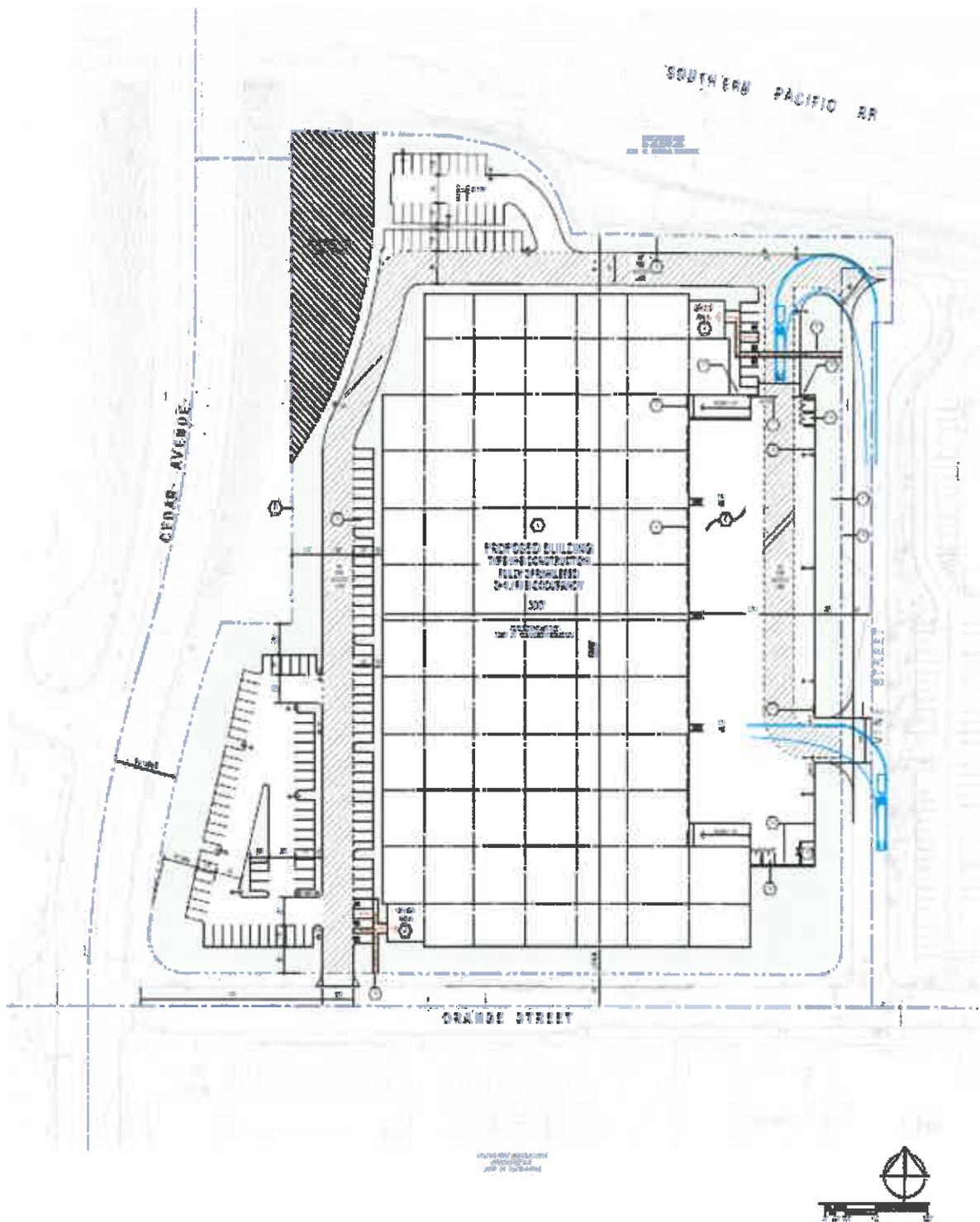


PROJECT OVERVIEW

The project is construction of a 184,770 sf painted concrete tilt-up structure on approximately 9.8 acres of land. Associated facilities and improvements include two small office areas, parking, bicycle racks, and landscaping. The project building would be approximately 600 feet long (north-to-south) and 300 feet wide (east-to-west). There would be 27 dock doors along the east side of the warehouse. The site would allow access for loading and unloading from trucks and trailers along the east side of the warehouse. A concrete paved 400-foot-long dockyard would be located along the eastern side of the building, and would include several trailer storage stalls, dock high doors, and 2 grade level ramps. **Table 2: Project Summary** and **Figure 4: Site Plan** contain project details.

| Table 2: Project Summary | |
|--|--------------------------------|
| Project Element | Quantity |
| Site area | 9.813 ac |
| Building Area | |
| Warehouse | 174,770 sf |
| Office | 10,000 sf |
| Total Building Area | 184,770 sf |
| Building Coverage | 43.23% |
| Building Height: Maximum Permitted | 75 ft. |
| Building Height: Proposed | 44 ft. |
| Passenger Vehicle Parking: Required (stalls) | |
| Warehouse: 1* 40,000 sf @ 1:1,000 sf | 40 stalls |
| Warehouse: above 40,000 sf @ 1:4,000 sf | 34 stalls |
| Office: 1:250 sf | 40 stalls |
| Total Required Parking | 114 stalls |
| Passenger Vehicle Parking: Provided (stalls) | |
| Standard | 145 stalls |
| Van Accessible | 1 stall |
| Accessible | 5 stalls |
| Total Provided Parking | 151 stalls |
| Landscape (sf) | 104,426 sf (24.43%) |
| ac: acre; sf: square feet; ft: feet; in: inch; n/a: not applicable | |
| Source: RGA Office of Architectural Design, 2016. | |

Figure 4: Site Plan



Site Access

Vehicular access would be provided at the following locations. All points on ingress/egress would be unsignalized.

- Orange Street: One full access inbound/outbound driveway would be located on Orange Street. This passenger vehicle entrance would provide a 30-foot-wide driveway leading to the main parking area. Employee parking could be accessed from this location.
- Vine Street: Two access points are proposed on Vine Street. The northern inbound/outbound access would be located at the cul-de-sac terminus of Vine Street. The southern access is located north of the intersection of Orange Street at Vine Street. Both are joint truck and passenger vehicle entrances with 40-foot-wide driveways. Truck access would be from Vine Street. Employee parking could also be accessed from this location.

Parking

All passenger vehicle and truck trailer parking would be provided on site. The project would provide 151 parking stalls for employees and visitors, inclusive of handicap parking stalls, exceeding County parking requirements by 37 stalls. Passenger vehicle parking would be located primarily on the west side of the warehouse, with additional parking on the northwest corner of the parcel and in directly in front of the northernmost office space at the northeast corner of the building.

Landscaping, Fencing, and Lighting

The County of San Bernardino requires a minimum of 15 percent landscaping coverage. Approximately 2.39 acres of the 9.8-acre project site (more than 24%) would be landscaped with drought-tolerant plants, as shown in **Figure 5: Landscape Plan**. Trees, shrubs, accents, and groundcover would be provided along the street frontages of Cedar Avenue to the west, Orange Street to the south, and Vine Street to the east. Additional landscaping would be provided along the northern site border, within the passenger vehicle parking areas to the west and north, and bordering the building on its north, west, and south sides.

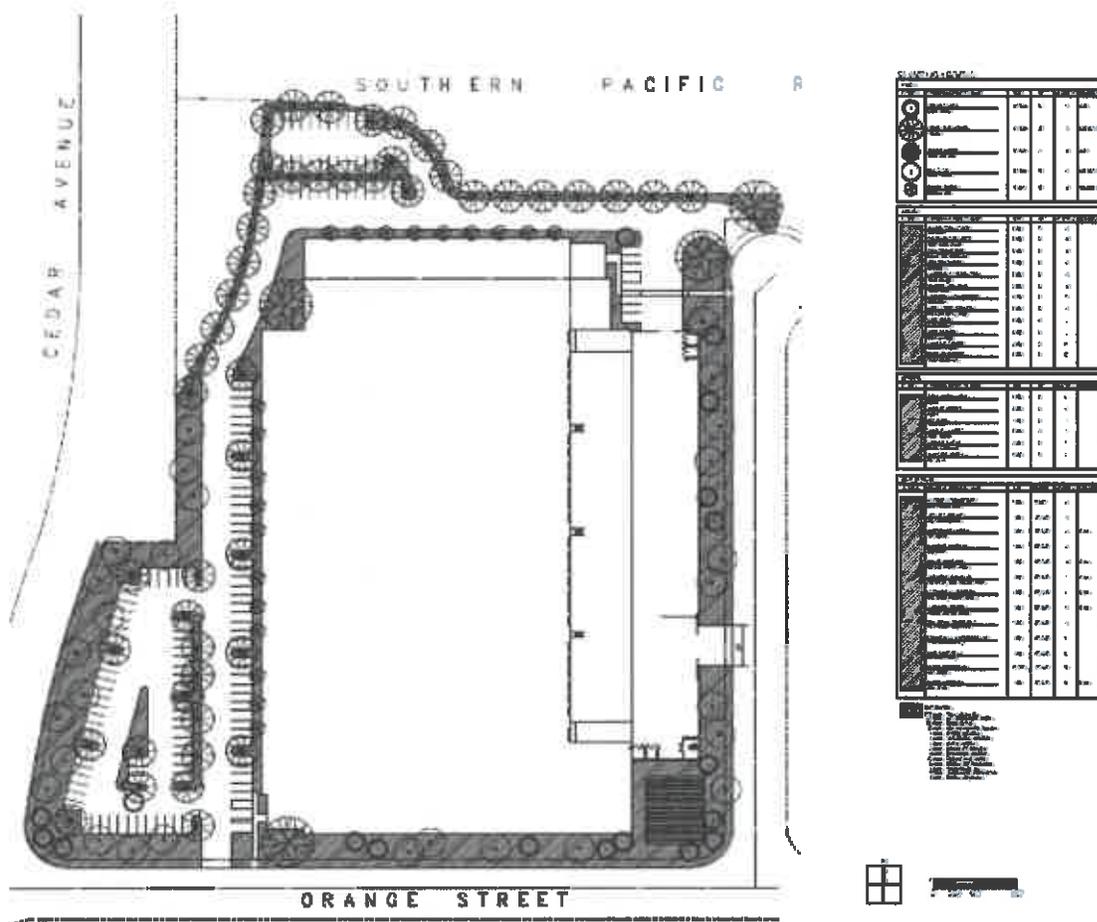
The truck yard would be screened to the north, south, and east with a 12-foot-high painted concrete tilt-up wall to obscure the visibility of this area from public view. The interior north and west property line of the project site would be bound by an 8-foot black vinyl chain link fence. As mentioned above, drought-tolerant landscaping would provide for additional screening.

Site lighting would be used to provide adequate lighting for circulation, safety, and security. Outdoor lighting for the parking areas would be provided consistent with the requirements of the County.

Hours of Operations and Employees

The tenant(s) of the warehouse distribution facility has not been identified, so the precise nature of the facility operation cannot be determined at this time. The estimated number of employees is approximately 50.

Figure 5: Landscape Plan



Infrastructure and Off-site Improvements

The site will utilize an on-site underground stormwater infiltration system to dispose of stormwater. The majority of runoff would surface flow into one of two on-site catch basins into a private underground storm drain system. The project site includes two detention/infiltration basins: one basin (Basin A) on the east side of the property in the truck yard area, and one basin (Basin B) at the southwest corner of the property in the larger employee parking lot area. Any overflow from Basin A would flow into Basin B. Any additional overflow from both basins would flow into a concrete spillway that outlets to Orange Avenue, and ultimately conveyed to the existing off-site municipal storm drain.

The existing water line running east-west through the center of the project site would be moved and would connect to the existing line in Vine Street for domestic service to provide water extension to the project site.

Wastewater management would be handled through a connection to the City of Rialto wastewater collection system. A sewer line connection would be constructed in Orange Street from the project driveway proximate to Cedar Avenue, and would extend east to the existing manhole in the intersection of Orange Street at Larch Avenue. These off-site improvements would be located within the street right-of-ways.

Construction Schedule

For purposes of this environmental analysis, construction is assumed to commence in 2019 with a construction duration of approximately twelve months. Initial site improvements including grading and underground infrastructure and utility improvements would be followed by construction activities. Total grading for the project is estimated to require 8,430 cubic yards (cy) of cut and 10,500 cy of fill, with a net difference of 2,070 cy of imported fill. When accounting for over-excavation, shrinkage, and subsidence, the grading quantities are expected to balance on site.

Project Approvals

The County of San Bernardino is the Lead Agency under CEQA and is responsible for reviewing and approving this Initial Study/Mitigated Negative Declaration.

In addition to the approvals identified above, the project is subject to other ministerial actions by the County as part of project implementation. Subsequent activities would be examined in light of the Initial Study/Mitigated Negative Declaration to determine whether additional CEQA review would be required pursuant to the requirements of Section 21166 of the CEQA Statutes (i.e., *Public Resources Code* § 21166) and Sections 15162 and 15168 of the State CEQA Guidelines (i.e., 14 CCR) for subsequent approvals, including but not limited to the following:

- Grading Permits
- Building Permits
- Occupancy Permits
- Utility Connections

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. The project is evaluated based upon its effect on 17 major categories of environmental factors. Each factor in the Initial Study Checklist is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The effect of the project is categorized into one of the following four categories of possible determinations:

- Potentially Significant Impact
- Less than Significant Impact with Mitigation
- Less than Significant Impact
- No Impact

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.
4. **Potentially Significant Impact:** Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts.

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

DETERMINATION:

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

- The proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- Although the proposed project could have a significant effect on the environment, there will 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** will be prepared.
- The proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- 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.

- Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature (prepared by): Aron Liang, Senior Planner

10/17/2017
Date

Signature: Dave Prusch, Supervising Planner

Dave Prusch
10/17/2017
Date

| | Potentially Significant Impact | Less than Significant Impact with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|---|-------------------------------------|-------------------------------------|
| I. AESTHETICS - Would the project | | | | |
| I a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Create a new source of substantial light or glare, which would 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 viewshed of any Scenic Route listed in the General Plan):

I-a) **Less Than Significant Impact.** The County of San Bernardino General Plan (General Plan) does not identify any scenic vistas or viewpoints near or adjacent to the project site. According to the General Plan, scenic resources include roadways that provide a vista of undisturbed natural areas, and distant vistas like mountain backdrops that provide relief from less attractive views of nearby features such as urban areas.

Pursuant to the General Plan, the backdrop of the San Bernardino mountains to the north and east from Cedar Avenue could be considered a scenic resource. The existing view from Cedar Avenue looking east is of the distant San Bernardino mountains, however, the view is mostly blocked by surrounding industrial development and landscaping to the east. Furthermore, the hazy air quality frequently present in the project vicinity and other cloudy weather patterns often completely block the already obstructed and distant view of the San Bernardino mountains. Thus, the project would not result in a significant obstruction of the scenic resource because the existing view of the mountains is impaired by the predominately built-out nature of the surrounding area and the varying air quality and weather patterns. Additionally, the project would not impair views of the San Bernardino mountains to passing vehicles driving north on Cedar Avenue. Therefore, the project would have a less than significant impact on the scenic resource of the San Gabriel mountain backdrop.

The 2007 Bloomington Community Plan (Community Plan) designates Cedar Avenue a County Scenic Route from Bloomington Avenue to the Riverside County line. Cedar Avenue is adjacent to the west of the project site. Bloomington Avenue is approximately 0.5 mile north of the project site, and the County line is approximately 2.25 miles to the south. Thus, the scenic route portion of Cedar Avenue is adjacent to the project site.

Routes are designated as "scenic" in order to protect them from excessive development with intrusive land uses like advertising infrastructure and roadway services. The Community Plan requires that proposed development along a scenic route such as Cedar Avenue must "meet specific standards regarding sign placements and dimensions, utility placement, architectural

design, grading and landscaping characteristics.” The project would not involve advertising infrastructure such as billboards or roadway services like a convenience store or gas station. Instead, the project proposes to construct a 184,770 sf concrete tilt-up warehouse and office space on approximately 9.8 acres of currently vacant land. Since the project would not involve the construction of advertising infrastructure or a roadway service structure, it would not interfere with the “scenic nature” of the Cedar Avenue corridor, as defined by the Bloomington Community Plan (2007). Potential impacts on scenic vistas would therefore be less than significant.

I-b) **No Impact.** There are no officially-designated or eligible for designation State scenic highways proximate to the project site¹. Potential scenic resources associated with the project site include 2 small patches of riparian/ornamental-associated vegetation and broken asphalt/concrete pavement from a preexisting development that intersects perpendicularly in the middle of the site. There are no rock outcroppings on the project site. However, the vegetation on site is non-native and sparse. Because the project site is not within or adjacent to a state scenic highway, implementation of the project does not have the potential to substantially damage scenic resources. There are no impacts related to a state scenic highway.

I-c) **Less Than Significant Impact.** The project would alter the visual character of the project site from a vacant property adjacent to roads, railroad tracks, and a freeway to a developed site with a warehouse center. The project site is vacant and contains broken asphalt/concrete pavement from a preexisting development that intersects perpendicularly at the center of the site. The site is generally level and entirely graded/disturbed. Most of the remaining groundcover consists of exposed soil, sparse non-native grassland, and scattered debris from evident dumping. There are two small patches of riparian/ornamental-associated vegetation.

Construction of the project may create temporary aesthetic nuisances associated with construction activities. Exposed surfaces, construction debris, equipment, and trucks may be visible. This visual impact associated with the construction of the project would be characteristic of development activities found at a typical building construction site. However, these activities would cease upon project completion and would not result in a substantial degradation to the site or surrounding area.

The project site’s surroundings are mostly urbanized and contain industrial and institutional land uses, with a vacant parcel is located to the west of Cedar Avenue that will be developed as an industrial building similar to the project. The building height would be 44 ft., which is 31 ft. under the maximum permitted building height. The truck yard ingress and egress activity would take place on Vine Street to the east of the parcel, which is a cul-de-sac off of Orange Street. Additionally, the truck yard would be screened on the north, south, and east with a 12-foot-high painted concrete tilt-up wall to obscure the visibility of this area from public view. The interior north and west property line of the project site would be bound by an 8-foot black vinyl chain link fence. The project would incorporate more than 24% (the minimum required is 15%) coverage with drought-tolerant landscaping to provide additional screening, as well as enhance the appearance of the site. Development would be compatible with existing and planned land uses in the area as described in Section X, Land Use and Planning. Impacts on the visual character or quality of the site or its surroundings would therefore be less than significant.

¹ California Scenic Highway Mapping System, http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm, accessed June 23, 2017.

- I-d) **Less Than Significant Impact.** Regarding nighttime lighting conditions and daytime glare conditions, "light" refers to artificial light emissions, or the degree of brightness, generated by a given source. The Illuminating Engineering Society of North America defines "glare" as the sensation produced by luminance in the visual field that is sufficiently greater than the luminance to which the eye has adapted to cause annoyance, discomfort, or loss of visual performance and visibility.

The existing site is vacant and does not contain lighting, and the project would introduce nighttime lighting. However, surrounding uses include a vacant lot that will be developed into an industrial building to the west of Cedar Avenue, Colton Joint Unified School administrative buildings, and Slover Mountain High School, which has an adult continuation program, to the south of Orange Street, an office/warehouse building to the east of Vine Street, and a Union Pacific Railroad yard to the north of the site. There are no light sensitive uses adjacent to the project site, and various sources contribute to nighttime lighting in the area, including existing warehouse, institutional uses, and street and freeway lighting associated with the I-10 and freeway overcrossing.

The primary source of light associated with the project would be from exterior sources (e.g., street lighting, parking lot lighting, building accent lighting, security lighting, and landscape accent lighting). The project would involve lighting throughout the site that would be constructed in accordance with Bloomington Community design standards and the County's Development Code, which requires that outdoor lighting for commercial or industrial land uses be fully shielded to preclude light pollution or light trespass on any public right-of-ways. The project would provide shielded lighting required for security and safety, and would not interfere with oncoming traffic on adjacent roadways such as Cedar Avenue and Orange Street. The truck yard would be screened to the north, south, and east with a 12-foot-high painted concrete tilt-up wall to obscure the visibility of this area from public view, while also reducing visibility of lighting on surrounding land uses. The project would also not use building materials (i.e., reflective glass) or lighting that would cause glare. The County requires a professionally prepared outdoor lighting plan would be submitted to the County Planning Division, and would be subject to approval for conformance with County standards prior to issuance of a building permit. Therefore, the introduction of new light sources to the project site and glare impacts would be less than significant.

Less than significant impacts have been identified or anticipated. The project would be conditioned to comply with all applicable County of San Bernardino regulations and conditions of approval.

| | Potentially Significant Impact | Less than Significant Impact with Mitigation Incorporated | Less than Significant Impact | 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 Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would 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 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):

II-a) **No Impact.** No agricultural resources exist on the project site. The project site is identified as Urban and Built Up Land on the Farmland Mapping and Monitoring Program map prepared by the Department of Conservation². This farmland category defines Urban and Built-Up Land as land developed at a density of at least 1 dwelling unit (du) per 1.5 acres, or approximately 6 structures to a 10-acre parcel. Land uses include but are not limited to residential, industrial, office/commercial, institutional, and public administration. The project site does not contain any land that is designated as Prime Farmland, Unique Farmland, or Farmland of Statewide

² California Department of Conservation, California Important Farmland Finder, <http://maps.conservation.ca.gov/cliff/cliff.html>, accessed June 2, 2016.

Importance as mapped by the State Department of Conservation Farmland Mapping and Monitoring Program. Therefore, the project has no potential to convert such lands to a non-agricultural use, and no impact would occur.

- II-b) **No Impact.** Pursuant to the California Land Conservation Act of 1965, a Williamson Act contract between local governments and private land owners restricts specified parcels of land to agricultural or related open space use in return for a lower property tax assessments based on farming and open space uses as opposed to full market valley. The project site is zoned BL/IC (Bloomington/Community Industrial) and is not under a Williamson Act land conservation contract. Development of the project would not conflict with either existing zoning for agricultural uses or with lands under a Williamson Act Contract. Therefore, no impact would occur.
- II-c) **No Impact.** The property site was previously developed and the surrounding area is predominately urbanized. The property located to the west of Cedar Avenue is currently vacant but has been approved for construction of an industrial warehouse. There are no forest or timberland areas proximate to the project. The project site is zoned BL/IC (Bloomington/Community Industrial). Also, the project site does not contain trees. Such vegetation is not characterized as a timberland or forestry resource. Project implementation would not result in the rezoning of forest land, timberland, or timberland zoned Timberland Production. No impacts would occur.
- II-d) **No Impact.** No forest land occurs within or adjacent to the project site. The project site is zoned for industrial uses. No loss or conversion of forest land to non-forest use would occur upon implementation of the project. The project site has been previously developed and has not historically been utilized as forest land. In addition to broken asphalt/concrete pavement that remains from previous development, the site is covered with mostly soil and non-native grassland, with two small patches of riparian/ornamental-associated vegetation. Therefore, no impact would occur.
- II-e) **No Impact.** The project site does not contain any forest land or land used for agricultural production. The project would not involve changes to the environment which due to their location or nature could result in the conversion of farmland to non-agricultural use. The General Plan land use designation for the project area is IC which allows the development of an industrial warehouse. Therefore, implementation of the project would not result in the conversion of farmland to non-agricultural use.

No significant adverse impacts are identified and no mitigation measures are required.

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

SUBSTANTIATION:

An *Air Quality Impact Analysis* (Appendix A) was prepared for the project by Michael Baker International (Michael Baker, August 2017). The *Health Risk Assessment* is Appendix B to the Air Quality Impact Analysis. The results are summarized herein.

III-a) **Less Than Significant Impact.** The U.S. EPA requires that each state with nonattainment areas for federal Clean Air Act (CAA) standards prepare and submit a State Implementation Plan (SIP). California's CAA also requires air attainment plans to be prepared for areas in nonattainment for federal and state ambient air quality standards.

The project is located in the South Coast Air Basin (SCAB), which is regulated by the South Coast Air Quality Management District (SCAQMD). The SCAQMD's Air Quality Management Plan (AQMP) adopted in 2012 establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving California State and federal air quality standards. The AQMP's control measures and emission reduction estimates are based on emissions projections for a future development scenario that considers land use, population, and employment characteristics determined from local government consultations.

A project is considered consistent with SCAQMD's AQMP (2012) when:

1. The project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP; *and*
2. The proposed project will not exceed the assumptions in the AQMP or increments based on the years of the project buildout phase.

Consistency with Criterion No. 1

Consistency Criterion No. 1 refers to violations of the California ambient air quality standards (CAAQS) and the national ambient air quality standards (NAAQS). As demonstrated in Section III-b) of this Initial Study Checklist, the project would result in short-term construction and long-term pollutant emissions that would be less than the CEQA significance emissions thresholds established by SCAQMD. The project would not result in an increase in the frequency or severity of any air quality standards violation and would not cause a new air quality standard violation. Therefore, the project would be consistent with the first criterion.

Consistency with Criterion No. 2

The project would involve the construction and operation of a 184,770 SF warehouse with office space on 9.8 acres. The project is consistent with the land use designation Community Industrial (IC) and development density presented in the County of San Bernardino General Plan, Bloomington Community Plan, and is also consistent with the growth projections utilized in the AQMP (2012).

Therefore, the project would be consistent with both criteria establishing compliance with the AQMP (2012). A less than significant impact would occur with implementation of the project.

III-b) Less Than Significant Impact.

The SCAQMD has established the following thresholds of significance for emissions generated by the construction and operational activities of land use development in **Table III-1**. These thresholds are applicable to the project. Emissions generated by the project for construction and operation were modeled using the California Emissions Estimator Model (CalEEMod) version 2016.3.1. Results are shown in **Table III-2**.

Table III-1 SCAQMD Regional Significance Thresholds

| Air Pollutant | Construction Activities | Operations |
|---|-------------------------|----------------|
| Reactive Organic Gases (ROG) | 75 pounds/day | 55 pounds/day |
| Carbon Monoxide (CO) | 550 pounds/day | 550 pounds/day |
| Nitrogen Oxides (NO _x) | 100 pounds/day | 55 pounds/day |
| Sulfur Oxides (SO _x) | 150 pounds/day | 150 pounds/day |
| Coarse Particulates (PM ₁₀) | 150 pounds/day | 150 pounds/day |
| Fine Particulates (PM _{2.5}) | 55 pounds/day | 55 pounds/day |

Source: SCAQMD (South Coast Air Quality Management District), 1993, (PM_{2.5} threshold adopted June 1, 2007)

Construction Emissions

Construction of the project would result in the short-term generation of emissions from site grading and excavation, road paving, building construction, architectural coating, and motor vehicle exhaust from construction equipment and worker trips over an approximately twelve-month period.

Grading of the project site would be balanced and no soil import or export would be required. Architectural coatings would occur sporadically throughout the building phase on an as-needed basis.

Table III-2 identifies the maximum daily construction emissions (pounds per day) associated with the project, and accounts for the quantifiable PM-reducing requirements of SCAQMD Rule 403. The maximum daily emissions resulting from project construction would not exceed the SCAQMD maximum daily thresholds. Impacts to regional air quality from construction would be less than significant.

Table III-2 Construction-Related Emissions

| Construction Activities | Maximum Emissions (pounds per day) ¹ | | | | | |
|---|---|-----------------------------------|---|--|----------------------|-----------------------------------|
| | Reactive Organic Gases (ROG) | Nitrogen Oxide (NO _x) | Coarse Particulate Matter (PM ₁₀) | Fine Particulate Matter (PM _{2.5}) | Carbon Monoxide (CO) | Sulfur Dioxide (SO ₂) |
| Year 1 (2017) | 18.19 | 59.68 | 8.68 | 5.70 | 49.43 | 0.10 |
| Year 2 (2018) | 17.20 | 52.41 | 5.65 | 3.31 | 46.78 | 0.10 |
| SCAQMD Thresholds | 75 | 100 | 150 | 55 | 550 | 150 |
| Exceed Threshold? | No | No | No | No | No | No |
| Notes: | | | | | | |
| 1. Emissions calculated using CalEEMod version 2016.3.1. Emission estimates account for the quantifiable PM-reducing requirements of SCAQMD Rule 403, including watering exposed surfaces three times daily; cleaning trackout on adjacent streets; covering stock piles with tarps; watering all haul roads twice daily; and limiting speeds on unpaved roads to 15 miles per hour. Site requirements for soil movement would include imported soil. Architectural coatings are assumed to be applied sporadically throughout the duration of building construction. | | | | | | |
| Refer to Appendix A for daily emission model outputs. | | | | | | |

To evaluate potential localized impacts, a modeling analysis was conducted in accordance with the recommended approach in the Localized Significance Threshold (LST) Methodology. The source receptor area (SRA) for the LSTs applicable to the project area is the Central San Bernardino area (SRA 34). As shown in Table III-3, emissions of CO, NO_x, PM_{2.5}, and PM₁₀ from project construction would not exceed the applicable LSTs. Therefore, production of construction emissions with implementation of the project would not result in a significant localized impact.

Table III-3 Localized Significance of Emissions

| Project Size | NO _x | CO | PM ₁₀ | PM _{2.5} |
|--|-----------------|--------------|------------------|-------------------|
| 1 Acre (construction/operations) | 118/118 | 657/657 | 4/1 | 3/1 |
| 2 Acres (construction/operations) | 170/170 | 957/957 | 7/2 | 4/1 |
| 5 Acres (construction/operations) | 270/270 | 1,720 /1,720 | 14/4 | 8/2 |
| Source: SCAQMD (South Coast Air Quality Management District), Localized Significance Threshold Appendix C – Mass Rate LST Look-up Tables, 2009. Website: www.aqmd.gov/csga/handbook/LST/LST.html | | | | |

The project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation because the proposed use does not exceed established thresholds of concern as established by the SCAQMD. Furthermore, Conditions of Approval 2 and 3 would apply.

Long-Term Operational Emissions

Long-term air quality emissions are associated with the operation of the project. Long-term emissions are caused by the following primary sources: area source emissions, energy use emissions, mobile source emissions, and operational emissions resulting from automobile, truck, and other vehicle sources associated with daily trips to and from the warehouse. Project-

generated vehicle emissions were estimated using CalEEMod. Trip generation rates associated with the project were based on traffic data within the Traffic Impact Analysis (Michael Baker 2016). Table III-4 presents a summary of the maximum daily operational emissions estimated for the project. As shown in the table, the emissions of all pollutants would be below the SCAQMD's regional significance thresholds without mitigation required. Impacts would be less than significant.

Table III-4 Long-Term Operational Emissions

| Source | Pollutant (pounds/day) ¹ | | | | | |
|--|-------------------------------------|-----------------------------------|---|--|----------------------|-----------------------------------|
| | Reactive Organic Gases (ROG) | Nitrogen Oxide (NO _x) | Coarse Particulate Matter (PM ₁₀) | Fine Particulate Matter (PM _{2.5}) | Carbon Monoxide (CO) | Sulfur Dioxide (SO ₂) |
| Summer Emissions | | | | | | |
| Area Source | 4.23 | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 |
| Energy Use | 0.01 | 0.10 | 0.00 | 0.00 | 0.09 | 0.00 |
| Mobile Source | 1.94 | 12.30 | 6.09 | 1.69 | 25.99 | 0.09 |
| Offroad (Forklifts) | 0.64 | 5.71 | 0.44 | 0.41 | 4.78 | 0.00 |
| Total | 6.82 | 18.11 | 6.55 | 2.10 | 30.90 | 0.09 |
| Winter Emissions | | | | | | |
| Area Source | 4.23 | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 |
| Energy Use | 0.01 | 0.10 | 0.00 | 0.00 | 0.09 | 0.00 |
| Mobile Source | 1.71 | 12.45 | 6.10 | 1.69 | 22.50 | 0.08 |
| Offroad (Forklifts) | 0.64 | 5.71 | 0.44 | 0.41 | 4.78 | 0.00 |
| Total | 6.60 | 18.26 | 6.55 | 2.10 | 27.41 | 0.08 |
| Potentially Significant Impact Threshold (Daily Emissions) | 55 | 55 | 550 | 150 | 150 | 55 |
| Exceed Daily Threshold? | No | No | No | No | No | No |
| Notes: | | | | | | |
| 1. Emissions calculated using CalEEMod version 2016.3.1. | | | | | | |
| Refer to Appendix A for daily emission model outputs. | | | | | | |

III-c) **Less Than Significant Impact.** Pursuant to requirements of the Federal CAA, the SCAQMD has developed strategies to reduce criteria pollutant emissions as outlined in the AQMP (2012). The project area is currently in non-attainment for O₃ and PM_{2.5}. SCAQMD recommends that any project's potential contribution to cumulative impacts be assessed using the same criteria as for project-specific impacts. Individual projects that do not generate construction or operational emissions exceeding the SCAQMD's daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in the emissions of non-attainment pollutants. As discussed in section III-b) and shown in Tables III-2, III-3, and III-4 the project would not generate construction or operational emissions exceeding the SCAQMD's daily thresholds for project-specific impacts, and therefore implementation of the project would not cause a cumulatively considerable increase in the emissions of those pollutants that are in non-attainment within the SCAB. Therefore, the project would not result in a cumulatively considerable increase of the criteria pollutant in non-attainment for the SCAB, O₃ and PM_{2.5}. **Conditions of Approval III-1, III-2, III-3, and III-4** would apply to the project, and reduce impacts related to a cumulatively considerable net increase of any criteria pollutant. With implementation of these Conditions of Approval, impacts would be less than significant.

III-d) **Less Than Significant Impact.** Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of sensitive receptors are

residences, schools, hospitals, and daycare centers. Sensitive receptors near the project site include a school campus to the south of Orange Street consisting of Colton Joint Unified School District administrative buildings and Slover Mountain High School (Continuation). Other sensitive land uses near the project site include the residences approximately 750 feet to the south and 770 feet to the north, across the I-10. The following provides an analysis of the project's potential to expose sensitive receptors to substantial pollutant concentrations during project construction and long-term operation, based on the LSTs established by the State of California and SCAQMD.

Construction-Generated Air Toxics

Construction-generated diesel PM emissions contribute to negative health effects when construction occurs over lengthy periods of time. The use of diesel-powered equipment during construction would be temporary, episodic, and would occur over several locations isolated from one another. The project would necessarily comply with California regulations limiting idling to no more than 5 minutes, which would reduce sensitive receptors' exposure to PM. Construction would not be a substantial source of other CARB-identified toxic air contaminants.

Construction projects on less than 5 acres are considered to pose less than significant health impacts because of 1) limitations on off-road diesel equipment able to operate, reducing diesel PM, 2) reduced amount of dust-generating ground disturbance compared to larger construction sites, and 3) reduced duration of construction activities compared to larger sites. Due to these factors, and the nature of diesel fumes which rapidly disperse over relatively short distances, diesel PM generated by construction activities would not be expected to cause conditions where the probability of contracting cancer is greater than 10 in 1 million for nearby sensitive receptors. **Table III-3** shows that project construction would disturb up to 3.5 acres daily. Furthermore, Condition of Approval 2 would reduce impacts.

As previously discussed in III-b), results of the LST analysis indicated that the project would not exceed the SCAQMD LSTs for NO_x, CO, PM₁₀, and PM_{2.5}. Therefore, there would be a less than significant impact on sensitive receptors during project construction.

CO Hotspots

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near congested roadways and intersections may reach unhealthy levels, and could adversely affect sensitive receptors. However, as of 2007, the Basin has been designated as an Attainment/Maintenance area for the federal CO standards, and an Attainment area for state standards due to declining CO emissions from major control programs (e.g. exhaust standards, cleaner burning fuels, and motor vehicle inspection and maintenance programs). The highest CO concentrations in the Basin are at the Wilshire Boulevard/Veteran Avenue intersection in the City of Los Angeles (4.6 parts per million [ppm]), which is still well below the 35 ppm 1-hour CO federal standard. It can be reasonably inferred that CO hotspots would not occur at any intersections near the project site from the addition of approximately 658 trips per day. Therefore, impacts would be less than significant.

Operational Diesel PM

The Health Risk Assessment (HRA) prepared by Michael Baker International (2016) evaluated the increased potential for cancer risk and non-carcinogenic hazards from implementation of the project. Cancer risk calculations were based on a 9-year exposure period at the sensitive receptors located directly south of the site. The anticipated annual average diesel PM_{2.5} emission concentrations at the closest sensitive receptor (the school campus directly south of the project site) would be 0.03 µg/m³ at the greatest. As shown in **Table III-5**, impacts related to cancer risk

and PM_{2.5} concentrations from heavy trucks (assuming 135 daily heavy truck deliveries) would be less than significant at the school campus. Also, the risk level is conservative based on the fact that the nature of the sensitive receptor is a continuation school, and would therefore have a shorter exposure period that would result in lower risk levels.

Table III-5 Maximum Operation Health Risk at the Southerly School Campus

| Exposure Scenario | Maximum Cancer Risk (Risk per Million) ¹ | Significance Threshold (Risk per Million) | Exceeds SCAQMD Significance Threshold? |
|--|---|---|--|
| Slover Mountain High School (Continuation), across Orange Street (9-Year Exposure) | 6.93 | 10 | No |
| Notes: 1. Refer to Appendix B, Health Risk Assessment. | | | |

There are also residential neighborhoods in the vicinity of the project located approximately 300 feet to the southwest across Cedar Avenue, 750 feet to the south beyond the school campus, and 770 feet to the north across the I-10. At these sensitive receptors, the average diesel PM_{2.5} emissions concentrations would be 0.006 µg/m³, 0.005 µg/m³ and 0.002 µg/m³, respectively. As depicted in Table III-6, impacts related to cancer risk and PM_{2.5} concentrations from heavy trucks would be less than significant at these sensitive receptors.

Table III-6 Maximum Operational Health Risk at Project Vicinity Residences

| Exposure Scenario | Maximum Cancer Risk (Risk per Million) ¹ | Significance Threshold (Risk per Million) | Exceeds SCAQMD Significance Threshold? |
|--|---|---|--|
| Residential Neighborhood to the North across I-10 | | | |
| 70-Year Exposure | 0.88 | 10 | No |
| 30-Year Exposure | 0.83 | 10 | No |
| 9-Year Exposure | 0.80 | 10 | No |
| Residential Neighborhood to the Southwest across Cedar Avenue | | | |
| 70-Year Exposure | 2.48 | 10 | No |
| 30-Year Exposure | 2.07 | 10 | No |
| 9-Year Exposure | 1.49 | 10 | No |
| Residential Neighborhood to the South beyond School Campus | | | |
| 70-Year Exposure | 2.95 | 10 | No |
| 30-Year Exposure | 2.48 | 10 | No |
| 9-Year Exposure | 1.79 | 10 | No |
| Notes: 1. Refer to Appendix B, Health Risk Assessment. | | | |

Non-cancer chronic impacts are calculated by dividing the annual average concentration by the Reference Exposure Level (REL) for that substance. The REL is the concentration at which no adverse non-cancer health effects are anticipated. An acute or chronic hazard index of 1.0 is considered individually significant. The HRA determined that the highest maximum chronic and acute hazard index associated with the emissions from the project would be 0.006 and 0.158, respectively. Therefore, non-carcinogenic hazards are calculated to be within acceptable limits, and a less than significant impact would occur.

Although the increased cancer risk from heavy trucks would be below the applicable significance threshold, because the school facilities south of the project are 60 feet away, Condition of Approval 1 is recommended to enforce existing regulation and reduce the generation of diesel particulate matter.

- III-e) **Less Than Significant Impact.** The SCAQMD CEQA Air Quality Handbook (SCAQMD 1993) identifies certain land uses as sources of odors such as agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (e.g., manufacturing uses that produce chemicals, paper, etc.). The project is a warehouse center, and it is not anticipated to produce odors that would substantially affect the nearby sensitive receptors of educational facilities 60 feet south of the site, and residences located 300 feet to the southwest, 750 feet to the south, and 770 feet to the north. The project does not propose to include any odor-inducing uses on the site. Additionally, the project would be required to comply with SCAQMD Rule 402 (Nuisance), which purports to reduce the release of odorous emissions into the atmosphere. Adherence to Condition of Approval 5. would ensure that the project would not create objectionable odors affecting a substantial number of people. Therefore, impacts would be less than significant.

Less than significant impacts have been identified or anticipated. The project would be conditioned to comply with all applicable SCAQMD requirements and County of San Bernardino regulations and conditions of approval.

Conditions of Approval

AQ-1. The Project shall comply with County Diesel Exhaust Control Measures [SBCC § 83.01.040 (c) – Diesel Exhaust Emissions Control Measures] . Adherence to SBCC § 83.01.040 (c) – Diesel Exhaust Emissions Control Measures will reduce the generation of diesel particulate matter.

AQ-2. The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 403, "*Fugitive Dust.*" Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving and stockpiling activities, grading, and equipment travel on unpaved roads. Rule 403 is intended to reduce PM₁₀ emissions from any handling, construction, or storage activity that has the potential to generate fugitive dust. Pursuant to Rule 403, the developer will prepare, submit, and obtain approval from San Bernardino County Planning of a Dust Control Plan (DCP) consistent with the SCAQMD guidelines, and a letter agreeing to include in any construction contracts/subcontracts a requirement that project contractors adhere to the requirements of the DCP.

AQ-3. The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 431.2, "*Sulfur Content of Liquid Fuels.*" Adherence to Rule 431.2 limits the release of sulfur dioxide (SO_x) into the atmosphere from the burning of fuel.

AQ-4. The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1113, "*Architectural Coatings.*" Adherence to Rule 1113 limits the release of volatile organic compounds (VOCs) into the atmosphere during painting and application of other surface coatings.

AQ-5. The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 402 "*Nuisance.*" Adherence to Rule 402 reduces the release of odorous emissions into the atmosphere.

| | Potentially Significant Impact | Less than Significant Impact with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|---|-------------------------------------|-------------------------------------|
| IV. BIOLOGICAL RESOURCES – Would 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 Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input 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"/> |

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

A *Habitat Suitability Evaluation* was prepared by Ecological Sciences (Ecological Sciences, January 2017). The Habitat Suitability Evaluation is included as Appendix B and the results are summarized herein.

- a) **Less Than Significant Impact With Mitigation Incorporated.** The California Department of Fish and Wildlife (CDFW) and the U.S. Fish and Wildlife Service (USFWS) may list species as threatened or endangered under the California Endangered Species Act (CESA) or Federal Endangered Species Act (FESA), respectively. The USFWS can designate critical habitat that identifies specific areas that are essential to the conservation of a listed species. The field survey conducted for the Habitat Suitability Evaluation (Ecological Sciences, 2017) evaluated the project site for potential Delhi Sands Flower-loving Fly (DSFF) and Burrowing Owl (BUOW) habitat.

The USFWS lists the DSFF as an endangered species. The subject site is located within an area designated as the Colton Recovery Unit (RU), which contains several areas that currently support DSFF populations, and additional areas have been proposed for restoration in the DSFF Recovery Plan. However, RUs do not include residential and commercial development, or areas that have been otherwise permanently altered by human actions (FWS 1997). The project site has been previously developed as a residential area. Furthermore, existing site conditions present are not consistent with those known or expected to support DSFF. Although a few native plant species are present that are often associated with potential DSFF habitat, the context in which these species occur (e.g., scattered within highly disturbed site conditions) does not constitute a native plant community most commonly associated with potential DSFF habitat.

The BUOW is considered a California Species of Special Concern, Federal Species of Concern, Partners in Flight Priority Bird Species, and Fish and Wildlife Service Species of Management Concern because of declines of suitable habitat, as well as localized and statewide population declines. While this special-status species is not protected by state or federal endangered species acts, the BUOW is protected under the federal Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C. 703-711) and California Department of Fish and Game/Wildlife (CDFG/CDFW) Code sections 3503, 3503.5, and 3800. These sections prohibit take, possession, or destruction of birds, their nests or eggs.

No direct observations or burrowing owl sign were recorded during the BUOW habitat assessment, primarily due to various recurring and historic anthropogenic disturbances. Although the BUOW is well known to occur in certain disturbed situations, the BUOW generally prefers moderately to heavily grazed grasslands for nesting and roosting and generally avoids areas supporting dense vegetation. Monitoring of the site and adjacent areas during peak BUOW activity times did not reveal any indication that this species was present or utilizing the site for foraging purposes. Although the occurrence potential for BUOW is considered low, a BUOW pre-construction survey (as previously detailed) is recommended following CDFW protocol prior to development (**BIO-1**).

The project site is heavily disturbed and consists of a bare field that was formerly used for residential uses. No sensitive species were observed during the habitat assessment. No special-status plant species are expected on site due to the absence of suitable habitat, and no impacts would occur. No other special-status wildlife species were directly recorded on site and no special-status wildlife species are expected because of the developed nature of the site. Site development would not eliminate any habitat for special-status species, nor reduce population sizes below self-sustaining levels on a local or regional basis.

Non-native grasslands present on site could provide potential nesting sites for common native bird species. The potentially occurring common native birds are not protected by state or federal endangered species acts; however many native species are protected under the

federal Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C. 703-711) and CDFG Code sections 3503, 3503.5, and 3800 which prohibits take, possession, or destruction of birds, their nests or eggs (in particular raptor species). If site preparation activities occur during the nesting season (generally February 1 through August 31), a pre-construction nesting bird survey would be required as identified in **BIO-2**. Therefore, impacts would be mitigated to a less than significant level.

- b) **No Impact.** Based on the Habitat Assessment (Ecological Sciences, 2017), USACE "waters of the United States" per Sections 401-404 of the Federal Clean Water Act and "streambeds" per Section 1600-1603 of the CDFW Code were not observed on the property. No jurisdictional wetlands were recorded on site. There would be no impact.
- c) **No Impact.** As noted above, the project does not contain wetlands or jurisdictional features. Therefore, the project would not have a substantial adverse effect on federally protected wetlands and there would be no impact.
- d) **Less Than Significant Impact.** Wildlife corridors are linear features that connect areas of open space and provide avenues for the migration of animals and access to additional areas of foraging. The project site is not located in an area that provides any significant or biologically important habitat corridors or nursery sites. The project site itself does not contain, or adjacent to, any wildlife corridors. The project site is surrounded by roadways, residential, and industrial development, and does not provide a linkage to any open space or habitat area.

No concentrations of wildlife tracks or sign were observed, and no established corridors or connectivity to larger conservation areas of the region were observed. The project site lies in an urbanized area where undeveloped land is heavily fragmented. The isolated nature of the project site surrounded by development precludes corridor potential. Therefore, development of a building onsite would not impede regional wildlife movement, impact any designated corridors or habitat linkages, or impede the use of native wildlife nursery sites.

Nesting birds of a wide range of species are protected by the Migratory Bird Treaty Act (MBTA). Potential migratory ground-nesting birds that may be transitory within the project area are protected through mandated compliance with the MBTA. Disturbance of any active bird nest during the breeding season is also prohibited by the California Fish & Game Code. To ensure development of the Project Site does not violate the MBTA, **BIO-2**, requiring pre-construction surveys for nesting birds is included as part of the project. With the implementation of **BIO-2**, impacts to nesting birds would be less than significant.

- e) **No Impact.** The project would not conflict with any local policies or ordinances protecting biological resources, as the site have been previously disturbed and there are no identified biological resources that are subject to such regulation. No impact would occur.
- f) **No Impact.** With the exception of the RU for the federally endangered DSFF, the project site is not subject to a conservation plan and no plans have been adopted in the area of the project site. No DSFF were found on site and all on-site habitats were classified as unsuitable for DSF. No impact would occur.

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.

MM# Mitigation Measures

BIO-1 Burrowing Owl Pre-Construction Survey. A pre-construction surveys for Burrowing Owl (BUOW) shall be required 30 days before the start of grading activities to confirm the absence of BUOW from the site. Preconstruction BUOW surveys shall be conducted according to the 2012 CDFW Staff Report on Burrowing Owl Mitigation guidelines onsite prior to construction or site preparation activities.

The results of the survey will be submitted to the County of San Bernardino and the California Department of Fish & Wildlife (CDFW) within 14 days following completion. If active burrows are detected, protective measures shall be required to ensure compliance with the Migratory Bird Treaty Act (MBTA) and other applicable California Department of Fish and Game (CDFG) Code requirements.

- a. In the event that the pre-construction survey identifies no burrowing owls in the impact area, a grading permit may be issued without restriction.
- b. In the event that the pre-construction survey identifies the presence of at least one individual but less than three (3) mating pairs of burrowing owl, then prior to the issuance of a grading permit and prior to the commencement of ground-disturbing activities on the property, the qualified biologist shall passively or actively relocate any burrowing owls. Passive relocation, including the required use of one-way doors to exclude owls from the site and the collapsing of burrows, will occur if the biologist determines that the proximity and availability of alternate habitat is suitable for successful passive relocation. Passive relocation shall follow California Department of Fish and Wildlife relocation protocol. If proximate alternate habitat is not present as determined by the biologist, active relocation shall follow California Department of Fish and Wildlife relocation protocol. The biologist shall confirm in writing to the County of San Bernardino Planning Department that the species has fledged or been relocated prior to the issuance of a grading permit.

BIO-2 Nesting Bird Pre-Construction Survey. As a condition of approval for all grading permits, vegetation clearing, or ground disturbance, within 30 days prior to such activities occurring during the nesting/breeding season (Mid-February through August 31), a migratory bird nesting survey must be completed in accordance with the following requirements:

- a. A migratory nesting bird survey of the Project's impact footprint shall be conducted by a qualified biologist within three business (3) days prior to initiating vegetation clearing or ground disturbance.
- b. A copy of the migratory nesting bird survey results report shall be provided to the County of San Bernardino Planning Department. If the survey identifies the presence of active nests, then the qualified biologist shall provide the Planning Department with a copy of maps showing the location of all nests and an appropriate buffer zone around each nest sufficient to protect the nest from direct and indirect impact. The size and location of all buffer zones, if required, shall be subject to review and approval by the Planning Department and shall be no less than a 300-foot radius around the nest for non-raptors and a 500-foot radius around the nest for raptors. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist and Planning Department verify that the nests are no longer occupied and the juvenile birds can survive independently from the nests.

| | Potentially Significant Impact | Less than Significant Impact with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|---|-------------------------------------|--------------------------|
| V. CULTURAL RESOURCES – Would 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"/> |

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

A Historical/Archaeological Resources Survey Report (Cultural Report) was prepared by CRM Tech (March 2017). The findings are summarized below and the study is included as Appendix C to this Initial Study. The CRM Tech (March 2017) was reviewed and agreed to by the San Manuel Band of Mission Indians on March 15, 2017.

V-a) Less Than Significant Impact.

The historical/archaeological resources records search was conducted at the South Central Coastal Information Center (SCCIC), which is the State of California's official cultural resource records repository for the County of San Bernardino. Maps and records on file at the SCCIC were searched for a complete inventory of previously identified historical/archaeological resources and existing cultural resources studies within a one-mile radius of the project area.

According to records on file at the SCCIC, two linear surveys for a pipeline and a fiber-optic cable were previously completed along the northern project boundary in 1999 and 2000, but the project area as a whole had not been surveyed systematically for cultural resources prior to the Cultural Report (CRM Tech, 2017). The nearest historical/archaeological sites within a one-mile radius includes the original campus of the former Bloomington Middle School, which was constructed in 1936-1937 (Marvin 2003; Hollins 2008). The site is now occupied by offices of the Colton Joint Unified School District at 10435 Cedar Avenue, across Orange Street from the project location. Although a 2003 study found the cluster of three buildings to be eligible for the National Register of Historic Places as a property associated with New Deal-era work-relief programs and embodying Art Deco architecture of the 1920s-1930s (Marvin 2003:5), a 2008 study found the primary building in the group not to meet the requirements of those criteria (Hollins 2008:2).

Another site near the project area consisted of the segment of the former Southern Pacific Railroad mainline in San Bernardino County, now a part of the Union Pacific Railroad system. Lying just to the north of the project location, this rail line was constructed in 1875 as a part of the Southern Pacific mainline between California and Texas. A 1999 study concluded that the

site was eligible for the National Register due to the important role that the Southern Pacific Railroad once played in the growth of the southern California region (Ashkar 1999:2). Subsequent studies focusing on various segments of the rail line, however, typically found these segments not to be eligible for the lack of historic integrity (Harper 2008:1; Tibbet 2010:2; Paul 2012:2).

The intensive-level field survey produced negative results for potential historical resources. It was confirmed during the survey that the only features surviving from the former residential neighborhood in the project area were the asphalt-paved remnants of Park Street and Church Street, two nondescript, minor suburban residential streets. No other features or artifacts more than 50 years of age were encountered within or adjacent to the project boundaries. Scattered modern refuse was noted over much of the project area, but none of these items is of any historical/archaeological interest.

The historical research conducted demonstrated clear signs of human activities in the project vicinity at least by the 1850s, when several roads were noted traversing to the north and the south of the project location. By the mid-1890s, a lone building had appeared in the southernmost portion of the project area, probably a farmstead. In the late 1930s, more than a dozen buildings lined Cedar Avenue, Orange Street, Vine Street, Park Street, and Church Street. The number of buildings on the project site continued to grow through the 1950s, and resembled a densely populated suburban housing tract. In 1966-1967, some of the residences on the western edge were removed for realignment of Cedar Avenue. From 1980 to 1994, the 30 buildings that remained were removed, leaving only the abandoned Park Street and Church Street. From 1994 to the present time, the entire project site has been vacant and undeveloped.

Because the project involves development of a previously developed site, it is not anticipated that intact subsurface historic or archaeological resources would be encountered during excavation and grading activities, and historical and archaeological sites are not known to exist in the area. Therefore, there is a less than significant potential impact involving disturbance of undiscovered resources during grading and excavation activities.

- V-b) **Less than Significant Impact.** Archaeological sites are locations that contain resources associated with former human activities, and may contain such resources as human skeletal remains, waste from tool manufacturing, tool concentrations, and/or discoloration or accumulation of soil or food remains.

The records search conducted for the project found that more than 20 previous studies on various tracts of land and linear features have been completed within a 1-mile radius of the project site. However, collectively these studies covered less than 20% of the land within the scope of the records search. Based on past studies in the project area, 42 historical/archaeological sites were recorded within the 1-mile radius, all dating to the historic period. Most of these (36) consisted of buildings or groups of buildings, and the other 6 sites included structural remains, refuse scatters, irrigation features, and the Union Pacific (formerly Southern Pacific) Railroad. No prehistoric cultural resources were identified within the scope of the records search.

The nearest sites, 36-020331 and 36-021607 represent the original campus of the former Bloomington Middle School constructed in 1936-1937, which is now occupied by offices of the Colton Joint Unified School District at 10435 Cedar Avenue, across Orange Street from the project site. The Cultural Report (CRM Tech 2017) discusses that this site was found by one study to be eligible for the National Register of Historic Places as a property associated with

New Deal-era work-relief programs and embodying Art Deco architecture of the 1920s-1930s, however, a later study found the buildings did not meet the requirements of those criteria.

A third site recorded just north of the project area, 36-010330 (CA-SBR-10330H) consisted of the segment of the former Southern Pacific Railroad mainline in San Bernardino County, which is now part of the Union Pacific Railroad system. This rail line was constructed in 1875 as a part of the Southern Pacific mainline between California and Texas. Although an early report concluded the site was eligible for the National Register due to the important role that the Southern Pacific Railroad once played in the growth of the southern California region, subsequent studies focusing on various segments of the rail line found them ineligible for lack of historic integrity, and the other previously recorded sites were not in the immediate project vicinity.

The project area is predominately urbanized, vacant, has been previously disturbed from prior grading activities and developed, and is not located within the County's Cultural Resource Overlay area. The intensive modification and disturbance associated with the grading and surface modification of the project site has eradicated any near-surface record of prehistoric, ethnohistoric, or historic-era behavioral activities that may have otherwise been preserved as archeological sites, deposits, or features. As a result, the potential for encountering buried archaeological resources is very low. If buried resources are encountered, they are likely to be disturbed or secondary contexts, considering the entire surface of the site has been heavily modified, graded, and previously developed. In the unlikely event that substantial deposits of buried cultural materials, such as concentrated deposits of historic-period refuse, are encountered during earth-moving operations associated with the project, all work in that area should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds. Therefore, impacts related to archaeological resources would be less than significant.

- V-c) **Less Than Significant Impact.** Paleontological resources are the preserved fossilized remains of plants and animals. Fossils and traces of fossils are preserved in sedimentary rock units, particularly fine- to medium grained marine, lake, and stream deposits, such as limestone, siltstone, sandstone, or shale, and in ancient soils. They are also found in coarse-grained sediments, such as conglomerates or coarse alluvium sediments. Fossils are rarely preserved in igneous or metamorphic rock units. Fossils may occur throughout a sedimentary unit and, in fact, are more likely to be preserved subsurface, where they have not been damaged or destroyed by previous ground disturbance, amateur collecting, or natural causes such as erosion.

No paleontological resources are known to be on or adjacent to the project site. It is assumed that if these resources were located in these areas, they would have been discovered during original or subsequent ground disturbing activities in this urbanized area. If evidence of paleontological resources is encountered during grading and construction, operations would be required to cease, and the County of San Bernardino and County Museum would be required to be contacted for determination of appropriate procedures. Compliance with the County's standard conditions would preclude significant impacts to paleontological resources. Therefore, impacts would be less than significant.

- V-d) **Less Than Significant Impact.** The project site is not located within a known or suspected cemetery and there are no known human remains within the site. As discussed in V-a), the project site has been significantly disturbed by grading during previous development activities; therefore, the potential for uncovering human remains at the project site would be considered

low. Nevertheless, the remote potential exists that human remains could be unearthed during grading and excavation activities associated with project construction.

In the event that human remains are discovered during project grading or other ground disturbance activities, the project would be required to comply with Section 7050.5 of the California Health and Safety Code (CHSC) and Public Resources Code (PRC) §5097 et. seq. CHSC Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin of discovered human remains. PRC Section 5097 states that remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made by the Coroner.

If the Coroner determines the remains to be Native America, the Native American Heritage Commission (NAHC) would be contracted pursuant to PRC Section 5097.98, and the NAHC must then immediately notify the "most likely descendant(s)" of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours, and engage in consultations concerning the treatment of the remains.

Based on this analysis and with implementation of the CHSC and PRC sections mentioned, the impact would be less than significant.

Less than significant impacts have been identified or anticipated. The project would be conditioned to comply with all relevant County of San Bernardino regulations and conditions of approval.

Conditions of Approval

CR-1. If potential historic, archaeological, or paleontological resources are uncovered during excavation or construction activities at the project site, work in the affected area will cease immediately and a qualified person (meeting the Secretary of the Interior's standards [36 CFR § 6]) shall be consulted by the applicant to evaluate the find, and as appropriate recommend alternative measures to avoid, minimize or mitigate negative effects on the historic, prehistoric, or paleontological resource. Determinations and recommendations by the consultant shall be implemented as deemed appropriate by the Community Development Director, in consultation with the State Historic Preservation Officer (SHPO) and any and all affected Native American Tribes before any further work commences in the affected area.

CR-2. If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.

CR-3. In the event that Native American cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, San Manuel Band of Mission Indians will be contacted if any such find occurs and be provided information and permitted/invited to perform a site visit when the archaeologist makes his/her assessment, so as to provide Tribal input.

CR-4. If significant Native American historical resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, an SOI-qualified archaeologist shall be retained

to develop an cultural resources Treatment Plan, as well as a Discovery and Monitoring Plan, the drafts of which shall be provided to San Manuel Band of Mission Indians for review and comment.

- a. All in-field investigations, assessments, and/or data recovery enacted pursuant to the finalized Treatment Plan shall be monitored by a San Manuel Band of Mission Indians Tribal Participant(s).
- b. The Lead Agency and/or applicant shall, in good faith, consult with San Manuel Band of Mission Indians on the disposition and treatment of any artifacts or other cultural materials encountered during the project.

| | Potentially Significant Impact | Less than Significant Impact with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|---|-------------------------------------|-------------------------------------|
| VI. GEOLOGY AND SOILS – Would 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| ii. Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iii. Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iv. Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input 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 18 1-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 geotechnical investigation, *Geotechnical Investigation Proposed Commercial/Industrial Building: NEC Cedar Avenue and Orange Street*, was prepared by Southern California Geotechnical (SoCalGeo) (October 2014). The intent of the Geotechnical Investigation was to assess on-site geotechnical conditions and provide preliminary recommendations for design, future grading, and construction. The report is provided in Appendix D.

VI-a) i) **No Impact.** According to the most recent Alquist-Priolo Earthquake Fault Zone Map, the project site is not located within an Alquist-Priolo Earthquake Fault Zone. Therefore, the project site is not expected to be subject to rupture. No impacts are anticipated with respect to fault rupture.

ii) **Less Than Significant Impact.** The project site, like most of Southern California, is located in a seismically active region. Active faults are defined as those that have experienced surface displacement within Holocene time (approximately the last 11,000 years) and/or are in a State-designated Alquist-Priolo Earthquake Fault Zone. There are faults capable of generating moderate to large earthquakes in the project vicinity. The nearest fault zone is the San Jacinto fault zone located approximately five miles north of the project site.

The project would be required to comply with the building design standards of the 2013 California Building Code (CBC) for the construction of new buildings/and or structures as well as any applicable standards for seismic forces. All project construction would be conducted according to the standard building design and engineering techniques required for compliance with the CBC. Although some structural damage is typically not avoidable during a large earthquake, compliance with applicable ordinances and the CBC is intended to protect against building collapse and major injury during a seismic event. The CBC includes specific design measures, which are based on determination of Site Classification and Seismic Design Categories specific to the project site. These design measures are intended to maximize structural stability in the event of an earthquake. Further, the *Geotechnical Investigation* (SoCalGeo 2014) has included specific recommendations to reduce the risk of structural damage as a result of strong seismic shaking, pursuant to the CBC. Conditions of approval would ensure that the project would adhere to CBC requirements and implementation of the seismic design parameters recommended in the *Geotechnical Investigation* (SoCalGeo 2014), which would reduce the risks related to strong seismic shaking to a less than significant level.

iii) **Less Than Significant Impact.** Liquefaction is the loss of soil strength or stiffness due to a buildup of water pressure between soil particles during severe ground shaking. This condition is associated primarily with loose (low density), saturated, fine- to medium-grained, cohesionless soils that often make up alluvial materials. Liquefaction can cause ground and structure settlement, flotation of buoyant structures, and cracking of the ground surface. The general liquefaction susceptibility of the site was determined by research of the *San Bernardino County Official Land Use Plan, General Plan, Geological Overlay*. The map for the Fontana Quadrangle indicates that the project site is not located within a liquefaction hazard zone. The potential for impacts from liquefaction are considered less than significant. Additionally, adherence to the *California Building Code* would further reduce any potential impacts of seismic-related ground failure, including liquefaction to less than significant levels.

iv) **No Impact.** The project site is relatively flat with slopes of less than two percent. The site ranges in elevation from 1,094 amsl in the northwest corner to 1,073 amsl in the southeast corner. The overall topographic relief of the site is approximately 21 feet. The topography of surrounding properties is similar with no unusual geographic features. Therefore, project

implementation would not expose people or structures to potential substantial adverse effects involving landslides, and no impacts would occur.

The project would not 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, (ii) strong seismic ground shaking, (iii) seismic-related ground failure, including liquefaction or (iv) landslides, because there are no such geologic hazards identified in the immediate vicinity of the project site. The project would be reviewed and approved by County Building and Safety with appropriate seismic standards.

- VI-b) **Less Than Significant Impact.** The primary concern in regards to soil erosion or loss of topsoil would be during the construction phase of the project. Grading and earthwork activities associated with project construction activities would expose soils to potential short-term erosion by wind and water.

The project would be subject to compliance with the requirements set forth in the National Pollutant Discharge Elimination System (NPDES) Storm Water General Construction Permit for construction activities. The NPDES Storm Water Construction Permit requires preparation of a Storm Water Pollution Prevention Plan, which would identify specific erosion and sediment control Best Management Practices (BMPs) that would be implemented to protect storm water runoff during construction activities. Compliance with the California Building Code and NPDES permit conditions would minimize effects from erosion and ensure consistency with the Regional Water Quality Control Board Water Quality Control Plan. By following compliance with NPDES requirements via Conditions of approval 2 and 3, project implementation would result in less than significant impacts regarding soil erosion.

Substantial soil erosion or loss of topsoil is not expected to occur during long-term operation. The majority of the project site would be covered with structures or paved, and the remaining pervious areas would be landscaped, which would minimize impacts to a less than significant level.

- VI-c) **Less Than Significant Impact.** The project is not identified as being located on a geologic unit or soil that has been identified as being unstable or having the potential to result on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. As discussed above, the *Geotechnical Investigation* (SoCalGeo 2014) found that impacts due to liquefaction to be less than significant and there would be no impacts from landslides because the site is flat. Additionally, the *Geotechnical Investigation* (SoCalGeo 2014) found that the impacts of lateral spreading and subsidence to be less than significant.

- VI-d) **Less Than Significant Impact.** Expansive soils can be a problem, as variation in moisture content would cause a volume change in the soil. Expansive soils heave when moisture is introduced and contract as they dry. According to the *Geotechnical Investigation* (SoCalGeo 2014) the project site is underlain by soils with very low expansion potential. Therefore, no design considerations related to expansive soils are required. Impacts are less than significant.

- VI-e) **Less Than Significant Impact.** The project would install onsite sewer lines that would connect to an extension east to the existing manhole at the intersection of Orange Street at Larch Avenue. The project would not utilize septic tanks or alternative wastewater disposal systems. Thus, impacts would not occur.

Less than significant impacts have been identified or anticipated. The project would be conditioned to comply with all applicable County of San Bernardino regulations and conditions of approval.

Conditions of Approval

GS-1. The Project is required to comply with the California Building Standards Code as adopted by the County of San Bernardino to preclude significant adverse effects associated with seismic hazards. A design-phase geotechnical report will be produced and its recommendations will be implemented during site grading and construction. The following conditions are recommended:

- Once project grading and foundation plans are prepared and available, the project geotechnical consultant shall review the grading and foundation plans relative to the geotechnical recommendations in the above referenced report and provide an updated report and/or supplement if determined to be necessary. The geotechnical consultant shall stamp and wet-sign the grading and foundation plans which shall be submitted the County for review and approval as part of the plan check process.
- The Project Geotechnical Engineer shall perform inspection and density testing during grading. Upon completion of rough grading, the Geotechnical Engineer shall prepare a compaction report that includes the results of compaction testing and a plat or other suitable map showing the location of compaction tests. In addition, the report shall summarize the results of in-grading inspections and shall indicate whether the grading has been conducted in accordance with the recommendations of the approved geotechnical report. The report shall be submitted to Building and Safety with appropriate fees for review and approval.
- The Project Geotechnical Engineer shall inspect and approve footing excavations prior to placement of forms, steel, or pouring of concrete.

GS-2. The project would comply with National Pollutant Discharge Elimination System (NPDES) requirements for control of discharges of sediments and other pollutants during construction. A Stormwater Pollution Prevention Plan (SWPPP) will be prepared and submitted to the State Water Resources Control Board. The project will obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit) in effect at the time of grading permit application. The SWPPP will require preparation of an Erosion & Sediment Control Plan. Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by County of San Bernardino staff or its designee to confirm compliance.

GS-3. The project would comply with NPDES requirements for control of discharges of sediments and other pollutants during operations of the facility through preparation and implementation of a Water Quality Management Plan (WQMP) in compliance with the

Municipal Separate Storm Sewer System (MS4) Permit in effect for the Santa Ana Regional Water Quality Control Board (RWQCB) at the time of grading permit application.

| VII. | GREENHOUSE GAS EMISSIONS – Would the project: | Potentially Significant Impact | Less than Significant Impact with Mitigation Incorporated | Less than Significant Impact | No Impact |
|------|---|--------------------------------|---|-------------------------------------|--------------------------|
| a) | Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) | Conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

SUBSTANTIATION:

A *Greenhouse Gas (GHG) Emissions Report* was prepared for the project by Michael Baker International (August 2017). The findings of the GHG Report are summarized in this Initial Study, and the report is included as Appendix E.

VII-a) **Less than Significant Impact.** In September 2006, the California State Legislature enacted the Global Warming Solutions Act (Assembly Bill or AB 32) to address greenhouse gasses (GHG) caused by human activity and implicated in global climate change. AB 32 requires that GHG emissions in California be reduced to 1990 levels by 2020, and is part of a larger State plan to reduce emissions to 80 percent below 1990 levels by 2050.

The Climate Action Reserve established general and industry-specific protocols for assessing and reporting GHG emissions. GHG sources are either direct (i.e., from the project site and activities associated with operations) and indirect (i.e., not directly associated with the project, but impacted by its operations).

The project would result in direct and indirect emissions from CO₂ (from gasoline and diesel combustion), and N₂O and CH₄ (from limited vehicle tailpipe emissions). Direct GHG emissions would result from construction activities, area sources, and mobile sources. Indirect emissions would result from electricity consumption, water demand, and solid waste generation. Operational emissions sources would be from natural gas usage and mobile emissions.

CalEEMod quantified the indirect and direct emissions that would be produced with implementation of the project, including construction and operational emissions. The measure MTCO_{2e} per year is used to account for variations in the effectiveness of the aforementioned gases on climate change.

In December 2011, the County Board of Supervisors adopted a Greenhouse Gas Emissions Reduction Plan (GHG Reduction Plan) that establishes 3,000 MTCO_{2e} as the screening threshold for projects to be considered consistent with the Plan and determined to have a less than significant individual and cumulative impact for GHG emissions. The County's Screening Table point system was used to evaluate the project's compliance with the GHG Plan. The proposed project's design features incorporate 100 points on the Screening Tables for Implementation of GHG Reduction Measures for Commercial Development through the application of Modestly Enhanced Window Insulation (7 points), All Rooms Daylighted (7 points), Water Efficient Irrigation Systems (5 points), Employee Bicycle/Pedestrian Programs (1 point), and Provide Eight (8) Public Charging Stations for Use by an Electric Vehicle (38 points). Because the project design features exceed 100 points, the

project is considered consistent with the GHG Plan and is therefore determined to have a less than significant individual and cumulative impact for GHG emissions. The GHG reduction measures proposed by the Applicant through the Screening Tables Review Process have been included in the project design or would be included as Conditions of Approval for the project.

As shown in Table VII-1 the total amount of GHG emissions that would result from direct and indirect sources with implementation of the project would total 1,973.85 MTCO_{2e} per year, which is below the County's 3,000 MTCO_{2e} per year screening threshold. Projects that do not exceed the County threshold are considered to have a less than significant individual and cumulative impact for GHG emissions. Because the project would produce GHG emissions less than the County's screening threshold, impacts would be less than significant and no mitigation measures would be required.

Table VII-1 Project Greenhouse Gas Emissions

| Source | CO ₂ | CH ₄ | | N ₂ O | | Total Metric Tons of CO ₂ eq |
|---|--------------------------------------|-----------------|-----------------------------------|------------------|-----------------------------------|---|
| | Metric Tons/yr | Metric Tons/yr | Metric Tons of CO ₂ eq | Metric Tons/yr | Metric Tons of CO ₂ eq | |
| PROJECT GHG EMISSIONS | | | | | | |
| Direct Emissions | | | | | | |
| ▪ Construction (amortized over 30 years) | 24.93 | 0.00 | 0.00 | 0.00 | 0.00 | 24.93 |
| ▪ Mobile Sources | 1,346.53 | 0.07 | 1.78 | 0.00 | 0.00 | 1,348.31 |
| Total Unmitigated Direct Emissions | 1,371.46 | 0.07 | 1.78 | 0.00 | 0.00 | 1,373.24 |
| Indirect Emissions | | | | | | |
| ▪ Area | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 |
| ▪ Energy | 200.66 | 0.01 | 0.20 | 0.00 | 0.57 | 201.63 |
| ▪ Waste | 35.26 | 2.08 | 82.09 | 0.00 | 0.00 | 88.43 |
| ▪ Water Demand | 190.82 | 1.40 | 34.99 | 0.03 | 10.25 | 237.50 |
| ▪ Off-Road (Forklifts) | 71.38 | 0.02 | 0.57 | 0.00 | 0.00 | 71.97 |
| Total Unmitigated Indirect Emissions | 498.33 | 3.51 | 87.84 | 0.04 | 10.82 | 600.54 |
| TOTAL NET GHG EMISSIONS | 1,973.85 MTCO_{2e}/yr | | | | | |
| Notes: Emissions calculated using CalEEMod computer model. Totals may be slightly off due to rounding. Refer to Appendix A, Greenhouse Gas Emissions Data, for detailed model input/output data. | | | | | | |

VII-b) Less than Significant Impact.

GHG Reduction Plan

As mentioned in VII-a), the County of San Bernardino adopted a Greenhouse Gas Emissions Reduction Plan (GHG Plan) on December 6, 2011 that became effective on January 6, 2012. The GHG Plan establishes an emissions reduction target for the year 2020 that is 15 percent below 2007 emissions levels. Achieving this goal would ensure that GHG emissions from activities covered by the GHG Plan would not be cumulatively considerable.

The County's GHG Plan is achieved through applying reduction requirements to projects during the Development Review Process. All new development is required to quantify a project's GHG emissions. Certain projects are required to use Screening Tables, which assign points to various activities that reduce GHGs, to determine the necessary reduction measures that would be adopted as mitigation to reduce project emissions to below a level of significance. As shown in Table VII-1, the project would generate less than the 3,000 MTCO_{2e} per year standard. As described in Appendix F of the GHG Plan, projects that generate less than 3,000 MTCO_{2e} per year of GHG emissions are

deemed to be consistent with the GHG Plan and do not require mitigation; for this reason, the GHG Plan states that the use of Screening Tables to determine GHG reduction measures is not required for projects below this threshold. Therefore, a less than significant impact would occur.

AB 32 requires that state GHG emissions be reduced to 1990 levels by 2020. The County's GHG Plan was established for consistency with AB 32's target. SB 32, which became effective in September 2016, established the emissions target of 40 percent below 1990 levels by 2030.

SCAG's *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)*, adopted April 7, 2016, is a long-range visioning plan for the Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. It establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035, and establishes an overall GHG target for the region that is consistent with both the AB 32 (2020) and SB 32 (2030) targets.

The project would not conflict with the goals of the RTP/SCS, and thus would not interfere with SCAG's ability to achieve the region's post-2020 mobile source GHG reduction targets outlined in the 2016 RTP/SCS. Therefore, impacts associated with project construction and operation would be less than significant, and no mitigation measures would be required.

Less than significant impacts have been identified or anticipated. The project would be conditioned to comply with all applicable County of San Bernardino regulations and conditions of approval.

| | | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant | No Impact |
|--------------|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| VIII. | HAZARDS AND HAZARDOUS MATERIALS | | | | |
| | Would the project: | | | | |
| a) | Create a significant hazard to the public or the Environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) | Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) | For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard 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, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) | Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| h) | Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

SUBSTANTIATION:

A Phase I Environmental Assessment, 8.82-acre Vacant Parcel, Eastern Corner of Orange Street and Cedar Avenue, Bloomington, California 92316 (APN 0253-211-56) (Phase I ESA) was prepared by SCS Engineers (July 2016) for the project site. The findings of the Phase I ESA are summarized in the Initial Study; the report is included as Appendix F.

- VIII-a) **Less Than Significant Impact.** The project is a warehouse distribution center and is not expected to transport, use, or dispose of significant amounts of hazardous materials as defined by the Hazardous Materials Transportation Uniform Safety Act. If such uses are proposed on the site in the future, they would be subject to permit and inspection by the Hazardous Materials Division of the San Bernardino County Fire Department (SBCFD), and subsequent land use review by the County may be required.

During construction, the project would involve the transport of common construction materials such as concrete, wood, metal, and fuel for construction equipment. These substances are considered hazardous, but not acutely hazardous. Although they would be stored in temporary storage tanks/sheds located on the project site, these materials could have the potential for accidental spillage that could expose workers. However, the use, storage, transport, and disposal of these hazardous construction materials would be carried out in accordance with federal, state, and county regulations. Furthermore, no extremely hazardous substances (i.e., those governed by 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. As required by the SBCFD Hazardous Materials Division, Material Safety Data Sheets for all applicable hazardous materials present onsite would be readily available to onsite personnel. Additionally, non-hazardous construction debris generated by the project would be disposed of at local landfills. Sanitary waste would be managed using portable toilets, with waste disposed of at approved sites.

During operation, the warehouse distribution center would produce non-hazardous waste that would be disposed of at local landfills.

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

- VIII-b) **Less Than Significant Impact.** As noted in VIII-a), the project would not involve the use, storage, or disposal of hazardous materials. Only construction-related materials such as fuels, lubricants, adhesives, and solvents would be used during the construction phase of the project. The toxicity and potential release of these construction materials would depend on the quantity of material, type of storage container, safety protocols used onsite, location and/or proximity to residences, frequency and duration of spills or storage leaks, and the reactivity of hazardous substances with other materials. However, compliance with regulations and standard protocols during the storage, transportation, or use of any hazardous construction materials would ensure that no substantial impacts would occur.

The project site was developed with residential uses and a Catholic church until the 1980s. The site has been vacant since 1990, with only remnants of two cul-de-sac roads crossing the property remaining. No recognized environmental conditions (REC) or obvious indications of environmental issues that would affect the environmental condition of the property were observed during the Phase I ESA inspection (SCS 2016). The nearest railroad track is located approximately 45 feet to the north of the project site on the opposite side of a dirt berm. Based

on the distance and visual inspection, the Phase I ESA determined it to be unlikely that a release of chemicals and products transported or used to prevent vegetation growth on the tracks at the adjoining railroad right-of-way has affected the environmental condition of the project site.

Any proposed use or construction activity that could involve hazardous materials is subject to permit and inspection by the Hazardous Materials Division of the County Fire Department, and standard construction practices would be observed so that any materials released would be appropriately contained and remediated as required by local, State, and federal law. As such, there would be a less than significant impact associated with creating a significant hazard to the public or the environment through foreseeable upset and accident conditions.

- VIII-c) **Less Than Significant Impact.** The project site is located approximately 50 feet north across Orange Street of Slover Mountain High (Continuation) School and northwest of the Bloomington Head Start program, both located at 18829 Orange Street. Thus, the project site is located within one-quarter (0.25) mile from an existing or proposed school. As discussed in VIII-a) and -b) above, all hazardous or potentially hazardous materials would comply with all applicable federal, State, and local agencies and regulations with respect to hazardous materials. Construction of the project would not involve the use of acutely hazardous substances. Warehouse distribution operations would not be expected to emit or handle hazardous or acutely hazardous materials. However, to ensure that the project would reduce impacts relating to the issue of accidental release of hazardous materials, Condition of Approval 1, below would be implemented.

Additionally, as discussed in Section III, Air Quality, impacts related to cancer risk and PM_{2.5} concentrations from heavy trucks would be less than significant at the school campus, and non-carcinogenic hazards were calculated to be within acceptable limits in the HRA. Although the increased cancer risk from heavy trucks would be below the applicable significance threshold, because the school facilities south of the project are 60 feet away, Air Quality Condition of Approval 1. would enforce existing regulation and reduce the generation of diesel particulate matter.

Implementation of Air Quality Condition of Approval 1 and Condition of Approval 1, below would ensure that impacts would remain less than significant.

- VIII-d) **No Impact.** The project site is not included on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5³ (EnviroStor). Therefore, no impact would occur.
- VIII-e) **No Impact.** The project site is not located within an airport land use plan or within two miles of a public or public use airport. The nearest public-use airport is San Bernardino International Airport, approximately 8 miles east of the project site. No impacts would occur.
- VIII-f) **No Impact.** The project site is not located within the vicinity of a private airstrip or related facilities. The nearest private heliport is Johnson Heliport, approximately 5 miles to the southeast. Therefore, the project would not result in safety hazards for people residing or working in the project area as a result of proximity to an airport, and no impacts would occur.

³ California Department of Toxic Substances Control, http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm, accessed July 13, 2017.

- VIII-g) **Less Than Significant Impact.** The project would not affect any emergency response or evacuation plans. Emergency vehicles would continue to have access to project-related and surrounding roadways upon completion of the project. The Bloomington Community Plan (2007) designates the Valley Boulevard, Slover Avenue, and the I-10 as an Emergency Evacuation Routes.⁴ However, other roadways within the community may be used as evacuation routes, and evacuation authorities will designate specific evacuation routes during emergency to respond to the needs and circumstances of the situation. These routes will be communicated to residents at the time of an emergency and will be handled pursuant to the County Emergency Management Plan procedures.

The project site is approximately 0.2 miles south of Valley Boulevard, 0.13 miles north of Slover Avenue, and 0.07 miles south of the I-10. Although project construction and operational traffic would utilize these routes, the traffic use would not impair implementation of or physically interfere with, the County's emergency evacuation routes.

Section XVI, Traffic and Transportation, summarizes the Traffic Impact Analysis, which analyzed project traffic impacts. Under Existing Plus Project conditions, the addition of project-related trips would not result in significant impacts at the study intersections. Although the addition of project-related traffic for Opening Year 2019 would result in a deficient level of service at Cedar Avenue / I-10 Eastbound Ramp in the AM peak hour, this intersection is included in the SANBAG Rialto Sphere Nexus Study Development Impact Fee (DIF) program, and payment of the DIF for this intersection mitigates the project's potential to contribute to significant impacts. Under Horizon Year 2035 conditions, assuming the I-10/Cedar Avenue interchange improvements are built prior to Year 2035, the addition of project-related trips would not result in significant impacts at the study intersections. Construction notice to proceed for the interchange improvements is scheduled for February 2020 and complete for beneficial use is scheduled for January 2022 based on the March 2017 Project Status prepared by the San Bernardino County Transportation Authority.

Because overall traffic impacts would be less than significant, the existing roads have sufficient capacity to accommodate project traffic. Therefore, impacts to emergency response or evacuation plans would be less than significant.

- VIII-h) **No Impact.** The project site is not within an area of high or very high fire hazard, as designated by CAL FIRE. The project area is predominately built out and no wildlands occur within or adjacent to the project site. Project implementation would introduce additional ornamental landscaping, which is not anticipated to create hazardous fire conditions. The project would also conform with the San Bernardino's General Plan Safety Element (primarily Title 2, Division 3, "Fire Protection and Explosives and Hazardous Materials"). Through compliance with these requirements, the risk associated with wildfires on the project site would be reduced to a less than significant impact.

Less than significant Impacts have been identified or anticipated. The project would be conditioned to comply with all applicable County of San Bernardino regulations and conditions of approval.

Conditions of Approval

See Section III, Air Quality Condition of Approval 1 and 3.

⁴ Bloomington Community Plan, 61, April 12, 2007, <http://www.sbcounty.gov/Uploads/lus/CommunityPlans/BloomingtonCP.pdf> accessed July 13, 2017.

HAZ-1. The project is subject to all applicable federal, state, and local laws and regulations regarding hazardous materials including but not limited to requirements imposed by the Environmental Protection Agency, California Department of Toxic Substances Control, South Coast Air Quality Management District, and the Santa Ana Regional Water Quality Control Board.

| IX. | HYDROLOGY AND WATER QUALITY – Would the project: | Potentially Significant Impact | Less than Significant Impact with Mitigation Incorporated | Less than Significant Impact | No Impact |
|-----|---|--------------------------------|---|-------------------------------------|-------------------------------------|
| 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 would 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 would 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 would result in substantial erosion or siltation on- or off-site? | <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 that would result in flooding on- or off-site? | <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 that 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?

SUBSTANTIATION:

A Preliminary Water Quality Management Plan for Cedar Avenue Technology Park (WQMP) was prepared by FM Civil Engineers Inc. (September 2017); refer to Appendix G. A Preliminary Drainage Study was prepared by FM Civil Engineers Inc. (August 2017); refer to Appendix H.

IX-a) Less Than Significant Impact.

Construction

Construction of the project would involve clearing, grading, paving, utility installation, building construction, and the installation of landscaping, which would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints, and other solvents with the potential to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during construction of the project in the absence of any protective or avoidance measures.

Pursuant to the requirements of the Santa Ana Regional Water Quality Control Board (WQCB) and the County of San Bernardino, the project would be required to obtain a National Pollutant Discharge Elimination System Municipal Stormwater (NPDES) Permit for construction activities. The NPDES System permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area.

In addition, the project would be required to comply with the Santa Ana Regional WQCB's Santa Ana River Basin Water Quality Control Program. Compliance with the NPDES permit and the Santa Ana River Basin WQCP involves the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) for construction-related activities, including grading. The SWPPP would specify the Best Management Practices (BMPs) that the project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. As discussed in Section VI, Geology and Soils, Condition of Approval 2 would ensure that BMPs contained in the SWPPP would be complied with.

The SWPPP is required for plan check and approval by the City's Building and Safety Department, prior to provision of permits for the project, and would include construction BMPs such as:

- Silt fencing, fiber rolls, or gravel bags
- Street sweeping and vacuuming
- Storm drain inlet protection
- Stabilized construction entrance/exit
- Vehicle and equipment maintenance, cleaning, and fueling
- Hydroseeding
- Material delivery and storage
- Stockpile management

- Spill prevention and control
- Solid waste management
- Concrete waste management

Adherence to the existing requirements and implementation of the appropriate BMPs that are required by the County's permitting process would ensure that potential water quality degradation associated with construction activities would be minimized, and impacts to water quality would be less than significant.

Operation

Storm water pollutants commonly associated with the land uses proposed by the project include sediment/turbidity, nutrients, trash and debris, oxygen-demanding substances, organic compounds, bacteria and viruses, oil and grease, and pesticides.

After construction, the majority of runoff would surface flow into various on-site catch basins into a private on-site storm drain system. The project site includes two detention/infiltration basins: one basin (Basin A) near the northeast corner of the property adjacent to Cedar Place, and one basin (Basin B) at the southeast corner of the property adjacent to the corner of Orange Avenue at Cedar Avenue. Any overflow from Basin A would flow into Basin B. Any additional overflow from both basins would flow into a concrete spillway that outlets to Orange Avenue, and ultimately conveyed to the existing off-site municipal storm drain.

Pursuant to the requirements of the County's NPDES permit, a Water Quality Management Plan (WQMP) is required for managing the quality of storm water or urban runoff that flows from a developed site after construction is completed and the facilities or structures are occupied and/or operational.

The project would be required to incorporate post-construction (or permanent) Low Impact Development (LID) site design, source control, and treatment control BMPs into the project. The LID site design would to minimize impervious surfaces and provide infiltration of runoff into landscaped areas. These BMPs are discussed in more detail in the Preliminary WQMP, attached as Appendix G. As discussed in Section VI, Geology and Soils, Condition of Approval 3 would ensure that BMPs contained in the WQMP would be adhered to.

Based on the analysis above, with implementation of Section VI, Geology and Soils, Condition of Approval 2 and 3, impacts would be less than significant and no mitigation measures are required.

- IX-b) **Less Than Significant Impact.** The project site is located within the service area of the West Valley Water District. The Water District uses groundwater for approximately 70 percent of its water supply. Groundwater is extracted from groundwater production wells from five regional adjudicated and managed groundwater basins, and the District treats surface water from Lytle Creek and State Water Project (SWP) water at its 14.4 mgd Water Filtration Facility. The Water District anticipates that there is sufficient capacity in the existing water system to serve the expected growth within its service area without substantially depleting groundwater supplies. All municipal water entities that exceed their safe yield incur a groundwater replenishment obligation, which is used to recharge the groundwater basin with water from the State Water Project sources. Thus, the project's demand for domestic water service 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. Impacts would be less than significant.

According to the *Geotechnical Investigation* (SoCalGeo 2014), groundwater was not encountered in the on-site exploratory borings drilled to 30 feet deep, even though the soil type is classified as the most pervious. The status groundwater table at this site is not expected to impact the grading or foundation construction activities of the project.

An increase of 10.42 cfs is expected with implementation of the project due to an increase of the imperviousness ratio from vacant and undeveloped to developed with a 184,770 sf building. Because the project site's soil class provides satisfactory infiltration flows, the project would construct an infiltration system with two underground chambers that will ultimately allow the treated flows to infiltrate.

The project would change the majority of the site from pervious to impervious surfaces due to paving and building construction. However, the project would have two detention/ infiltration basins to capture the excess runoff created by the additional on-site impervious surfaces; the basins would minimize any potential impacts the project could have on local groundwater recharge. Impacts would therefore be less than significant.

- IX-c) **Less Than Significant Impact.** There are no streams, rivers, creeks, or any other waterbodies on or adjacent to the project site. The project site is relatively flat and slopes slightly from north to south. Flows drain south towards Orange Street where flows collect in the gutter and travel east onto Larch Avenue. Afterwards, flows travel south on Larch Avenue and then east on Slover Avenue for approximately 1,400 feet until flows enter a concrete drainage ditch where they ultimately merge with the Rialto Channel, and then the Santa Ana River.

After construction, the project site would continue to drain across the site, and flows from the parking lots would and would enter one of the two on-site infiltration basins and landscaping in the parking medians and landscaping areas lining the perimeter of the site and north and west sides of the building. In addition, the proposed on-site infiltration basins to the east and west of the building would limit the release of storm water from the site; therefore, minimizing the potential for flooding to occur on site or off site. After passing through the infiltration basins that would filter pollutants, flows would be routed via one of two new onsite storm drains. The infiltration basins and landscaping onsite has been designed to slow and retain runoff. Therefore, the project would not alter the existing drainage pattern in the project area, and would not result in substantial erosion or siltation on- or off-site. With implementation of Section VI, Geology and Soils, Conditions of Approval 2 and 3, impacts would be less than significant and no mitigation measures would be required.

- IX-d) **Less Than Significant Impact.** As described in IX-c), there are no natural drainages (i.e., streams or rivers) on site. The project would use a drainage collection system that would collect the storm water runoff in two detention/infiltration basins, one located in the northeastern portion of the site, the other located in the southeastern portion of the site. The drainage basins and landscaping onsite have been designed to slow and retain runoff. Flows into the basins would be retained, and storm water would percolate into the groundwater basin.

For overflow, a large flow through planter is used to treat storm water before it enters the storm drain system providing a reduction in peak runoff. By collecting the incremental increase in storm water runoff caused by the increase in impervious surface as well as disconnected

pervious surfaces, the project would minimize the amount of off-site flows and allow downstream facilities to accept the remaining discharge.

Therefore, the project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite. Based on the analysis above, and with implementation of Section VI, Geology and Soils, Conditions of Approval 2 and 3, there would be no significant alteration of the site's existing drainage pattern, and impacts due to on- and offsite flooding would be less than significant.

- IX-e) **Less Than Significant Impact.** As described above, the project would install infiltration basins that have been sized pursuant to capture and filter runoff and discharge into two new storm drains that would be installed on the project site. The infiltration basins and landscaping onsite has been designed to slow and retain runoff. Impacts related to the exceedance of stormwater drainage capacity would not occur.

In addition, as described above, the project would implement a WQMP as required by Section VI, Geology and Soils, Condition of Approval 3, which would ensure that appropriate operational BMPs are implemented to eliminate or minimize the introduction of pollutants that may result in water quality impacts. Therefore, impacts related to substantial additional sources of polluted runoff would be less than significant. Based on the analysis above, with implementation of Section VI, Geology and Soils, Conditions of Approval 2 and 3, impacts would be less than significant.

- IX-f) **Less Than Significant Impact.** The project would not otherwise substantially degrade water quality because appropriate measures relating to water quality protection, including erosion control measures have been required. The WQMP describes the project's compliance with the requirements of the San Bernardino County's NPDES Stormwater Program. With implementation of Section VI, Geology and Soils, Conditions of Approval 2 and 3, impacts would be less than significant.

- IX-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. No housing is proposed and the project site is not within identified FEMA designated flood hazard areas as shown on the *San Bernardino County Land Use Plan General Plan Hazard Overlays Map* (Map FH29B). Therefore, no impact would occur.

- IX-h) **No Impact.** The project would not place structures within a 100-year flood hazard area. The project site is not within an identified FEMA designated flood hazard area, as shown on the *San Bernardino County Land Use Plan General Plan Hazard Overlays Map* (Map FH29B). Therefore, no impact would occur.

- IX-i) **No Impact.** As noted in IX-g) and -h), the project site is not subject to flooding. According to the *San Bernardino County Land Use Plan General Plan Hazard Overlays Map* (Map FH29B), the project site and surrounding area is not located within a designated dam inundation area. 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, and no levee or dam are located in the vicinity of the project. Therefore, no impact would occur.

- IX-j) **No Impact.** The project site is not located proximate to any enclosed or semi-enclosed bodies of water. Further, the project site is located 40 miles east from the Pacific Ocean, and therefore

would not be subject to tsunami impacts. The project site and surrounding area are relatively flat and the project site is not positioned downslope from an area of potential mudflow. The nearest large body of surface water to the project site is Lake Mathews, approximately 15 miles to the south. Due to the distance of Lake Mathews from the project site, a seiche in Lake Mathews would have no impact on the project. Therefore, no impact would occur.

Less than significant impacts have been identified or anticipated. The project would be conditioned to comply with all applicable County of San Bernardino regulations and conditions of approval.

Conditions of Approval

See Section VI, Geology and Soils Conditions of Approval 2 and 3.

| | Potentially Significant Impact | Less than Significant Impact with Mitigation Incorporated | Less than Significant Impact | No impact |
|---|--------------------------------|---|-------------------------------------|-------------------------------------|
| X. LAND USE AND PLANNING – Would the project: | | | | |
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) 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:

X-a) **No Impact.** The project would not physically divide an established community because the project site is located in an unincorporated part of the County with no abutting residential uses, and the project would occupy an area that is currently vacant. The project site is surrounded by a developed area with various industrial and institutional uses. Implementation of the project would not result in the closure of any public rights-of-way or otherwise impede movement in the area. Due to the site's proximity to I-10 and other existing and permitted warehouse uses, development of the project site with a warehouse would be compatible with the surrounding uses and would not physically divide an established community. The project would have no impact.

X-b) **Less Than Significant Impact.** The project site is vacant and has a General Plan land use zoning designation of "Community Industrial" (IC). The Community Industrial designation is designed to accommodate industrial, distribution, and manufacturing uses. The project would construct a 184,770-sf concrete tilt-up warehouse center, including 10,000 sf of office/administrative uses. Per the County of San Bernardino Development Code, Section 85.06.050, projects greater than 80,000 sf in Community Industrial (IC) land use zoning districts must be processed through a Conditional Use Permit, and therefore this project requires a Conditional Use Permit. The warehouse is a conditionally permitted use under the existing land use designation. The project complies with all hazard protection, resource preservation and land use modifying Overlay District regulations. Therefore, the project would be consistent with the proposed General Plan and Zoning Code designation with County approval of a CUP, and would not conflict with any policy adopted for the purpose of avoiding or mitigating an environmental effect. Impacts would be less than significant.

Furthermore, as demonstrated throughout this Initial Study, the project would otherwise not conflict with any applicable goals, objectives, and policies of the General Plan or Zoning Ordinance. With Mitigation Measures NSE-1, NSE-2, NSE-3, BIO-1, and BIO-2 as set forth in this Initial Study, the project would not conflict with any applicable policy document. Thus, the project would not conflict with any applicable land use plan, policy, or regulation adopted for the

purpose of avoiding or mitigating adverse environmental effects and impacts would be less than significant.

- X-c) **No Impact** With the exception of the recovery unit for the federally endangered Delhi Sands flower-loving fly (DSFF), the project site is not subject to a conservation plan; no plans have been adopted in the area of the project site. No Delhi Sands were found on site and all on-site habitats were classified as unsuitable for DSFF. There would be no impact.

Less than significant impacts have been identified or anticipated. The project would be conditioned to comply with all applicable County of San Bernardino regulations and conditions of approval.

| | Potentially Significant Impact | Less than Significant Impact with Mitigation Incorporated. | Less than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| XI. MINERAL RESOURCES – Would the project: | | | | |
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input 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:

XI-a) **No Impact.** The project site is not utilized for mineral extraction, nor has it been identified as containing important resources. The project site is not located within an area known to be underlain by regionally- or locally-important mineral resources, or within an area that has the potential to be, as disclosed by the County of San Bernardino's General Plan and the associated General Plan FEIR. Accordingly, implementation of the project would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State of California. No impacts would occur.

XI-b) **No Impact.** Development of the project site 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. The project site is zoned Community Industrial (IC) and is not located within a Mineral Resource Overlay (MR) area. No impacts would occur.

No significant adverse impacts are identified or anticipated and no mitigation measures are required.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant | No Impact |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| XII. NOISE – Would 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, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

SUBSTANTIATION:

Urban Crossroads prepared a *Noise Impact Analysis* (July 2017). The *Noise Impact Analysis* can be found in Appendix I.

County of San Bernardino General Plan Noise Element

The County of San Bernardino Noise Element of the General Plan limits community exposure to excessive noise levels. Common sources of environmental noise in San Bernardino County are associated with roads, airports, railroad operations, and industrial activities. To address these sources of noise, the following goals are identified in the General Plan Noise Element:

N 1 – The County will abate and avoid excessive noise exposures through noise mitigation measures incorporated into the design of new noise-generating and new noise-sensitive land uses, while protecting areas within the County where the present noise environment is within acceptable limits.

N 1.5 – Limit truck traffic in residential and commercial areas to designated truck routes; limit construction, delivery, and through-truck traffic to designated routes; and distribute maps of approved truck routes to County traffic officers.

N 2 – The County will strive to preserve and maintain the quiet environment of mountain, desert, and other rural areas.

These guidelines provide criteria to assess transportation noise on sensitive land uses.

County of San Bernardino Development Code

The County Code, Title 8 Development Code, contains noise level limits for mobile, stationary, and construction-related noise sources. The Community Noise Equivalent Level (CNEL) is an adjusted average A-weighted sound level for a 24-hour day. It is calculated by adding a 5-dB adjustment to sound levels during evening hours (7:00 PM to 10:00 PM) and a 10-dB adjustment to sound levels during nighttime hours (10:00 PM to 7:00 AM). These adjustments compensate for the increased sensitivity to noise during the typically quieter evening and nighttime hours.

Transportation Noise Standards

Section 83.01.080(d), Table 83-3 contains the County's mobile source-related standards. There are no exterior or interior noise level standards for the manufacturing or warehouse buildings of the project. Exterior transportation (mobile) noise level standards for residential land uses in the project study area are 60 dBA CNEL.

Operational Noise Standards

The County of San Bernardino County Code, Title 8 Development Code, Section 83.01.080(c) establishes the noise level standards for stationary (operational) noise sources. Because the project's industrial land use could potentially impact adjacent noise-sensitive uses in the project area, the Noise Impact Analysis (Urban Crossroads 2017) relied on more conservative residential noise level standards to describe potential operational noise impacts. For residential properties, the exterior noise level shall not exceed 55 dBA Leq during the daytime hours (7:00 a.m. to 10:00 p.m.) and 45 dBA Leq during the nighttime hours (10:00 p.m. to 7:00 a.m.) for both the whole hour, and for not more than 30 minutes in any hour.

As shown in the **Table XII-1** below, the exterior noise level standards apply for a cumulative period of 30 minutes in any hour, as well as plus 5 dBA cannot be exceeded for a cumulative period of more than 15 minutes in any hour, or the standard plus 10 dBA for a cumulative period of more than 5 minutes in any hour, or the standard plus 15 dBA for a cumulative period of more than 1 minute in any hour, or the standard plus 20 dBA for any period of time.

Table XII-1 Operational Noise Standards

| Land Use ¹ | Time Period | Daytime Exterior Noise Level Standards (dBA) ² | | | | | |
|-----------------------|-------------|---|---------------------------|---------------------------|-------------------------|------------------------|----------------------------|
| | | Leq (E. Avg.) | L ₁₀ (30 mins) | L ₂₅ (15 mins) | L ₅ (5 mins) | L ₁ (1 min) | L _{max} (Anytime) |
| Residential | Daytime | 55 | 55 | 60 | 65 | 70 | 75 |
| | Nighttime | 45 | 45 | 50 | 55 | 60 | 65 |
| Professional Services | Anytime | 55 | 55 | 60 | 65 | 70 | 75 |
| Other Commercial | Anytime | 60 | 60 | 65 | 70 | 75 | 80 |
| Industrial | Anytime | 70 | 70 | 75 | 80 | 85 | 90 |

¹ Source: Section 83.01.080(c) of the County of San Bernardino County Code, Title 8 Development Code (Appendix 3-1).
² Leq represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. The percent noise level is the level exceeded "n" percent of the time during the measurement period. L₂₅ is the noise level exceeded 25% of the time.
 Daytime = 7:00 a.m. to 10:00 p.m.; *Nighttime* = 10:00 p.m. to 7:00 a.m.; *E. Avg.* = logarithmic (energy) average

Construction Noise Standards

Noise from construction activities are limited to the hours of operation provided in Section 83.01.080(g)(3) of the County of San Bernardino Development Code, which indicates that construction activity is considered exempt from the noise level standards between the hours of 7:00 a.m. to 7:00 p.m. except Sundays and Federal holidays. Neither the County of San Bernardino General Plan nor County Code establish numeric maximum acceptable construction source noise levels at potentially affected receivers.

To evaluate whether the project could generate potentially significant construction noise levels at off-site sensitive receiver locations, a construction-related noise level threshold was used in the Noise Impact Analysis (Urban Crossroads 2017) from the *Criteria for Recommended Standard: Occupational Noise Exposure* prepared by the National Institute for Occupational Safety and Health (NIOSH). NIOSH identifies a noise level threshold based on the duration of exposure to the source. The construction related noise level threshold starts at 85 dBA for more than eight hours per day, and for every 3 dBA increase, the exposure time is cut in half. The results in noise level thresholds of 88 dBA for more than four hours per day, 92 dBA for more than one hour per day, 96 dBA for more than 30 minutes per day, and up to 100 dBA for more than 15 minutes per day. For purposes of the Noise Impact Analysis, the lowest, more conservative construction noise level threshold of 85 dBA Leq was used as an acceptable threshold for construction noise at the nearby sensitive receiver locations. The noise level threshold of 85 dBA Leq over a period of eight hours or more was used to evaluate the potential project-related construction noise level impacts at the nearby sensitive receiver locations.

Vibration Standards

Vibration-generating activities are typically evaluated against standards established under a jurisdiction's Municipal Code, so the County of San Bernardino Development Code vibration level standards were used in the Noise Impact Analysis to assess potential impacts at nearby sensitive receiver locations. The County of San Bernardino Development Code, Section 83.01.090(a) states that vibration shall be no *greater than or equal to two-tenths per second measured at or beyond the lot line*. To determine if the vibration levels due to the operation and construction of the project, the peak particle velocity (PPV) vibration level standard of 0.2 inches per second was used.

Summary of Significance Criteria

Thus, while the CEQA Guidelines and the County of San Bernardino General Plan Guidelines provide direction on noise compatibility and establish noise standards by land use type that are sufficient to assess the significance of noise impacts, neither one defines the levels at which increases are considered substantial. The significance criteria in Table XII-2 were used to determine whether the project would cause potential significant impacts.

Table XII-2 Significance Criteria Summary

| Analysis | Receiving Land Use | Condition(s) | Significance Criteria | |
|------------------|----------------------------------|---|---------------------------------|-----------|
| | | | Daytime | Nighttime |
| Off-Site Traffic | Noise-Sensitive ¹ | If ambient is < 60 dBA CNEL | ≥ 5 dBA CNEL Project increase | |
| | | If ambient is 60 - 65 dBA CNEL | ≥ 3 dBA CNEL Project increase | |
| | | If ambient is > 65 dBA CNEL | ≥ 1.5 dBA CNEL Project increase | |
| | Non-Noise-Sensitive ² | If ambient is < 65 dBA CNEL | ≥ 5 dBA CNEL Project increase | |
| | | If ambient is > 65 dBA CNEL | ≥ 3 dBA CNEL Project increase | |
| Operational | Residential ³ | Hourly Leq | 55 | 45 |
| | | ≥ 30 Minutes L ₅₀ | 55 | 45 |
| | | ≥ 15 Minutes L ₂₅ | 60 | 50 |
| | | ≥ 5 Minutes L ₅ | 65 | 55 |
| | | ≥ 1 Minute L ₂ | 70 | 60 |
| | | Anytime L _{max} | 75 | 65 |
| | Noise-Sensitive ² | if ambient is < 60 dBA | ≥ 5 dBA Project increase | |
| | | if ambient is 60 - 65 dBA | ≥ 3 dBA Project increase | |
| | | if ambient is > 65 dBA | ≥ 1.5 dBA Project increase | |
| | | Permitted between 7:00 a.m. to 7:00 p.m.; except Sundays and Federal holidays. ³ | | |
| Construction | Noise-Sensitive | Noise Level Threshold ⁴ | 85 dBA Leq | n/a |
| | | Noise Level Increase ⁵ | 12 dBA Leq | n/a |
| | | Vibration Level Threshold ⁶ | 0.2 in/sec PPV | n/a |

¹ Source: FICOM, 1992.

² Source: Section 83.01.080 of the County of San Bernardino County Code, Title 8 Development Code (Appendix 3.1).

³ Source: Section 83.01.080(g)(3) of the County of San Bernardino County Code, Title 8 Development Code (Appendix 3.1).

⁴ Source: NIOSH, Criteria for Recommended Standard: Occupational Noise Exposure, June 1998.

⁵ Source: Caltrans Traffic Noise Analysis Protocol, May 2011.

⁶ Source: Section 83.01.090(a) of the County of San Bernardino County Code, Title 8 Development Code (Appendix 3.1).

"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.; "n/a" = Project operation limited to the hours of 7:00 a.m. to 7:00 p.m. and construction activities are not permitted during the daytime hours; "PPV" = Peak Particle Velocity.

Ambient Noise Measurements

Noise level measurements were positioned as close to the nearest sensitive receiver locations as possible to assess the existing hourly noise levels in the project area. Receivers represent a location of noise sensitive areas and were used to estimate the future noise level impacts. Collecting reference ambient noise level measurements at nearby sensitive receiver locations allowed for the comparison of the without and with project implementation noise levels.

Receiver location L1 represents the noise levels north of the Project site across Interstate 10 near existing residential homes south of Valley Boulevard. Location L2 represents the west of the Project site on Orange Street adjacent to existing residential homes. Location L3 represents the noise levels at the southern Project site boundary on Orange Street near Bloomington Junior High School. Located east of the Project site, location L4 represents the noise levels on Larch Avenue near existing industrial and residential uses. Location L5 represents the noise levels south of the Project site on Slover Avenue near existing residential homes. See Exhibit 5-A of the Noise Impact Analysis (Urban Crossroads 2017) in Appendix I of this Initial Study for the map of noise level measurement locations.

Table XII-3 identifies the hourly daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) noise levels at each noise level measurement location. The background ambient noise levels in the project study area are dominated by transportation-related noise associated with the arterial transportation network, which includes the I-10 and the Union Pacific Railroad lines, as well as background industrial land use activities.

Table XII-3 24-Hour Ambient Noise Level Measurements

| Location | Distance to Project Boundary (Feet) | Energy Average Hourly Noise Level (dBA Leq) | | CNEL |
|----------|-------------------------------------|---|-----------|------|
| | | Daytime | Nighttime | |
| L1 | 1,145' | 63.2 | 62.2 | 69.1 |
| L2 | 700' | 66.3 | 64.6 | 71.7 |
| L3 | 0' | 60.4 | 59.2 | 66.3 |
| L4 | 545' | 60.4 | 59.5 | 66.4 |
| L5 | 735' | 64.9 | 61.0 | 68.7 |

XII-a), XII-d) **Less Than Significant with Mitigation Incorporated.** Impacts from noise are evaluated for short-term (temporary) impacts associated with project construction and long-term (permanent) impacts resulting from project operation.

Receiver Locations

To assess the potential for long-term operational and short-term construction noise impacts, five receiver locations were identified as representative locations. Sensitive receivers are defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include schools, hospitals, single-family dwellings, mobile home parks, churches, libraries, and recreation areas. Moderately noise-sensitive land uses typically include multi-family dwellings, hotels, motels, dormitories, out-patient clinics, cemeteries, golf courses, country clubs, athletic/tennis clubs, and equestrian clubs. Land uses considered relatively insensitive to noise include business, commercial, and professional developments. Land uses typically unaffected by noise include industrial, manufacturing, utilities, agriculture, natural open space, undeveloped land, parking lots, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals.

Representative sensitive receivers near the project site include single-family residential homes at locations R1, R2, and R5, and the Colton Joint Unified School District offices (R3) and Bloomington Junior High School (R4). Other sensitive land uses in the project study area that are located at greater distances would experience lower noise levels than the representative receivers due to the additional attenuation from distance and the shielding of intervening structures. The following describes the locations of the representative sensitive receivers in greater detail:

R1: Located approximately 739 feet north of the Project site, R1 represents existing residential home across I-10 on Church Street. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.

R2: Location R2 represents an existing residential home southwest of the Project site at roughly 322 feet on Orange Street. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.

R3: Location R3 represents the existing outdoor basketball court at Bloomington Junior High School situated south of the Project site at approximately 111 feet across Orange Street. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.

R4: Location R4 represents the existing classroom buildings of Bloomington Junior High School located south of the Project site at approximately 60 feet on Orange Street.

R5: Location R5 represents the existing residential homes located south of the Project site at approximately 763 feet, south of Slover Avenue. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.

Receiver locations are mapped in Exhibit 8-A of the Noise Impact Analysis (Urban Crossroads 2017).

Short-Term Construction Impacts

Construction of the project would occur over approximately twelve months, and would require the use of heavy equipment that would increase noise levels in the immediate project area. Noise from construction activity would fluctuate depending on the particular type, number, and duration of use of construction equipment. **Table XII-4** provides the noise levels produced by various types of construction equipment, including at a 50-foot distance between the equipment and the noise receptor.

Table XII-4 Construction Reference Noise Levels

| ID | Noise Source | Reference Distance From Source (Feet) | Reference Noise Levels @ Reference Distance (dBA Leq) | Reference Noise Levels @ 50 Feet (dBA Leq) ⁷ |
|----|--|---------------------------------------|---|---|
| 1 | Truck Pass-Bys & Dozer Activity ¹ | 30' | 63.6 | 59.2 |
| 2 | Dozer Activity ¹ | 30' | 68.6 | 64.2 |
| 3 | Construction Vehicle Maintenance Activities ² | 30' | 71.9 | 67.5 |
| 4 | Foundation Trenching ² | 30' | 72.6 | 68.2 |
| 5 | Rough Grading Activities ² | 30' | 77.9 | 73.5 |
| 6 | Framing ³ | 30' | 66.7 | 62.3 |
| 7 | Water Truck Pass-By & Backup Alarm ⁴ | 30' | 76.3 | 71.9 |
| 8 | Dozer Pass-By ⁴ | 30' | 84.0 | 79.6 |
| 9 | Two Scrapers & Water Truck Pass-By ⁴ | 30' | 83.4 | 79.0 |
| 10 | Two Scrapers Pass-By ⁴ | 30' | 83.7 | 79.3 |
| 11 | Scraper, Water Truck, & Dozer Activity ⁴ | 30' | 79.7 | 75.3 |
| 12 | Concrete Mixer Truck Movements ⁵ | 50' | 71.2 | 71.2 |
| 13 | Concrete Paver Activities ⁵ | 30' | 70.0 | 65.6 |
| 14 | Concrete Mixer Pour & Paving Activities ⁵ | 30' | 70.3 | 65.9 |
| 15 | Concrete Mixer Backup Alarms & Air Brakes ⁵ | 50' | 71.6 | 71.6 |
| 16 | Concrete Mixer Pour Activities ⁵ | 50' | 67.7 | 67.7 |
| 17 | Forklift, Jackhammer, & Metal Truck Bed Loading | 50' | 67.9 | 67.9 |

¹ As measured by Urban Crossroads, Inc. on 10/14/15 at a business park construction site located at the northwest corner of Barranca Parkway and Alton Parkway in the City of Irvine.

² As measured by Urban Crossroads, Inc. on 10/20/15 at a construction site located in Rancho Mission Viejo.

³ As measured by Urban Crossroads, Inc. on 10/20/15 at a residential construction site located in Rancho Mission Viejo.

⁴ As measured by Urban Crossroads, Inc. on 10/30/15 during grading operations within an industrial construction site located in the City of Ontario.

⁵ Reference noise level measurements were collected from a nighttime concrete pour at an industrial construction site, located at 27334 San Bernardino Avenue in the City of Redlands, between 1:00 a.m. to 2:00 a.m. on 7/1/15.

⁶ As measured by Urban Crossroads, Inc. on 9/9/15 during the demolition of an existing paved parking lot at 41 Corporate Park in Irvine.

⁷ Reference noise levels are calculated at 50 feet using a drop off rate of 6 dBA per doubling of distance (point source).

Calculated construction noise levels at noise-sensitive receiver locations show that the highest construction noise levels will occur when construction activities occur at the closest point from the center of the project construction activity to each of the nearby receiver locations. Unmitigated construction noise levels are expected to range from 50.1 to 75.7 dBA Leq at the nearby receiver locations. The NIOSH noise level threshold of 85 dBA Leq was used as an acceptable threshold to evaluate whether the project would generate potentially significant noise impacts. As shown in Table XII-5, peak construction noise levels at potentially impacted receiver locations would satisfy the NIOSH 85 dBA Leq significance threshold during temporary project construction activities, and therefore is considered a less than significant impact.

Table XII-5 Construction Equipment Noise Level Compliance (dBA Leq)

| Receiver Location ¹ | Construction Noise Levels (dBA Leq) | | |
|--------------------------------|-------------------------------------|------------------------|----------------------------------|
| | Peak Activity ² | Threshold ³ | Threshold Exceeded? ⁴ |
| R1 | 55.9 | 85 | No |
| R2 | 62.7 | 85 | No |
| R3 | 71.3 | 85 | No |
| R4 | 75.7 | 85 | No |
| R5 | 50.1 | 85 | No |

¹ Noise receiver locations are shown on Exhibit 10-A.

² Estimated construction noise levels during peak operating conditions, as shown on Table 10-7.

³ Construction noise level threshold as shown on Table 4-2.

⁴ Do the estimated Project construction noise levels exceed the construction noise level threshold?

To determine the temporary project construction noise level contributions to the existing ambient noise environment, the difference between the construction noise levels in **Table XII-5** and the existing daytime ambient noise level measurements at the off-site receiver locations was calculated. A temporary noise level increase of 12 dBA is considered a potentially significant impact based on the Caltrans substantial noise level increase criteria. No nighttime construction activity is permitted in the County of San Bernardino Development Code, and therefore, nighttime noise level increases were not analyzed. As presented in **Table XII-6**, project implementation would contribute unmitigated worst-case construction noise level increases approaching 15.4 dBA Leq during the daytime hours at the closest sensitive receiver location (R4). Location R4 represents the closest outdoor area and classroom buildings of Bloomington Junior High School at roughly 60 feet from the property line south of the project site, across Orange Street. Because the worst-case temporary noise level increases at this receiver location during project construction would exceed the 12 dBA Leq significance threshold, the unmitigated construction noise level increase would be considered a potentially significant noise impact at this receiver location.

Table XII-6 Unmitigated Construction-Related Temporary Noise Level Increases

| Receiver Location ¹ | Peak Project Construction Noise Level ² | Measurement Location ³ | Reference Ambient Noise Levels ⁴ | Combined Project and Ambient ⁵ | Temporary Worst-Case Project Contribution ⁶ | Threshold Exceeded? ⁷ |
|--------------------------------|--|-----------------------------------|---|---|--|----------------------------------|
| R1 | 55.9 | L1 | 63.2 | 63.9 | 0.7 | No |
| R2 | 62.7 | L2 | 66.3 | 67.9 | 1.6 | No |
| R3 | 71.3 | L3 | 60.4 | 71.6 | 11.2 | No |
| R4 | 75.7 | L3 | 60.4 | 75.8 | 15.4 | Yes |
| R5 | 50.1 | L5 | 64.9 | 65.0 | 0.1 | No |

¹ Noise receiver locations are shown on Exhibit 10-A.

² Peak unmitigated Project construction noise levels as shown on Table 10-8.

³ Ambient noise level measurement locations as shown on Exhibit 5-A.

⁴ Observed daytime ambient noise levels as shown on Table 5-1.

⁵ Represents the combined ambient conditions plus the Project construction activities.

⁶ The temporary noise level increase expected with the addition of the proposed Project activities.

⁷ Based on the 12 dBA Leq temporary increase significance criteria as defined in Section 4.

Therefore, temporary construction noise **Mitigation Measures NSE-1, NSE-2, NSE-3** as detailed in this section are required to reduce impacts at receiver location R4. This would

Include the use of temporary construction noise mitigation barriers at the construction boundaries near the impacted receiver locations where project construction noise levels could potentially exceed the noise level thresholds. The construction noise analysis presents a conservative approach, with the highest noise-level producing equipment for each stage of the project construction operating at the closest point from construction activity to the nearby sensitive receiver locations. However, this scenario is unlikely to occur during typical construction activities, and likely overstates the construction noise levels which would be experienced at each receiver location. With implementation of the construction noise **Mitigation Measures NSE-1, NSE-2, and NSE-3** identified below, the worst-case construction noise level increases at the nearby residential receivers would be reduced.

With implementation of mitigation measures consisting of a temporary noise barrier constructed using frame-mounted materials such as vinyl acoustic curtains or quilted blankets attached to the construction site perimeter fence, peak construction noise level increases at the potentially impacted receiver location would be reduced to 11.7 dBA Leq to satisfy the 12 dBA Leq significant increase threshold during temporary project construction activities. Therefore, noise impacts from temporary project construction activities would be considered less than significant after mitigation.

Long-Term Operational Impacts

Stationary source (operational) noise impacts include idling trucks, delivery truck activities, backup alarms, loading and unloading of dry goods, parking lot vehicle movements, and rooftop air conditioning units. The County of San Bernardino County Code, Title 8 Development Code, Section 83.01.080(c) establishes the noise level standards for stationary sources, as summarized in **Table XII-2**. Reference noise levels for various activities involved with warehouse operations are described in **Table XII-7**.

Table XII-7 Reference Noise Level Measurements

| Noise Source | Duration (h:mm:ss) | Dist. From Source (Feet) | Noise Source Height (Feet) | Hourly Activity (Mins) ¹ | Hourly (dBA Leq) | |
|---|--------------------|--------------------------|----------------------------|-------------------------------------|-----------------------|-------|
| | | | | | Reference Noise Level | @ 50' |
| Unloading/Docking Activity ² | 00:15:00 | 30' | 8' | 60 | 67.2 | 62.8 |
| Roof-Top Air Conditioning Unit ³ | 96:00:00 | 5' | 5' | 39 | 77.2 | 57.2 |
| Parking Lot Vehicle Movements ⁴ | 01:00:00 | 10' | 5' | 60 | 52.2 | 41.7 |

¹ Anticipated duration (minutes within the hour) of noise activity during typical hourly conditions expected at the Project site based on the reference noise level measurement activity.

² Reference noise level measurements were collected from the existing operations of the Motivational Fulfillment & Logistics Services distribution facility located at 6810 Bickmore Avenue in the City of Chino on 1/7/2015.

³ As measured by Urban Crossroads, Inc. on 7/27/2015 at the Santee Walmart located at 170 Town Center Parkway.

⁴ As measured by Urban Crossroads, Inc. on 5/17/2017 at the Panasonic Avionics Corporation parking lot in the City of Lake Forest at typical lunch hour (12:00 p.m. to 1:00 p.m.).

As indicated in **Table XII-8**, project-only operational noise levels would range from 29.1 to 41.3 dBA Leq, 26.1 to 38.3 dBA L₅₀, 28.6 to 41.2 dBA L₂₅, 32.7 to 45.8 dBA L₈, 36.9 to 49.7 dBA L₂, and 42.5 to 54.8 dBA L_{max} at the sensitive receiver locations. This analysis includes the barrier attenuation provided by the planned 12-foot high screen wall (noise barrier) that would enclose

the truck yard, and the project building itself. Based on the results of this analysis, operational noise levels associated with the project would satisfy the County of San Bernardino Development Code daytime and nighttime exterior noise level standards at all receiver locations.

Table XII-8 Unmitigated Operational Noise Level Compliance

| Receiver Location ¹ | Noise Level at Receiver Locations (dBA) ² | | | | | | Threshold Exceeded? ³ |
|--------------------------------|--|---------------------------|---------------------------|-------------------------|------------------------|----------------------------|----------------------------------|
| | Leq (E. Avg.) | L ₅₀ (30 mins) | L ₂₅ (15 mins) | L ₅ (5 mins) | L ₁ (1 min) | L _{max} (Anytime) | |
| Daytime | 55 | 55 | 60 | 65 | 70 | 75 | - |
| Nighttime | 45 | 45 | 50 | 55 | 60 | 65 | - |
| R1 | 37.1 | 34.1 | 37.0 | 41.6 | 45.5 | 50.6 | No |
| R2 | 30.3 | 27.2 | 28.6 | 32.7 | 38.0 | 48.3 | No |
| R3 | 39.2 | 36.3 | 37.9 | 40.6 | 44.0 | 53.1 | No |
| R4 | 41.3 | 38.3 | 41.2 | 45.8 | 49.7 | 54.8 | No |
| R5 | 29.1 | 26.1 | 28.8 | 33.1 | 36.9 | 42.5 | No |

¹ See Exhibit 9-A for the receiver and noise source locations.

² Estimated Project operational noise levels as shown on Table 9-2.

³ Do the estimated Project operational noise levels meet the operational noise level standards (Table 3-1)?

"E. Avg." = Logarithmic (energy) average

Furthermore, the project would generate daytime and nighttime operational noise level increases at the nearby receiver locations of up to 0.1 dBA Leq. Since the project-related operational noise level contributions would satisfy the significance criteria summarized in Table XII-2, the increases at the sensitive receiver locations would be less than significant. On this basis, project operational stationary source noise would not result in a substantial temporary/periodic or permanent increase in ambient noise levels in the project area above levels existing without the project, and impacts would be less than significant.

XII-b) **Less Than Significant Impact.** The effects of ground-borne vibration include discernable movement of building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. Vibration related problems generally occur due to resonances in the structural components of a building because structures amplify groundborne vibration. Within the "soft" sedimentary surfaces of much of Southern California, ground vibration is quickly damped out. Groundborne vibration is almost never annoying to people who are outdoors (Federal Transit Administration [FTA] 2006).

Because vibration is typically not an issue, very few jurisdictions have adopted vibration significance thresholds. A vibration descriptor commonly used to determine structural damage and human annoyance is the peak particle velocity (PPV), which is defined as the maximum instantaneous positive or negative peak of the vibration signal, usually measured in in/sec.

Operational Vibration Impacts

As described in Table XII-2, the vibration impacts from truck haul trips associated with operational activities was assessed using the threshold of 0.2 in/sec PPV. Truck activity at normal traffic speeds would approach 0.001 in/sec PPV. Trucks transiting on-site would travel

at very low speeds, and therefore it is expected that delivery truck vibration impacts at nearby homes would satisfy the vibration threshold, and would be less than significant.

Construction Vibration Impacts

Construction activities generate ground-borne vibration when heavy equipment travels over unpaved surfaces or when it is engaged in soil movement. Construction activity can result in varying degrees of ground vibration depending on the equipment and methods used, distance to the affected structures, and soil type. Groundborne vibrations from construction activities rarely reach levels that can damage structures.

It is expected that ground-borne vibration from project construction activities would cause only intermittent, localized intrusion. The construction activities associated with the project that would most likely cause vibration impacts are heavy construction equipment and trucks.

The *Noise Impact Analysis* (Urban Crossroads 2017) determined the expected project-related vibration levels at nearby receiver locations below in **Table XII-9**. A large bulldozer would represent the peak source of vibration with a reference velocity of 0.089 in/sec PPV at 25 feet. At distances ranging from 78 to 790 feet from project construction activities, construction vibration velocity levels would be expected to approach 0.02 in/sec PPV, which is below the vibration standard of 0.2 in/sec PPV at all receiver locations during project construction.

Table XII-9 Construction Equipment Vibration Levels

| Receiver Distance to Const. Activity (Feet) ¹ | Receiver PPV Levels (in/sec) ² | | | | | Threshold Exceeded? ³ |
|--|---|-------------|---------------|-----------------|----------------|----------------------------------|
| | Small Bulldozer | Jack-hammer | Loaded Trucks | Large Bulldozer | Peak Vibration | |
| 760' | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | No |
| 350' | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | No |
| 130' | 0.00 | 0.00 | 0.01 | 0.01 | 0.01 | No |
| 78' | 0.00 | 0.01 | 0.01 | 0.02 | 0.02 | No |
| 790' | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | No |

¹Receiver locations are shown in Exhibit 10-A of the Noise Impact Analysis (Appendix I).

²Based on the Vibration Source Levels of Construction Equipment Included on Table 6-8 of the Noise Impact Analysis.

³Whether the peak vibration exceeds the County of San Bernardino maximum acceptable vibration threshold.

Further, project-related construction vibration levels would not be capable of building damage. Peak project construction vibration levels approaching 0.02 in/sec PPV are below the FTA vibration levels for building damage at the residential homes near the project site. The impacts at the site of the closest sensitive receptors are unlikely to be sustained during the entire construction period, but rather would occur only during the times that heavy construction equipment is operating adjacent to the project site perimeter. Because construction at the project site would be restricted to daytime hours consistent with County requirements, potential vibration impacts would be eliminated during the sensitive nighttime hours. Project-related vibration impacts would be less than significant during short-term construction activities at the project site.

Therefore, overall impacts from both operational and construction vibration impacts would be less than significant.

XII-c) **Less Than Significant Impact.** Traffic generated by project operation would influence traffic noise levels in surrounding off-site areas. To quantify the changes, 10 study-area roadway

segments were calculated based on the change in the average daily traffic (ADT) volumes. Traffic noise levels were based on the traffic forecasts found in the Cedar Avenue Technology Park Traffic Impact Analysis (Michael Baker 2017), included as Appendix J of this Initial Study. The project would generate approximately 658 trips per day, with 56 AM peak hour trips and 59 PM peak hour trips. The net project generation would include 135 truck trips per day from the project building site. To assess the off-site noise level impacts with implementation of the project, noise contour boundaries were developed for Existing, Opening Year 2019, and Horizon Year 2035 traffic conditions.

Existing without project exterior noise levels would be expected to range from 58.5 to 72.0 dBA CNEL without accounting for any noise attenuation features such as noise barriers or topography. Existing with project conditions would range from 58.9 to 72.0 dBA CNEL. Thus, implementation of the project would generate noise level increases of up to 4.1 dBA CNEL on the study area road segments. Based on the significance criteria in **Table XII-2**, project-related traffic noise level increases represent a less than significant impact under existing plus project conditions.

Without the project, exterior noise levels without accounting for noise attenuation features would be expected to range from 58.6 to 72.2 dBA CNEL for Opening Year 2019. With implementation of the project, conditions would range from 59.0 to 72.2 dBA CNEL. Based on the significance criteria in **Table XII-2**, project-related traffic noise level increases of up to 4.0 dBA CNEL represent a less than significant impact under Opening Year 2019 with project conditions.

Without accounting for noise attenuation features, exterior noise levels for Horizon Year 2035 would be expected to range from 59.5 to 72.8 CNEL without the project. With the project, noise level contours would range from 59.8 to 72.8 dBA CNEL. Based on the significance criteria in **Table XII-2**, project-related traffic noise level increases of up to 3.5 dBA CNEL represent a less than significant impact under Horizon Year 2035 conditions.

Therefore, all project-generated traffic noise increases would be lower than the applicable thresholds of significance. Project-related traffic noise level increases under all traffic scenarios would be less than significant.

XII-e), XII-f) **Less Than Significant Impact.** The project site is not located within two miles of a nearby airport or airport land use plan. The largest closest operational airports to the project site are the San Bernardino International Airport to the east and the LA/Ontario International Airport to the west. The project site is located outside the 60 dBA CNEL noise contours of both airports. Additionally, an industrial use is not sensitive to noise, so implementation of the warehouse project would not require special measures to mitigate aircraft-generated noise. No airport-related noise sources affect the project site or surrounding properties.

Furthermore, there are no other private airstrips or airfields in the project vicinity, and a private airstrip is not proposed as part of the project. The project would not expose people to excessive noise levels associated with operations at a private airstrip. Therefore, impacts 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.

MM# Mitigation Measures

- NSE-1** Install minimum 6-foot high temporary construction noise barriers at the Project's southern site boundary adjacent to sensitive receivers on Orange Street, as shown on Exhibit 10-A, for the duration of Project construction. The noise control barriers must have a solid face from top to bottom. The noise control barriers must meet the minimum height and be constructed as follows:
- The temporary noise barriers shall provide a minimum transmission loss of 20 dBA (Federal Highway Administration, Noise Barrier Design Handbook). The noise barrier shall be constructed using an acoustical blanket (e.g. vinyl acoustic curtains or quilted blankets) attached to the construction site perimeter fence or equivalent temporary fence posts;
 - The noise barrier must be maintained and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired;
 - The noise control barrier and associated elements shall be completely removed and the site appropriately restored upon the conclusion of the construction activity.
- NSE-2** During all Project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Project site.
- NSE-3** The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receivers nearest the Project site during all Project construction (i.e., to the north).

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

XIII-a) **Less Than Significant Impact.** The project is a warehouse located adjacent to existing roads and a freeway. Implementation of the project would not directly or indirectly induce substantial population growth through the introduction of housing because no housing is associated with the development. The project is consistent with the growth projections in the *Bloomington Community Plan*. The tenant(s) of the warehouse distribution facility has not been identified; therefore, the precise number of employees cannot be determined at this time. For the purpose of this analysis, the estimated number of employees is approximately 50. Employees would be full-time and/or part-time depending on the tenant.

Unemployment is currently 4.5 percent in the Riverside-San Bernardino-Ontario Metropolitan Statistical Area (May 2017); within the Bloomington community area, the unemployment rate is 6.4 percent. It is possible that the new jobs would be absorbed by the employment needs of the community and County⁵, and that employment generated from the project may incidentally contribute to population growth. However, this growth is not anticipated to be significant, and job opportunities likely arising from the project are relatively common throughout Southern California, and would likely be filled by the existing personnel pool within Bloomington and/or other adjacent cities in San Bernardino County. Any increase in employment opportunities resulting from the project would tend to improve the existing employment/housing imbalance within Bloomington and the County of San Bernardino as a whole.

The project would develop the property in accordance with the land use designation of Community Industrial applied to the site by the County of San Bernardino General Plan and Bloomington Community Plan. Accordingly, the project would not result in growth that was not already anticipated by the County of San Bernardino General Plan and evaluated by the General Plan FEIR. Therefore, the project's potential to noticeably alter the location,

⁵ California Employment Development Department, *Monthly Labor Force Data for Cities and Census Designated Places*, <http://www.labormarketinfo.edd.ca.gov/geography/lmi-by-geography.html>, accessed June 7, 2016.

distribution, density, or growth rate of community, county, or regional populations would be less than significant.

- XIII-b), **No Impact.** There are no existing residential units on the project site. Therefore, implementation of the project would not displace a substantial number of existing homes, and it would not necessitate the construction of replacement housing elsewhere. The project would not displace any land uses or persons from the property. No impacts would occur.
- XIII-c)

Less than significant impacts have been identified or anticipated. The project would be conditioned to comply with all applicable County of San Bernardino regulations and conditions of approval.

| | Potentially Significant Impact | Less than Significant Impact with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|---|-------------------------------------|--------------------------|
| XIV. PUBLIC SERVICES | | | | |
| a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: | | | | |
| 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:

XIV-a) Less Than Significant Impact.

Fire Protection

The SBCFD provides fire protection services to the Bloomington Community, including the project area. San Bernardino County Fire Station 76 is the closest fire station to the project site, located at 10174 Magnolia Street, Bloomington, CA 92316, approximately 0.3 mile from the site. Development of the project would place an additional demand on existing fire services. Consistent with standard County requirements, to offset the increased demand for fire protection services, the project would be conditioned to provide fire safety and fire suppression, including compliance with State and local fire codes, fire sprinklers, fire hydrant system, paved access, and secondary access routes. Property tax revenues generated from development of the site would also provide funding to offset increases in the demand for fire protection with implementation of the project. Therefore, a less than significant impact would occur and no mitigation measures would be required.

Police Protection

The San Bernardino County Sherriff's Department provides police protection services to the Community of Bloomington, including the project area. The nearest San Bernardino County Sheriff station is the Fontana Station, located at 17780 Arrow Boulevard, Fontana, CA 92335, approximately 2.70 miles to the northwest of the project site. The Fontana Station is staffed by one secretary, five clerks, one motor pool assistant, one Sheriff's Service Specialist, 27 deputy positions, five detectives, seven sergeants, one lieutenant, and one captain. Fontana Station deputies also work closely with the surrounding agencies of Fontana Police, Rialto

Police, Rancho Cucamonga Police, and Riverside Sheriff. The Stations is also supported by volunteer groups such as Citizen's on Patrol, Search and Rescue, Explorers, and Line Reserves. The project would not be expected to significantly increase demand on police protection services because of the nature of land use as an industrial warehouse with a limited number of employees. However, development of the project site would increase tax revenues that would provide funding to offset any increases in demands for police protection generated by implementation of the project. Therefore, a less than significant impact would occur and no mitigation measures would be required.

Schools

The project is located within the Colton Joint Unified School District. However, no students would be directly generated from implementation of the project because the project is a commercial development of an industrial warehouse facility. Assembly Bill 2926 (passed in 1986) allows school districts to collect impact fees from developers of commercial/industrial building space. The Leroy F. Greene School Facilities Act of 1998 (SB 50) and Proposition 1A (also passed in 1998) provide a comprehensive school facilities financing and reform program. SB 50 prohibits local agencies from denying legislative or adjudicative land use approvals on the basis that school facilities are inadequate. Government Code Section 65996 provides that the payment of school impact fees constitutes complete mitigation of any project-related impacts to schools' services. The applicable rate is \$0.54 per square foot of commercial/industrial. The project would be required to pay this mandated development fees, which would reduce the project's impacts to school facilities to a less than significant level.

Parks

The project is an industrial warehouse, and no new residents would be generated that would increase demands for neighborhood or regional parks or other recreational facilities. It is possible that employees could occasionally use public parks or facilities between shifts. However, the use would likely be negligible compared to existing conditions. The project would not involve the construction of housing or the introduction of a temporary or human population into the area. Impacts to existing neighborhood and regional parks or other recreational facilities generated by employees of the project would be less than significant.

Other Public Facilities

Implementation of the project would not result in a direct increase in the resident population of significant increase in the local workforce. Therefore, implementation of the project would not substantially increase the demand for public facilities such as libraries or health services. Due to the nature of the land use as an industrial warehouse, impacts on other public facilities would be less than significant.

Less than significant impacts have been identified or anticipated. The project would be conditioned to comply with all applicable County of San Bernardino regulations and conditions of approval.

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

SUBSTANTIATION:

- XV-a) **Less Than Significant Impact.** As previously addressed, the project does not include a residential component and would not generate population growth beyond what has been anticipated for the community of Bloomington and would therefore not create an increased demand for recreational facilities. Impacts to existing neighborhood and regional parks or other recreational facilities generated by employees of the project would be minimal. Therefore, impacts would be less than significant.
- XV-b) **Less Than Significant Impact.** The project does not include, nor does it require, the construction or expansion of recreational facilities because the project proposes to construct an industrial warehouse. Use of the project site would not result in a direct increased demand for recreational facilities. Therefore, impacts would be less than significant.

Less than significant Impacts have been identified or anticipated. The project would be conditioned to comply with all applicable County of San Bernardino regulations and conditions of approval.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant | No Impact |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| XVI. TRANSPORTATION/TRAFFIC – Would 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 freeways, 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 type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input 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:

The *Traffic Impact Analysis Report, Cedar Avenue Technology Center (TIA)* was prepared by Michael Baker International (July 25, 2017) to evaluate potential traffic impacts. The TIA was reviewed by Caltrans, which provided comments. Caltrans comments were addressed in the final draft of the TIA. The TIA is summarized below and is included in Appendix J to this Initial Study. The analysis evaluated traffic conditions for the following scenarios:

- Existing Conditions
- Existing Plus Project Conditions
- Opening Year 2019 Conditions Without Project
- Opening Year 2019 Conditions With Project

- Horizon Year 2035 Conditions Without Project
- Horizon Year 2035 Conditions With Project

Traffic Study Area

The following traffic study area intersections are evaluated:

1. Cedar Avenue at Valley Boulevard
2. Cedar Avenue at I-10 Westbound Ramps
3. Cedar Avenue at I-10 Eastbound Ramps
4. Cedar Avenue at Orange Street
5. Cedar Avenue at Slover Avenue
6. Cedar Avenue at Vine Street
7. Orange Street at Project Driveway #1
8. Vine Street at Project Driveway #2
9. Vine Street at Project Driveway #3

The intersections of Cedar Avenue at Valley Boulevard, Cedar Avenue at the I-10 westbound ramps, Cedar Avenue at the I-10 eastbound ramps, Cedar Avenue at Orange Street, and Cedar Avenue at Slover Avenue are signalized. The intersections of Cedar Avenue at Vine Street, Orange Street at Project Driveway #1, and Vine Street at Project Driveway #2 are stop controlled. Vine Street at Project Driveway #3 is a cul-de-sac.

Levels of Service

The San Bernardino County Traffic Impact Study (TIS) Guidelines require that an intersection analysis be performed to identify the level of service (LOS) and delay. For signalized intersections, using the TIS Guidelines, **Table XVI-1** provides the 2010 Highway Capacity Manual (HCM) LOS thresholds for signalized intersections. For unsignalized intersections, the two-way stop-controlled (TWSC) intersection analysis level of service is computed for each movement and the most critical level of service is the one that describes the effectiveness of that intersection. The all-way stop-controlled intersection analysis level of service is defined by the control delay of the whole intersection. **Table XVI-1** provides the HCM 2010 levels of service criteria.

Table XVI-1 Level of Service & Delay Ranges

| LOS | Delay (seconds/vehicle) | |
|-----|--------------------------|-----------------------------|
| | Signalized Intersections | Un-signalized Intersections |
| A | ≤ 10.0 | ≤ 10.0 |
| B | > 10.0 to ≤ 20.0 | > 10.0 to ≤ 15.0 |
| C | > 20.0 to ≤ 35.0 | > 15.0 to ≤ 25.0 |
| D | > 35.0 to ≤ 55.0 | > 25.0 to ≤ 35.0 |
| E | > 55.0 to ≤ 80.0 | > 35.0 to ≤ 50.0 |
| F | > 80.0 | > 50.0 |

Source: 2010 Highway Capacity Manual.

Thresholds of Significance

San Bernardino County and Caltrans considers LOS D or better to be acceptable intersection operating conditions during peak traffic periods. Any intersection that is operating at LOS "E" or "F" was considered deficient for the TIA.

To determine whether the addition of project-generated trips results in a significant impact at a study intersection, and thus requires mitigation, San Bernardino County TIA Guidelines utilizes the following thresholds of significance. Caltrans does not have specific significance thresholds for determining project-related impacts, therefore, the County's thresholds were applied to the I-10 / Cedar Avenue interchange.

Signalized Intersections

Any study intersection that is operating at a LOS 'A', 'B', 'C' or 'D' for any study scenario without project traffic in which the addition of project traffic causes the intersection to degrade to a LOS 'E' or 'F' shall mitigate the impact to bring the intersection back to at least LOS 'D'. Any study intersection that is operating at LOS 'E' or 'F' for any study scenario without project traffic shall mitigate any impacts so as to bring the intersection back to the overall level of delay established prior to project traffic being added.

Un-signalized Intersections

An impact is considered significant if the study determines that either section a) or both sections b) and c) occur.

- a.) The addition of project related traffic causes the intersection to move from a LOS 'D' or better to a LOS 'E' or worse **OR**
- b.) The project contributes additional traffic to an intersection that is already projected to operate at a LOS 'E' or 'F' with background traffic **AND**
- c.) One or both of the following conditions are met:
 - 1.) The project adds ten (10) or more trips to any approach
 - 2.) The intersection meets the peak hour traffic signal warrant after the addition of project traffic

Planned Improvements In the Traffic Study Area

Improvements to the I-10 / Cedar Avenue interchange are currently in the design phase and projected to decrease congestion and improve traffic operations. The I-10 / Cedar Avenue interchange project includes widening the Interstate 10 overcrossing, roadway improvements along Cedar Avenue from Bloomington Avenue to Slover Avenue, and adding lanes to the freeway ramps.

According to the San Bernardino Associated Governments (SANBAG) Federal Transportation Improvement Program, the I-10 / Cedar Avenue interchange project is fully funded and currently in design review. Construction notice to proceed is scheduled for February 2020 and complete for beneficial use is scheduled for January 2022 based on the March 2017 Project Status prepared by the San Bernardino County Transportation Authority. The I-10 Eastbound Ramp / Cedar Avenue intersection is included in the SANBAG Rialto Sphere Nexus Study Development Impact Fee (DIF) program, therefore, payment of the DIF for this intersection mitigates the project's potential contribution to significant impacts. SANBAG's DIF program is implemented by the County through the Regional Transportation Development Mitigation Plan Fee, contained

in County Code Section 16.0215B(b). The payment of required DIF fees related to traffic impacts is identified in Condition of Approval 1:

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 Land Use Services Department. 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. The Plan Fee is subject to change periodically. Currently, the fee is \$6.01 per square foot for industrial use, which includes the 184,770 sq. ft. building per the site plan dated 08/07/2017.

The estimated Regional Transportation Fees for the Project is \$1,110,468.00 (\$6.01 per sq. ft. x 184,770 sq. ft.). The current Regional Transportation Development Mitigation Plan can be found at the following website:

<http://cms.sbcounty.gov/dpw/Transportation/TransportationPlanning.aspx>

Trip Generation

To determine the trips forecast to be generated with implementation of the project, the trip generation rates in Table XVI-2 were used, based on the trip rates from the Institute of Transportation Engineers (ITE) Trip Generation (9th Edition, 2012).

Table XVI-2 Trip Generation Rates

| Vehicle Type Breakdown ¹ | | Daily Trip Rate ² | AM Peak Hour ³ | | PM Peak Hour ³ | |
|-------------------------------------|-------------|------------------------------|---------------------------|-----------|---------------------------|-----------|
| | | | Rate | In : out | Rate | In : out |
| Passenger Car | 79.57% | 2.833 /KSF | 0.239 | 79% : 21% | 0.255 | 25% : 75% |
| 2 Axle Truck | 3.46% | 0.123 /KSF | 0.010 | | 0.011 | |
| 3 Axle Truck | 4.64% | 0.165 /KSF | 0.014 | | 0.015 | |
| 4+ Axle Truck | 12.33% | 0.439 /KSF | 0.037 | | 0.039 | |
| Total Trucks | 20.43% | 0.727 /KSF | 0.061 | | 0.065 | |
| Total | 100% | 3.56 /KSF | 0.30 | | 0.32 | |

Notes:

KSF= Thousand Square Feet

¹Source: Truck Trip Generation Study, City of Fontana, August 2003

²Source: ITE Trip Generation Manual, 9th edition. Land Use Code 150

Passenger car equivalent (PCE) factors were applied to the trip generation. As summarized in Table XVI-3, the project is expected to generate 863 average daily trips, which includes 74 AM (60 inbound and 14 outbound) peak hour trips and approximately 77 PM (20 inbound and 57 outbound) peak hour trips. No trip reductions were applied to the trip generation since the site is vacant and undeveloped.

Table XVI-3 Project Trip Generation

Trip Generation in Vehicles

| Warehouse Center | | | Daily Trips | AM Peak Hour | | | PM Peak Hour | | | |
|-------------------------------------|-----------|------------|-------------|--------------|---------|----------|--------------|---------|----------|----|
| Vehicle Type Breakdown ¹ | Intensity | 184.77 KSF | | Volume | Inbound | Outbound | Volume | Inbound | Outbound | |
| Passenger Car | 79.57% | | 184.77 KSF | 523 | 44 | 35 | 9 | 47 | 12 | 35 |
| 2 Axle Truck | 3.46% | | | 23 | 2 | 2 | 0 | 2 | 1 | 2 |
| 3 Axle Truck | 4.64% | | | 31 | 3 | 2 | 1 | 3 | 1 | 2 |
| 4+ Axle Truck | 12.33% | | | 81 | 7 | 6 | 1 | 7 | 2 | 5 |
| Total Trucks | 20.43% | | | 135 | 12 | 10 | 2 | 12 | 9 | 9 |
| Total | 100% | | | 658 | 56 | 45 | 11 | 59 | 15 | 44 |

Notes:

¹Source: Truck Trip Generation Study, City of Fontana, August 2008

Trip Generation in PCE's

| Warehouse Center | | | Daily Trips | AM Peak Hour | | | PM Peak Hour | | | |
|-------------------------------------|------------------|------------|-------------|--------------|---------|----------|--------------|---------|----------|----|
| Vehicle Type Breakdown ¹ | PCE ² | 184.77 KSF | | Volume | Inbound | Outbound | Volume | Inbound | Outbound | |
| Passenger Car | 79.57% | | 184.77 KSF | 523 | 44 | 35 | 9 | 47 | 12 | 35 |
| 2 Axle Truck | 3.46% | | | 35 | 3 | 2 | 1 | 3 | 1 | 2 |
| 3 Axle Truck | 4.64% | | | 62 | 6 | 5 | 1 | 6 | 2 | 5 |
| 4+ Axle Truck | 12.33% | | | 243 | 21 | 18 | 3 | 21 | 5 | 16 |
| Total Trucks | 20.43% | | | 340 | 30 | 25 | 5 | 30 | 8 | 23 |
| Total | 100% | | | 863 | 74 | 60 | 14 | 77 | 20 | 57 |

Notes:

¹Source: Truck Trip Generation Study, City of Fontana, August 2008

²PCE=Passenger Car Equivalent- Source: San Bernardino Association of Governments (SANBAG)

XVI- **Less Than Significant Impact.**

a), **Existing Conditions**

XVI-b) Intersection capacity analyses were conducted for the traffic study area intersections to determine the existing intersection LOS based on existing intersection geometrics and the AM and PM peak hour traffic volumes. **Table XVI-4** identifies existing traffic conditions in the traffic study area. As shown in **Table XVI-4**, all study intersections currently operate at acceptable levels of service (LOS D or better).

Table XVI-4 Existing Peak Hour Intersection Conditions

| Study Intersection | Traffic Control | Existing Conditions | |
|---------------------------------|-----------------|-----------------------------|-----------------------------|
| | | AM Delay ¹ - LOS | PM Delay ¹ - LOS |
| 1 - Cedar Ave. / Valley Blvd. | Signal | 36.3 - D | 42.6 - D |
| 2 - Cedar Ave. / I-10 WB Ramps | Signal | 35.6 - D | 28.6 - C |
| 3 - Cedar Ave. / I-10 EB Ramps | Signal | 42.5 - D | 38.4 - D |
| 4 - Cedar Ave. / Orange St. | Signal | 12.2 - B | 12.3 - B |
| 5 - Cedar Ave. / Slover Ave. | Signal | 27.9 - C | 32.5 - C |
| 6 - Orange St. / Vine St. | OWSC | 0.2 - A | 0.2 - A |
| 7 - Orange St. / Project Dwy. 1 | | Does Not Exist | |
| 8 - Vine St. / Project Dwy. 2 | | Does Not Exist | |
| 9 - Vine St. / Project Dwy. 3 | | Does Not Exist | |

Note: Deficient Intersection operation indicated in bold.

¹ Average seconds of delay per vehicle.

LOS = level of service.

OWSC = One-Way Stop Control, worst approach delay and LOS is reported.

Existing Plus Project Conditions

Project-generated trips were added to the existing conditions volumes to determine the Existing Plus Project operating conditions at the analyzed intersections, as summarized in Table XVI-5 below. An ambient growth factor of 3.3% was applied to the existing traffic volumes to account for area wide growth. Table XVI-5 summarizes the Existing Plus Project AM and PM peak hour intersection LOS for the study intersections.

Table XVI-5 Existing Plus Project Peak Hour Intersection Conditions

| Study Intersection | Traffic Control | Existing Plus Project Conditions | |
|---------------------------------|-----------------|----------------------------------|-----------------------------|
| | | AM Delay ¹ - LOS | PM Delay ¹ - LOS |
| 1 - Cedar Ave. / Valley Blvd. | Signal | 38.0 - D | 45.5 - D |
| 2 - Cedar Ave. / I-10 WB Ramps | Signal | 39.0 - D | 30.9 - C |
| 3 - Cedar Ave. / I-10 EB Ramps | Signal | 48.6 - D | 43.0 - D |
| 4 - Cedar Ave. / Orange St. | Signal | 20.5 - C | 15.6 - B |
| 5 - Cedar Ave. / Slover Ave. | Signal | 29.3 - C | 34.8 - C |
| 6 - Orange St. / Vine St. | OWSC | 9.2 - A | 9.1 - A |
| 7 - Orange St. / Project Dwy. 1 | OWSC | 9.0 - A | 9.4 - A |
| 8 - Vine St. / Project Dwy. 2 | OWSC | 8.3 - A | 8.6 - A |
| 9 - Vine St. / Project Dwy. 3 | OWSC | 8.3 - A | 8.4 - A |

Note: Deficient intersection operation indicated in bold.

¹ Average seconds of delay per vehicle.

LOS = level of service.

OWSC = One-Way Stop Control, worst approach delay and LOS is reported.

As shown in Table XVI-5, all study intersections are projected to operate at acceptable LOS (D or better) under the Existing Plus Project conditions. The results of the Existing Plus Project conditions analysis show that the addition of project-related trips to existing traffic volumes

would not result in significant impacts at the study intersections. Therefore, no mitigation would be needed under Existing Plus Project conditions.

Opening Year 2019 Peak Hour Intersection Conditions With and Without Project

To determine Opening Year 2019 conditions, forecasted traffic associated with San Bernardino County, the City of Rialto, and the City of Fontana approved or pending projects were added to existing traffic volumes. County staff identified the list of projects that would generate traffic in the project area by its opening year (approximately 2019). Cumulative project traffic data was based on information from traffic impact studies prepared for the cumulative projects where available. The eight cumulative projects are expected to generate approximately 18,079 trips per day, which includes 1,342 AM peak hour trips, and 1,433 PM peak hour trips.

The cumulative project trips were added to the existing traffic volumes at the intersections and roadway segments within the project study to determine the Opening Year 2019 operating conditions. The Opening Year 2019 (without and with the project) scenarios assumes a 1.1 percent annual growth rate. As identified in Table XVI-6 below, the addition of project-related traffic would result in a deficient level of service at Cedar Avenue / I-10 Eastbound Ramp in the AM peak hour. However, the Cedar Avenue / I-10 Eastbound Ramp intersection is included in the SANBAG Rialto Sphere Nexus Study Development Impact Fee (DIF) program, therefore, payment of the DIF (as required by Condition of Approval 1) for this intersection mitigates the project's potential to contribute to significant impacts. As such, impacts at this intersection are considered less than significant and mitigation measures would not be required.

Table XVI-6 Opening Year 2019 Peak Hour Intersection Conditions Without and With Project

| Study Intersection | Opening Year 2019 Without Project Conditions | | Opening Year 2019 With Project Conditions | | Significant Impact? ² | |
|---|--|--------------------------|---|--------------------------|----------------------------------|----|
| | AM | PM | AM | PM | AM | PM |
| | Delay ¹ - LOS | Delay ¹ - LOS | Delay ¹ - LOS | Delay ¹ - LOS | | |
| 1 - Cedar Ave. / Valley Blvd. | 37.4 - D | 47.1 - D | 38.2 - D | 47.5 - D | No | No |
| 2 - Cedar Ave. / I-10 WB Ramps | 52.7 - D | 37.3 - D | 53.3 - D | 38.6 - D | No | No |
| 3 - Cedar Ave. / I-10 EB Ramps ³ | 55.9 - E | 48.3 - D | 58.6 - E | 49.8 - D | No | No |
| 4 - Cedar Ave. / Orange St. | 16.1 - B | 18.4 - B | 26.3 - C | 23.8 - C | No | No |
| 5 - Cedar Ave. / Slover Ave. | 47.6 - D | 45.6 - D | 48.5 - D | 46.0 - D | No | No |
| 6 - Orange St. / Vine St. | 0.3 - A | 9.2 - A | 9.2 - A | 9.0 - A | No | No |
| 7 - Orange St. / Project Dwy. 1 | Does Not Exist | | 9.0 - A | 9.4 - A | No | No |
| 8 - Vine St. / Project Dwy. 2 | Does Not Exist | | 8.3 - A | 8.6 - A | No | No |
| 9 - Vine St. / Project Dwy. 3 | Does Not Exist | | 8.3 - A | 8.4 - A | No | No |

Note: Deficient intersection operations indicated in bold and LOS = level of service.

¹Average seconds of delay per vehicle.

²Significance criteria are provided in County of San Bernardino Traffic Impact Study Guidelines (Revised April 9, 2014).

³The Cedar Ave. / I-10 EB Ramps intersection is fully funded and included in the SANBAG DIF program, therefore, the intersection is considered not to be significantly impacted by the project. Interchange improvements are detailed in Table XVI-7.

Table XVI-7 summarizes the intersection operations at the Cedar Avenue / I-10 Eastbound Ramp interchange with the assumed improvements. Although the Cedar Avenue / I-10 Westbound Ramps are not significantly impacted by the project, Table XVI-7 also summarizes the operational improvements at this location.

Table XVI-7 Summary of Intersection Improvements

| Int. # | Intersection | Peak Hour | Without Project Without Improvements | With Project Without Improvements | Funded Caltrans Improvements ⁽²⁾ | With Project With Improvements | Project Responsibility |
|-------------------------------------|----------------------------|-----------|--------------------------------------|-----------------------------------|---|--------------------------------|----------------------------|
| | | | Delay ⁽¹⁾ - LOS | Delay ⁽¹⁾ - LOS | | Delay ⁽¹⁾ - LOS | |
| Opening Year 2019 Conditions | | | | | | | |
| 2 | Cedar Ave. / I-10 WB Ramps | AM | 52.7 - D | 53.3 - D | NB Approach: Widen to provide dual left-turn lanes & three (3) through lanes. SB Approach: Widen to provide three through lanes and dual right-turn lanes. | 19.5 - B | Pay Development Impact Fee |
| | | PM | 37.3 - D | 38.6 - D | | 18.8 - B | |
| 3 | Cedar Ave. / I-10 EB Ramps | AM | 55.8 - E | 58.6 - E | NB Approach: No change to existing lane geometry. SB Approach: Widen to provide dual left-turn lanes and three (3) through lanes. | 27.5 - C | Pay Development Impact Fee |
| | | PM | 48.3 - D | 49.8 - D | | 25.4 - C | |

Note: Deficient intersection operation shown in bold.

⁽¹⁾ Seconds of delay per vehicle.

⁽²⁾ Minimum Build Alternative is assumed in this analysis based on the Supplemental Traffic Operations Report of the Cedar Avenue Interchange on Interstate 10 dated May 11, 2016 prepared by Parsons.

Horizon Year 2035 Conditions – Without and With Project

Analysis of Horizon Year 2035 conditions was based on the build-out of San Bernardino County’s General Plan land uses and Circulation Element Roadway network. Horizon Year 2035 forecast daily traffic volumes from the San Bernardino Transportation Analysis Model (SBTAM) were used. At the I-10/Cedar Avenue Interchange, the “Minimum Build Alternative” improvements evaluated in Caltrans Supplementation Traffic Operations Report dated May 11, 2016 prepared by Parsons is assumed in the Horizon Year 2035 Without and With Project conditions since improvements are anticipated to be constructed prior to Year 2035. Construction notice to proceed is schedule for February 2020 and complete for beneficial use is scheduled for January 2022 based on the March 2017 Project Status prepared by the San Bernardino County Transportation Authority. The following I-10/Cedar Avenue Interchange improvements that are part of the SANBAG Rialto Sphere Nexus Study Development Impact Fee (DIF) program were assumed in the Horizon Year 2035 analysis only:

Cedar Avenue/Interstate 10 Westbound Ramps

- Northbound: Widen to provide dual left-turn lanes and three (3) through lanes
- Southbound: Widen to provide three (3) through lanes and dual right-turn lanes
- Westbound: Widen off-ramp to provide a dedicated left-turn lane, shared through/left-turn lane, and dual right-turn lanes.

Cedar Avenue/Interstate 10 Eastbound Ramps

- Northbound: No change to existing lane geometry
- Southbound: Widen to provide dual left-turn lanes and three (3) through lanes
- Eastbound: Widen off-ramp to provide a dedicated left-turn lane, shared through/left-turn lane, and one (1) dedicated right-turn lane.

Table XVI-7 summarizes the results of Horizon Year 2035 intersection LOS analysis at study intersections.

Table XVI-7 Horizon Year 2035 Peak Hour Intersection Conditions Without and With Project

| Study Intersection | Year 2035 Without Project Conditions | | Year 2035 With Project Conditions | | Significant Impact? ² | |
|---|--------------------------------------|--------------------------|-----------------------------------|--------------------------|----------------------------------|----|
| | AM | PM | AM | PM | AM | PM |
| | Delay ¹ - LOS | Delay ¹ - LOS | Delay ¹ - LOS | Delay ¹ - LOS | | |
| 1 - Cedar Ave. / Valley Blvd. | 49.3 - D | 50.9 - D | 50.9 - D | 53.0 - D | No | No |
| 2 - Cedar Ave. / I-10 WB Ramps ³ | 21.2 - C | 18.4 - B | 21.4 - C | 19.0 - B | No | No |
| 3 - Cedar Ave. / I-10 EB Ramps ³ | 31.6 - C | 30.7 - C | 32.0 - C | 31.0 - C | No | No |
| 4 - Cedar Ave. / Orange St. | 24.3 - C | 22.9 - C | 35.4 - D | 29.6 - C | No | No |
| 5 - Cedar Ave. / Slover Ave. | 48.6 - D | 52.5 - D | 50.2 - D | 52.8 - D | No | No |
| 6 - Orange St. / Vine St. | 0.3 - A | 9.6 - A | 9.4 - A | 9.2 - A | No | No |
| 7 - Orange St. / Project Dwy. 1 | Does Not Exist | | 9.1 - A | 9.6 - A | No | No |
| 8 - Vine St. / Project Dwy. 2 | Does Not Exist | | 8.3 - A | 8.6 - A | No | No |
| 9 - Vine St. / Project Dwy. 3 | Does Not Exist | | 8.3 - A | 8.4 - A | No | No |

Note: Deficient intersection operations indicated in bold.

¹ Average seconds of delay per vehicle.

² Significance criteria are provided in County of San Bernardino Traffic Impact Study Guidelines (Revised April 9, 2014)

³ At the I-10/Cedar Avenue Interchange, the "Minimum Build Alternative" Improvements per Caltrans Supplemental Traffic Operations Report dated May 11, 2016 prepared by Parsons are assumed in this analysis to be constructed prior to the Horizon Year 2035 conditions.

LOS = level of service.

As shown in Table XVI-7, all study intersections are forecast to operate at acceptable levels of service (LOS D or better) under Horizon Year 2035 conditions without and with the project. This analysis assumes the I-10/Cedar Avenue interchange improvements are built prior to Year 2035. Construction notice to proceed is scheduled for February 2020 and complete for beneficial use is scheduled for January 2022 based on the March 2017 Project Status prepared by the San Bernardino County Transportation Authority. A less than significant impact would occur and no mitigation measures would be required.

Additionally, signal warrants were analyzed at the Orange Street/Vine Street intersection under Year 2035 With Project Conditions. Using the *California Manual on Uniform Traffic Control Devices (MUTCD) 2014*, signal warrants were not satisfied at this intersection in the AM or the PM peak hour. The analysis shows that the intersection is forecast to operate acceptably (LOS C) as a one-way stop controlled intersection under the Horizon Year 2035 conditions with the project. Therefore, a signal would not be needed or recommended at this location.

- XVI-c) **No Impact.** The nearest airport is San Bernardino International Airport, approximately 8 miles east of the project site. Due to the distance to San Bernardino Airport, the project would not alter air traffic patterns, and would not result in substantial safety risks. No impact would occur.
- XVI-d) **Less Than Significant Impact.** The project is to have access via a driveway on Orange Street and two driveways on Vine Street. All access routes to the site would be at unsignalized intersections. All road improvements and project driveways would be constructed according to County of San Bernardino design standards. Sight distance at each access point should not be

problematic, but would be reviewed with respect to standard of County of San Bernardino sight distance standards at the time of preparation of final grading, landscape, and street improvement plans. Therefore, the project would not substantially increase hazards due to a design feature or incompatible use, and impacts would be less than significant.

XVI-e) **Less Than Significant Impact.** The project site would be accessible via one driveway on Orange Street (Driveway 1) and two driveways (Driveways 2 and 3) on Vine Street. Driveway 1 on Orange Street would serve as an all-way access strictly for passenger cars, as it would provide a direct access to the surface parking lot serving employees and visitors. Driveway 2 on Vine Street would serve as an all-way access utilized by trucks and passenger cars, and is located at the northern end of the cul-de-sac. It would be difficult for larger trucks to use this driveway and maneuver on-site to/from the loading docks. Most of the truck traffic would use Driveway 3 via Vine Street, which would serve as an all-way access for trucks only. It would be approximately 175 feet north of Orange Street and would provide direct access to the loading docks facing Vine Street. Emergency access to the site would be provided in compliance with County requirements. No significant impacts would be anticipated.

XVI-f) **Less Than Significant Impact.**

Transit

Omnitrans provides transit services to western San Bernardino County, and serves the Bloomington Community with Routes 19 and 29. The nearest transit facility to the project site is a bus stop on Cedar Avenue south of Orange Street, and is serviced by Omnitrans Route 29. Route 29 originates and terminates at the South Fontana Transfer Center next to Kaiser Hospital off of Sierra Avenue, north of Valley Boulevard.

The project would not modify roads used by either of the community's bus routes. Although the project could potentially result in an increased use of the public transportation system, this increase would not be substantial and could be accommodated by the existing Omnitrans system. Therefore, the project is not anticipated to impact the effectiveness or performance of existing transit systems. Impacts would be less than significant.

Pedestrian and Bicycle Facilities

There are currently no Class II bike lanes in each direction of travel on Orange Street and Cedar Avenue in the project area. Sidewalks exist on the streets surrounding the project site, except on the north side of Orange Street east of Cedar Avenue, and the west side of Vine Street. The project would provide sidewalks along the project frontage on Vine Street and Orange Street. The project would not significantly impact the effectiveness or performance of existing pedestrian or bicycle facilities.

Less than significant impacts have been identified or anticipated. The project would be conditioned to comply with all applicable County of San Bernardino regulations and conditions of approval.

Conditions of Approval

TT-1. Regional Transportation Development Mitigation Plan Fee. The project will pay the applicable traffic mitigation fee identified in Section 16.0215B(b) of the County Code:

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 Land Use Services Department. 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. The Plan Fee is subject to change periodically. Currently, the fee is \$6.01 per square foot for industrial use, which includes the 184,770 sq. ft. building per the site plan dated 08/07/2017.

The estimated Regional Transportation Fees for the Project is \$1,110,468.00 (\$6.01 per sq. ft. x 184,770 sq. ft.). The current Regional Transportation Development Mitigation Plan can be found at the following website:
<http://cms.sbcounty.gov/dpw/Transportation/TransportationPlanning.aspx>

TT-2. Design Conditions. The project will comply with the following conditions issued by the Traffic Division:

- a. General Conditions:
 - a. Project vehicles shall not back out into the public roadway.
 - b. Access points to the facility shall remain unobstructed at all times, except a driveway access gate which may be closed after normal working hours.
- b. Prior to Issuance of Building Permits:
 - a. A traffic signal modification plan is required for the intersection at the northeast corner of Cedar Avenue and Orange Street.
- c. Prior to Occupancy/Final Inspection:
 - a. The applicant shall construct, at 100% cost to the applicant, all roadway improvements as shown on their approved street improvement plans.

| | Potentially Significant Impact | Less than Significant Impact with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|---|-------------------------------------|--------------------------|
| XVII. TRIBAL CULTURAL RESOURCES - Would the project: | | | | |
| a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

SUBSTANTIATION:

A Historical/Archaeological Resources Survey Report (Cultural Report) was prepared by CRM Tech (March 2017). The findings are summarized below and the study is included as Appendix C to this Initial Study. The CRM Tech (March 2017) was reviewed and agreed to by the San Manuel Band of Mission Indians on March 15, 2017.

Chapter 532, Statutes of 2014 (i.e., Assembly Bill [AB] 52), requires that Lead Agencies evaluate a project's potential to impact "tribal cultural resources." Such resources include sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical resources or included in a local register of historical resources." AB 52 also gives Lead Agencies the discretion to determine, supported by substantial evidence, whether a resource qualifies as a "tribal cultural resource." Also per AB 52 (specifically PRC 21080.3.1), Native American consultation is required upon request by a California Native American tribe that has previously requested that the County provide it with notice of such projects.

The San Manuel Band of Mission Indians (SMBMI) requested consultation on the project. While no tribal cultural resources were identified on the site, SMBMI requested conditions of approval be placed on the project to minimize impacts to as-yet-undiscovered tribal resources; these conditions are incorporated into the project.

XVII- **Less Than Significant Impact.** As described above, the project site is vacant, undeveloped, and highly disturbed. A cultural resources assessment was prepared with a literature review and records search related to potential site-specific tribal cultural resources and a Sacred Lands search request obtained from the Native American Heritage Commission (NAHC). No historic, cultural, tribal resources were identified. Implementation of the project would not result in impacts to any historical resources.

XVII- **Less Than Significant Impact.** See discussion in Section V, *Cultural Resources* above. Past and on-going disturbance by human activities, and existing development of the Project Site and surrounding areas indicates that whatever resources may have been previously present, have likely since been disturbed and/or removed. No historic structures, archaeological resources, or paleontological resources are known to occur within the project site, nor would any offsite resources be affected by the project. On February 7, 2017, CRM TECH submitted a written request to the State of California NAHC for a records search in the commission's sacred lands file. Following the commission's recommendations and previously established consultation protocol, CRM TECH further contacted 11 tribal representatives in the region in writing on February 22 for additional information on potential Native American cultural resources in the project vicinity. The correspondence between CRM TECH and the Native American representatives is included in Appendix C, Historical/Archaeological Resources Survey Report (CRM TECH 2017).

The project is subject to State Health and Safety Code Section 7050.5, and in the unlikely event that human remains were discovered during ground disturbing activities, requirements pursuant to this regulation would ensure there are no significant impacts. If the Coroner recognizes the remains to be Native American, he or she shall contact the NAHC within 24 hours. The NAHC would make a determination as to the Most Likely Descendant. To ensure that the project adheres to these requirements, the project would be subject to Section V, *Cultural Resources* Condition of Approval 2. regarding undiscovered human remains in section V. *Cultural Resources*.

Compliance with Section V, *Cultural Resources* Condition of Approval 2 would ensure that potential impacts to human remains would remain less than significant. Therefore, there are no significant impacts related to disturbance to tribal cultural resources on the project site, especially given that the site has been significantly graded and no resources were discovered. Therefore, no new impacts would result from development of the project site.

Less than significant impacts have been identified or anticipated. The project would be conditioned to comply with all applicable County of San Bernardino regulations and conditions of approval.

Conditions of Approval

See Section V, Cultural Resources Condition of Approval 2.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| XVIII. UTILITIES AND SERVICE SYSTEMS - Would 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 checked="" type="checkbox"/> | <input type="checkbox"/> |

SUBSTANTIATION:

West Yost Associates (West Yost), a professional civil engineering firm providing consulting engineering services to the City of Rialto analyzed the sewer service capacity in the area. The results of the analysis are included as Appendix K to this Initial Study.

XVIII-a) **Less Than Significant Impact.** The project would develop a vacant site into a 184,770 sf concrete tilt-up warehouse center with 10,000 sf of office/administrative uses. Implementation of the project would generate an increase in the amount of wastewater generated from the site. The project would install onsite sewer lines that would connect to an extension from Larch Avenue. Wastewater would be conveyed by the extension of existing sewer lines to the City of Rialto sewer system.

Wastewater generated by the project would be typical of warehouse uses, and would not require treatment beyond that provided by the City of Rialto Water Resources Division treatment and collection services. Moreover, the project would be developed and operated in compliance with the

regulations of the County of San Bernardino and the standards of the Santa Ana Regional Water Quality Control Board (RWQCB).

According to the City of Rialto Urban Water Management Plan (2010), all wastewater is collected by the City of Rialto's local sewer mains and delivered to the Wastewater Treatment Plant. The City of Rialto is required to operate its treatment facilities in accordance with the waste treatment and discharge standards and requirements set forth by the Santa Ana RWQCB. West Yost reviewed the City of Rialto sewer system model prepared for the City of Rialto Sewer Master Plan to determine if sewer system capacity is available to accept flow from the project. The sewer system model results were examined for each scenario to determine if the sewer system capacity of the downstream gravity mains were able to accept the proposed project's development flows without exceeding the performance criteria that were established in the City of Rialto Sewer Master Plan. The modeling indicated that the existing City of Rialto sewer system is capable of accepting the estimated flows from the development under all existing and future flow conditions.

The project would not install or utilize septic systems or alternative wastewater treatment systems, and therefore would not have the potential to exceed the applicable wastewater treatment requirements established by the Santa Ana RWQCB. Accordingly, impacts would be less than significant.

- XVIII-b) **Less Than Significant Impact.** Water supply and wastewater treatment would be provided to the project site by the West Valley Water District (WVWD).

Water

The project site is a currently vacant but previously developed site, and an existing water line crosses the site horizontally from Cedar Avenue to Vine Street. The project would move this water line, which would connect to the existing line in Vine Street for domestic service. For fire suppression, the project would require a loop system, and would have a point of connection on Orange Street and another on Vine Street. Although moving the water line would be required to support the project, no extensions or expansions to the water pipelines supplying the project site would be required. The WVWD anticipates that there is sufficient capacity in the existing water system to serve the anticipated growth within the WVWD, which includes the project. No physical environmental effects would result with implementation of the project, other than those identified in other sections of this Initial Study.

Therefore, the project would not result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant.

Wastewater

As described in XVIII-a), the project would install onsite sewer lines that would connect to an extension east to the existing manhole at the intersection of Orange Street at Larch Avenue. A connection to the City of Rialto system would require approval of an Out of Agency Service Contract from San Bernardino County LAFCO. Wastewater would be conveyed by existing sewer lines that are part of the City of Rialto's sewer system to the Wastewater Treatment Plant (WTP). The WTP processes between 9 and 12 million gallons per day (mgd), and improvements to the WTP are provided for in the City of Rialto 2010-2014 CIP. The project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities as there is sufficient capacity in the existing system for the proposed use.

Therefore, although a sewer extension to Larch Avenue would be required, it would not result in the construction of new wastewater facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant.

The City of Rialto Sewer Master Plan permits discharge of wastewater until a sewer line reaches 80 percent of capacity for gravity sewer pipes. The City also requires that the velocity in the line to be greater than 2 feet per second but less than 12 feet per second. There is an existing 8-inch sewer line in Larch Avenue and a 15-inch main line in Slover Avenue; the Larch Avenue line connects to the Slover Avenue line. The project would tie-in to the existing City of Rialto sewer system at the manhole located along the existing 8-inch gravity main at the intersection of Larch Avenue and Orange Street. The existing 8-inch gravity main extends south along Larch Avenue for approximately 650 feet where it increases to a 15-inch gravity main which flows east in Slover Avenue. The remaining portions of the gravity sewer main to the wastewater treatment plant vary in size from 12 to 30 inches in diameter.

Wastewater generated from the project is expected to be approximately 1,050 gallons per day (gal/day). Sewer modeling analysis was completed to determine whether sewer system capacity of the downstream gravity mains were able to accept the project flows without exceeding performance criteria established in the City of Rialto Sewer Master Plan (West Yost Associates 2016). The modeling indicated that the existing City of Rialto sewer system is capable of accepting the estimated flows from the development under all existing and future flow conditions. The limited sewer discharge that would occur from implementation of the project would not significantly impact the future capacity of the collection system or the City's wastewater treatment plant. Therefore, the flows associated with the project would not adversely impact the existing sewer system. Less than significant impacts would occur.

- XVIII-c) **Less Than Significant Impact.** The project would construct an onsite drainage collection system that would collect the storm water runoff in two detention/infiltration basins, one located in the northeastern portion of the site, the other located in the southwestern portion of the site. The drainage/infiltration basins have been designed and sized to accept storm water flows generated by improvements on the project site. Additionally, a flow-through planter is used to treat storm water before it enters the storm drain system providing a reduction in peak runoff. By collecting the incremental increase in storm water runoff caused by the increase in impervious surface, the project would minimize the amount of off-site flows and allow downstream facilities to accept the remaining discharge.

Construction of the onsite drainage facilities would result in physical impacts to the surface and subsurface of the project site. These impacts are part of the project's construction phase and are evaluated in the relevant sections of this Initial Study. In any instances where impacts have been identified for the project's construction phase, standard conditions, regulations, or mitigation measures would be required to reduce impacts to less than significant levels. Accordingly, additional measures beyond those identified through this Initial Study would not be required.

- XVIII-d) **Less Than Significant Impact.** Water service would be provided to the project site by the WWD. According to the Water Master Plan for the WWD (2012), the District relies on groundwater wells, Lytle Creek surface water and SWP water treated at the WFF, and purchased groundwater through the BLF pipeline. District groundwater wells have been the main source of water supply, providing approximately 60% of yearly production. The WWD distribution system includes eight pressures zones divided into a north and south system with the City of Rialto serving the area in between. The system includes 72.61 million gallons (mg) of storage, 12 booster pump

stations, 18 active production wells, and over 150 miles of transmission lines. The WVWD Water Master Plan analyzes projected new development including the project site, and various CIPs have been recommended to accommodate for future demands.

The District has identified that it has adequate water service capacity to serve the projected demand for the project, in addition to the Water District's existing commitments. The Water District has issued a will serve letter for the provision of potable water.

Thus, there would be sufficient water supplies available to serve the project from existing entitlements and resources; and new or expanded entitlements would not be required for the project. Impacts would be less than significant and no mitigation measures would be required.

- XVIII-e) **Less Than Significant Impact.** As previously addressed in XVIII-a) and -b), the project would connect to the City of Rialto sewer system. Wastewater would be conveyed by existing sewer lines that are part of the City of Rialto's sewer system to the WTP, which processes between 9 and 12 mgd.

The project is anticipated to discharge 1,050 gal/day. The capacity of the existing WTP would be able to accommodate the increase in demand with implementation of the project within the existing capacity. Therefore, implementation of the project would not result in impacts related to wastewater treatment provider capacity, and impacts would be less than significant.

- XVIII-f) **Less Than Significant Impact.** The project would be served by the Mid-Valley Landfill. The Mid-Valley Landfill is permitted to accept 7,500 tons of solid waste per day, and is estimated to close in 2033. The CalRecycle Business Group Waste Stream Calculator estimated that the warehouse facility and office space with 50 employees would generate 150 tons per year of solid waste. Current recycling regulations require a 50 percent diversion of solid waste away from landfills. Thus, the project would result in 75 tons of solid waste per year. In 2020, state regulations implemented pursuant to AB 341 will become effective, and will require diversion of 75 percent of solid waste from landfills. Thus, it would be anticipated that solid waste landfill disposal from operation of the project in 2020 would be reduced to approximately 37.5 tons per year. As described, the Mid-Valley Landfill has sufficient permitted capacity to accommodate the project's solid waste disposal needs, and impacts related to landfill capacity would be less than significant.

- XVIII-g) **Less Than Significant Impact.** The California Integrated Waste Management Act established an integrated waste management system that focused on source reduction, recycling, composting, and land disposal of waste. The Act also established a 50% waste reduction requirement for cities and counties along with a process to ensure environmentally safe disposal of waste that could not be diverted. The County of San Bernardino Solid Waste Advisory Task-Force (SWAT) carries out the responsibilities mandated by the California Integrated Waste Management Act.

The project's waste hauler would be required to coordinate with the County of San Bernardino and develop a common schedule for collection of recyclable materials as required by federal, State, and local statutes and regulations related to solid waste. Recyclable materials that would be recycled by the project include paper products, glass, aluminum, and plastic.

Additionally, the project's waste hauler would be required to comply with all applicable local, State, and federal solid waste disposal standards, thereby ensuring that the solid waste transfer

to the Mid-Valley Landfill that serves the project are reduced in accordance with existing regulations.

The project's short-term construction activities would also produce short-term waste generation limited to minor quantities of construction debris, and would similarly be subject to applicable local, State, and federal solid waste regulations.

Accordingly, the project would comply with all federal state, and local statues and regulations related to solid waste, and impacts would be less than significant.

Less than significant impacts have been identified or anticipated. The project would be conditioned to comply with all applicable County of San Bernardino regulations and conditions of approval.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant | No Impact |
|--|--------------------------------|--|--------------------------|--------------------------|
| XIX. 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects, which will cause Substantial adverse effects on human beings, either directly Or indirectly? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

SUBSTANTIATION:

- XIX-a) **Less Than Significant Impact With Mitigation Incorporated.** As discussed in Sections IV, the project could result in potentially significant impacts to nesting bird species and burrowing owls. These species are commonly found throughout the region, including in preserved habitat areas and protected open space covering hundreds of thousands of acres. With implementation of Mitigation Measures outlined in BIO-1 and BIO-2, the project would not degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause fish or wildlife populations to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. As discussed in Section V, Cultural Resources, the project has no potential to eliminate important examples of the major periods of California history or prehistory as no such examples are present on the site. Implementation of Conditions of Approval would ensure that impacts would be less than significant.
- XIX-b) **Less Than Significant Impact With Mitigation Incorporated.** Cumulative impacts are defined as two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related past, present, and reasonably foreseeable or probable future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period. The CEQA Guidelines, Section 15130 (a) and (b), states:

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

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

The project consists of development of a vacant site in an urban area near the I-10. The project would provide industrial warehousing uses, which would be consistent with the approved land uses and zoning for the site. As described above, all potential impacts related to implementation of the project would be less than significant with implementation of Mitigation Measures and Standard Conditions of Approval imposed by the County of San Bernardino.

The project would develop an area that has been previously graded and developed. Thus, impacts to environmental resources or issue areas would not be cumulatively considerable, and cumulative impacts related to the project would be less than significant.

XIX-c) **Less Than Significant Impact With Mitigation Incorporated.** The project proposes the construction and operation of an industrial warehouse building. The project would not consist of any use or activities that would result in a substantial negative effect on persons in the vicinity. All resource topics associated with the project have been analyzed in accordance with CEQA and the State CEQA Guidelines, and were found to pose no impacts or less than significant impacts with implementation of the standard development conditions that are required by the County; Mitigation Measures and Conditions of Approval. Consequently, the project would not result in any environmental effects that would cause substantial adverse effects on human beings directly or indirectly.

XX. MITIGATION MEASURES

(Any mitigation measures, which are not self-monitoring shall have a Mitigation Monitoring and Reporting Program prepared and adopted at time of project approval)

Self-Monitoring Mitigation Measures:

Conditions of Approval

Air Quality:

AQ-1. Operation of all off-road and on-road diesel vehicles/equipment will comply with County Diesel Exhaust Control Measures [SBCC § 83.01.040 (c) – Diesel Exhaust Emissions Control Measures]. Adherence to SBCC § 83.01.040 (c)-Diesel Exhaust Emissions Control Measures will reduce the generation of diesel particulate matter

AQ-2. The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 403, "Fugitive Dust." Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving and stockpiling activities, grading, and equipment travel on unpaved roads. Rule 403 is intended to reduce PM₁₀ emissions from any handling, construction, or storage activity that has the potential to generate fugitive dust. Pursuant to Rule 403, the developer will prepare, submit, and obtain approval from San Bernardino County Planning of a Dust Control Plan (DCP) consistent with the SCAQMD guidelines, and a letter agreeing to include in any construction contracts/subcontracts a requirement that project contractors adhere to the requirements of the DCP.

AQ-3. The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 431.2, "Sulfur Content of Liquid Fuels." Adherence to Rule 431.2 limits the release of sulfur dioxide (SO_x) into the atmosphere from the burning of fuel

AQ-4. The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1113, "Architectural Coatings." Adherence to Rule 1113 limits the release of volatile organic compounds (VOCs) into the atmosphere during painting and application of other surface coatings.

AQ-5. The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 402 "Nuisance." Adherence to Rule 402 reduces the release of odorous emissions into the atmosphere

Cultural Resources:

CR-1. Undiscovered Cultural Resources. If potential historic, archaeological, or paleontological resources are uncovered during excavation or construction activities at the project site, work in the affected area will cease immediately and a qualified person (meeting the Secretary of the Interior's standards [36 CFR § 6])) shall be consulted by the applicant to evaluate the find, and as appropriate recommend alternative measures to avoid, minimize or mitigate negative effects on the historic, prehistoric, or paleontological resource. Determinations and recommendations by the consultant shall be implemented as deemed appropriate by the Community Development Director, in consultation with the State Historic Preservation Officer (SHPO) and any and all affected Native American Tribes before any further work commences in the affected area.

CR-2. If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.

CR-3. In the event that Native American cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, San

Manuel Band of Mission Indians will be contacted if any such find occurs and be provided information and permitted/invited to perform a site visit when the archaeologist makes his/her assessment, so as to provide Tribal input.

Geology and Soils:

GS-1. The Project is required to comply with the California Building Standards Code as adopted by the County of San Bernardino to preclude significant adverse effects associated with seismic hazards. A design-phase geotechnical report will be produced and its recommendations will be implemented during site grading and construction. The following conditions are recommended:

- Once project grading and foundation plans are prepared and available, the project geotechnical consultant shall review the grading and foundation plans relative to the geotechnical recommendations in the above referenced report and provide an updated report and/or supplement if determined to be necessary. The geotechnical consultant shall stamp and wet-sign the grading and foundation plans which shall be submitted the County for review and approval as part of the plan check process.
- The Project Geotechnical Engineer shall perform inspection and density testing during grading. Upon completion of rough grading, the Geotechnical Engineer shall prepare a compaction report that includes the results of compaction testing and a plat or other suitable map showing the location of compaction tests. In addition, the report shall summarize the results of in-grading inspections and shall indicate whether the grading has been conducted in accordance with the recommendations of the approved geotechnical report. The report shall be submitted to Building and Safety with appropriate fees for review and approval.
- The Project Geotechnical Engineer shall inspect and approve footing excavations prior to placement of forms, steel, or pouring of concrete.

GS-2. The project would comply with National Pollutant Discharge Elimination System (NPDES) requirements for control of discharges of sediments and other pollutants during construction. A Stormwater Pollution Prevention Plan (SWPPP) will be prepared and submitted to the State Water Resources Control Board. The project will obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit) in effect at the time of grading permit application. The SWPPP will require preparation of an Erosion & Sediment Control Plan. Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by County of San Bernardino staff or its designee to confirm compliance

GS-3. The project would comply with NPDES requirements for control of discharges of sediments and other pollutants during operations of the facility through preparation and implementation of a Water Quality Management Plan (WQMP) in compliance with the Municipal Separate Storm Sewer System (MS4) Permit in effect for the Santa Ana Regional Water Quality Control Board (RWQCB) at the time of grading permit application.

Hazards and Hazardous Materials

HAZ-1. The project is subject to all applicable federal, state, and local laws and regulations regarding hazardous materials including but not limited to requirements imposed by the Environmental Protection

Agency, California Department of Toxic Substances Control, South Coast Air Quality Management District, and the Santa Ana Regional Water Quality Control Board.

Transportation/Traffic:

TT-1. 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 Land Use Services Department. 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. The Plan Fee is subject to change periodically. Currently, the fee is \$6.01 per square foot for industrial use, which includes the 184,770 sq. ft. building per the site plan dated 08/07/2017.

The estimated Regional Transportation Fees for the Project is \$1,110,468.00 (\$6.01 per sq. ft. x 184,770 sq. ft.). The current Regional Transportation Development Mitigation Plan can be found at the following website:

<http://cms.sbcounty.gov/dpw/Transportation/TransportationPlanning.aspx>

TT-2. Design Conditions. The project will comply with the following conditions issued by the Traffic Division:

- General Conditions:
 - Project vehicles shall not back out into the public roadway.
 - Access points to the facility shall remain unobstructed at all times, except a driveway access gate which may be closed after normal working hours.
- Prior to Issuance of Building Permits:
 - A traffic signal modification plan is required for the intersection of Cedar Avenue and Orange Street.
- Prior to Occupancy/Final Inspection:
 - The applicant shall construct, at 100% cost to the applicant, all roadway improvements as shown on their approved street improvement plans.

MITIGATION MEASURES:

Biological Resources:

BIO-1 Burrowing Owl Pre-Construction Survey: A pre-construction surveys for Burrowing Owl (BUOW) shall be required 30 days before the start of grading activities to confirm the absence of BUOW from the site. Preconstruction BUOW surveys shall be conducted according to the 2012 CDFW Staff Report on Burrowing Owl Mitigation guidelines onsite prior to construction or site preparation activities.

The results of the survey will be submitted to the County of San Bernardino and the California Department of Fish & Wildlife (CDFW) within 14 days following completion. If active burrows are detected, protective measures shall be required to ensure compliance with the Migratory Bird Treaty Act (MBTA) and other applicable California Department of Fish and Game (CDFG) Code requirements.

- a. In the event that the pre-construction survey identifies no burrowing owls in the impact area, a grading permit may be issued without restriction.
- b. In the event that the pre-construction survey identifies the presence of at least one individual but less than three (3) mating pairs of burrowing owl, then prior to the issuance of a grading permit and prior to the commencement of ground-disturbing activities on the property, the qualified biologist shall passively or actively relocate any burrowing owls. Passive relocation, including the required use of

one-way doors to exclude owls from the site and the collapsing of burrows, will occur if the biologist determines that the proximity and availability of alternate habitat is suitable for successful passive relocation. Passive relocation shall follow California Department of Fish and Wildlife relocation protocol. If proximate alternate habitat is not present as determined by the biologist, active relocation shall follow California Department of Fish and Wildlife relocation protocol. The biologist shall confirm in writing to the County of San Bernardino Planning Department that the species has fledged or been relocated prior to the issuance of a grading permit.

BIO-2 Nesting Bird Pre-Construction Survey: As a condition of approval for all grading permits, vegetation clearing, or ground disturbance, within 30 days prior to such activities occurring during the nesting/breeding season (Mid-February through August 31), a migratory bird nesting survey must be completed in accordance with the following requirements:

- a. A migratory nesting bird survey of the Project's impact footprint shall be conducted by a qualified biologist within three business (3) days prior to initiating vegetation clearing or ground disturbance.
- b. A copy of the migratory nesting bird survey results report shall be provided to the County of San Bernardino Planning Department. If the survey identifies the presence of active nests, then the qualified biologist shall provide the Planning Department with a copy of maps showing the location of all nests and an appropriate buffer zone around each nest sufficient to protect the nest from direct and indirect impact. The size and location of all buffer zones, if required, shall be subject to review and approval by the Planning Department and shall be no less than a 300-foot radius around the nest for non-raptors and a 500-foot radius around the nest for raptors. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist and Planning Department verify that the nests are no longer occupied and the juvenile birds can survive independently from the nests.

Noise

NSE-1. Install minimum 6-foot high temporary construction noise barriers at the Project's southern site boundary adjacent to sensitive receivers on Orange Street, as shown on Exhibit 10-A, for the duration of Project construction. The noise control barriers must have a solid face from top to bottom. The noise control barriers must meet the minimum height and be constructed as follows:

- The temporary noise barriers shall provide a minimum transmission loss of 20 dBA (Federal Highway Administration, Noise Barrier Design Handbook). The noise barrier shall be constructed using an acoustical blanket (e.g. vinyl acoustic curtains or quilted blankets) attached to the construction site perimeter fence or equivalent temporary fence posts;
- The noise barrier must be maintained and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired;
- The noise control barrier and associated elements shall be completely removed and the site appropriately restored upon the conclusion of the construction activity.

NSE-2 During all Project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Project site.

NSE-3 The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receivers nearest the Project site during all Project construction (i.e., to the north).

GENERAL REFERENCES

- Alquist-Priolo Special Studies Zone Act Map Series (PRC 27500).
- California Department of Water Resources, Bulletin #118 (Critical Regional Aquifers), 1975.
- California Standard Specifications, July 1992.
- County of San Bernardino, Countywide Integrated Waste Management Plan.
- County of San Bernardino Development Code, 2007.
- County of San Bernardino General Plan, adopted 2007.
- Environmental Impact Report, San Bernardino County General Plan, 2007.
- County of San Bernardino Hazard Overlay Maps.
- County of San Bernardino, June 2004, *San Bernardino County Stormwater Program, Model Water Quality Management Plan Guidance*.
- County of San Bernardino Road Planning and Design Standards.
- Federal Emergency Management Agency Flood Insurance Rate Map and Flood Boundary Map.
- State of California, Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, *San Bernardino County Important Farmland 2000*, December 2001.
- State of California, Department of Transportation. *I-10 Corridor Project, Draft Project Report*, March 2016.
- County of San Bernardino, Greenhouse Gas Emissions Reduction Plan, January 6, 2012.

PROJECT STUDIES

- CRM TECH, March 8, 2017. Historical/Archaeological Resources Survey Report, Assessor's Parcel No. 0253-211-56, Bloomington Area, San Bernardino County, California. Prepared for Howard Industrial Partners.
- Ecological Sciences, Inc., January 24, 2017. Results of a Habitat Suitability Evaluation, ±9.81-acre Cedar Avenue and Orange Street Site, City of Bloomington, San Bernardino County, California. Prepared for Howard Industrial Partners.
- FM Civil Engineers Inc., August 31, 2017. Preliminary Drainage Study, Cedar Avenue Technology Park, APN # 0253-211-56, 0253-211-57, Bloomington, San Bernardino County, California. Prepared for Howard Industrial Partners.
- FM Civil Engineers Inc., September 1, 2017. Preliminary Water Quality Management Plan for Cedar Avenue Technology Park. Prepared for Howard Industrial Partners.
- Michael Baker International, August 2017. Cedar Avenue Technology Park Project Air Quality Impact Analysis.
- Michael Baker International, August 2017. Cedar Avenue Technology Park Greenhouse Gas Emissions Report.

Michael Baker International, July 25, 2017. Cedar Avenue Technology Center Traffic Impact Analysis Report. Prepared for County of San Bernardino.

SCS Engineers, July 2016. Phase I Environmental Site Assessment, 9.82-Acre Vacant Parcel, Northeastern Corner of Orange Street and Cedar Avenue Bloomington, California 92316 (APN 0253-211-56-0000). Prepared for Howard Industrial Partners.

Southern California Geotechnical, October 22, 2014, Geotechnical Investigation, Proposed Commercial/Industrial Building, NEC Cedar Avenue and Orange Street, San Bernardino County, California. Prepared for Thrifty Oil Company.

Urban Crossroads, July 21, 2017. Cedar Avenue Technology Park, Noise Impact Analysis, County of San Bernardino. Prepared Howard Industrial Partners.