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:	**0253-171-16**
APPLICANT:	Thrifty Oil Co.
COMMUNITY:	Bloomington/5th Supervisorial District
LOCATION:	North side of Orange Street between Linden Ave. and Cedar Ave.
STAFF:	Aron Liang
REP('S):	Dana C. Privitt, Kimley-Horn
PROPOSAL:	Conditional Use Permit for the construction of a 371,442 square foot industrial building with 10,000 square feet of office area to be used as a high cube warehouse distribution facility on 18.8 net acres.

USGS Quad:	Fontana
T, R, Section:	T1S R5W Sec. 22 SW 1/4
OLUD:	BL/IC (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: Thrifty Oil Co.
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Consultant: Kimley-Horn and Associates
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PROJECT DESCRIPTION

The proposed project would allow for the construction and operation of a 371,442-square-foot (sf) high-cube warehouse distribution center inclusive of 10,000 sf of office/administrative uses. **Table 1** provides a statistical summary for the proposed project. The project site is approximately 18.8 net acres (Assessor Parcel Number [APN] 0253-171-16), and is located northwest of the intersection of Cedar Avenue at Orange Street in the community of Bloomington in unincorporated San Bernardino County. The site is generally bound to the north by the Union Pacific Railroad Yard (including tracks and vacant property), and Interstate 10 (I-10); to the south by Orange Street; to the east by Cedar Place and Cedar Avenue; and to the west by Linden Avenue.

High-cube warehouses or distribution centers are primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses but may also accommodate manufacturing uses. These facilities are generally very

large buildings characterized by a small employment count due to a high level of automation, and truck activities are frequently outside of the peak hours of the adjacent street system.

Table 1: Project Summary

Project Element	Quantity
Site area	18.8 ac
Building Area	
Warehouse	361,442 sf
Office	10,000 sf
Total Building Area	371,442 sf
Building Coverage	45.4%
Building Height: Maximum Permitted	75 ft.
Building Height: Proposed	44.5 ft.
Passenger Vehicle Parking: Required (stalls)	
Warehouse: 1st 40,000 sf @ 1:1,000 sf	40 stalls
Warehouse: above 40,000 sf @ 1:4,000 sf	81 stalls
Office: 1:250 sf	40 stalls
Total Required Parking	161 stalls
Passenger Vehicle Parking: Provided (stalls)	
Standard	157 stalls
Clean Air	16 stalls
Handicap	6 stalls
Total Provided Parking	179 stalls
Trailer Parking: Provided (stalls)	
Trailer	57 stalls
Container	37 stalls
Landscape (sf)	124,567 sf (15.2%)
ac: acre; sf: square feet; ft: feet; in: inch; n/a: not applicable Source: HPA Architecture, 2015.	

The operational design criteria for warehouses accommodating high-cube uses is associated with the functional requirements of the product/material handling equipment used in operating the facility (e.g., trucks, forklifts, pallets, and racking). The geometrics of trucks and their maneuvering capabilities, forklift configurations, pallet sizes, and racking systems strategies are factors used to determine the operational design criteria of the warehouse. These criteria combined with site geometry determine the plan layout (including access), truck door spacing, aisle widths and depths, and column bay spacing.

As shown on **Figure 3: Site Plan**, the warehouse would be approximately 1,022 feet long (east-to-west) and 354 feet wide (north-to-south). It would be a cross-dock facility with vertical-lift dock-high roll up doors. There would be 84 dock doors: 35 dock doors on the northern side of the warehouse and 49 dock doors on the southern side of the warehouse. Truck maneuvering and staging would be located along the north and south sides of the warehouse to allow access for the loading and unloading of products from trucks/trailers. The warehouse doors and staging areas would be accessible to trucks through the ingress/egress drive aisles. The facility would be a concrete tilt-up structure.

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. The joint truck and passenger vehicle entrance would provide a 40-foot-wide driveway with over 100 feet of truck queuing between the street and the on-site gate. From this location, trucks could move within the project site to access the loading docks on the north and south sides of the facility.
- Linden Avenue: Two access points are proposed on Linden Avenue. The northern inbound/ outbound access would be located at the cul-de-sac terminus of Linden Avenue. The southern access is located north of the intersection of Orange Street at Linden Avenue. Both are joint truck and passenger vehicle entrances with 40-foot-wide driveways. The northern access would have inbound and outbound on-site truck queuing. The southern access would have inbound truck queuing between the street and the gates, and outbound queuing on the site. From these two locations, trucks can move within the project site to access the loading docks on the north and south sides of the warehouse.
- Cedar Place: Vehicular access to Cedar Place would be from southbound Cedar Avenue; access would be limited to right-turn only inbound/outbound movements. Two access points into the project site would be provided from Cedar Place. The northern inbound/outbound access would be located near the end of the cul-de-sac terminus of Cedar Place. The joint truck and passenger vehicle entrance would provide a 40-foot-wide driveway with approximately 150 feet of truck queuing between the street and the gate. From this location, trucks could move within the project site to access the loading docks on the north side of the facility. The southern 26-foot-wide driveway would be limited to passenger vehicle access.

Parking

All passenger vehicle and truck trailer parking would be provided on site. The proposed project would provide 179 parking stalls for employees and visitors, inclusive of handicap parking stalls, which exceeds County parking requirements by 18 stalls. Passenger vehicle parking would be located primarily on the east and west sides of the warehouse with additional parking on the southeast corner of the parcel and limited parking on the north side of the warehouse.

The project would provide 57 trailer parking stalls and 37 container parking stalls located on the north and south sides of the warehouse.

Landscaping, Fencing, and Lighting

Of the approximately 18.8-acre site, approximately 2.9 acres (or approximately 15.2 percent) of the site would be landscaped with drought-tolerant plant materials. The County of San Bernardino requires a minimum 15 percent landscape coverage. Trees, shrubs, and ground cover would be provided along the street frontages, with additional landscaping provided along the northern site border and passenger vehicle parking areas.

All truck and staging areas would be screened with 14-foot-high solid material (concrete) walls to obscure the visibility of these areas from public view. The walls would incorporate reveals and other architectural details. 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. With respect to operations, the analysis presented in

this Initial Study assumes that warehouse facility could operate seven days per week in two, eight-hour shifts. The estimated number of employees is 100.

Infrastructure and Off-site Improvements

Water extensions to the project site would be provided from existing lines in Orange Street, just east of Cedar Avenue. 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.

Wastewater management would be handled either through an on-site septic system or through a connection to the City of Rialto wastewater collection system. Should a septic system be implemented, wastewater would be conveyed to an on-site septic system located beneath the detention basin/infiltration basin on the southeast corner of the project site.

If the septic system option for wastewater management is not selected, the project would be designed to accommodate the connection of the property to the City of Rialto sewer system. Should the project connect to the City's 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 2017 with a construction duration of approximately eight 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 59,300 cubic yards (cy) of cut and 36,400 cy of fill, with a net difference of 22,900 cy of 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. As part of the proposed project's implementation, the County would also consider the following discretionary approval:

- Conditional Use Permit

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
- Utility Connections

ENVIRONMENTAL/EXISTING SITE CONDITIONS:

The project site is an approximately 18.8-net-acre parcel located northwest of the intersection of Cedar Avenue at Orange Street in the community of Bloomington in unincorporated San Bernardino County. The community of Bloomington is located entirely within the Spheres of Influence of the cities of Rialto and Fontana; the project site is within the City of Rialto's Sphere of Influence. **Figure 1: Regional Location** and **Figure 2: Project Vicinity**, depict the project site in a regional and local context, respectively.

The project site is relatively flat with slopes of less than two percent. The site ranges in elevation from northeast to southwest from approximately 1,090 feet above mean sea level (msl) to approximately 1,077 feet above msl, respectively. The parcel is predominately vacant with the exception of broken asphalt, three concrete rubble piles, and modern trash. Topographic maps and aerial photographs dating to 1901 show only agricultural uses on the site. The on-site vegetation consists almost entirely of non-native grassland and ruderal vegetation.

The project site (APN 0253-171-16) is generally bound to the north by the Union Pacific Railroad Yard (including tracks and vacant property), and I-10; to the south by Orange Street; to the east by Cedar Place and Cedar Avenue; and to the west by Linden Avenue. Land uses bordering the site include vacant land to the east of Cedar Avenue, and vacant lots and approximately 13 existing single-family residences to the south of Orange Street. The adjacent property to the west contains an existing freight transport terminal and the property to the north is part of the Union Pacific Railroad Yard.

Area	Existing Land Use	Land Use District
Project Site	Vacant land	BL/IC (Bloomington/Community Industrial)
North	Railroad property and railroad tracks	BL/IC (Bloomington/Community Industrial)
South	Orange Avenue; single-family residences; partially vacant	BL/IC (Bloomington/Community Industrial); BL/CG Bloomington/General Commercial
East	Cedar Place; Cedar Avenue; vacant land	BL/IC (Bloomington/Community Industrial)
West	Industrial uses	BL/IC (Bloomington/Community Industrial)

Other public agencies whose approval is required (e.g., permits or participation agreement):

Federal: None

State: None

County of San Bernardino: Land Use Services – Code Enforcement; Building and Safety; Land Development; Public Health – Environmental Health Services; Environmental Management Division, NPDES Section; Public Works; San Bernardino County Fire Department; San Bernardino County Sherriff's Department.

Special Districts, Other: West Valley Water District (water connection); City of Rialto (sewer connection); South Coast Air Quality Management District (SCAQMD) (permit to construct); Local Agency Formation Commission (LAFCO) for San Bernardino County – Out of Agency Service Contract (sewer connection)

Figure 1: Regional Map

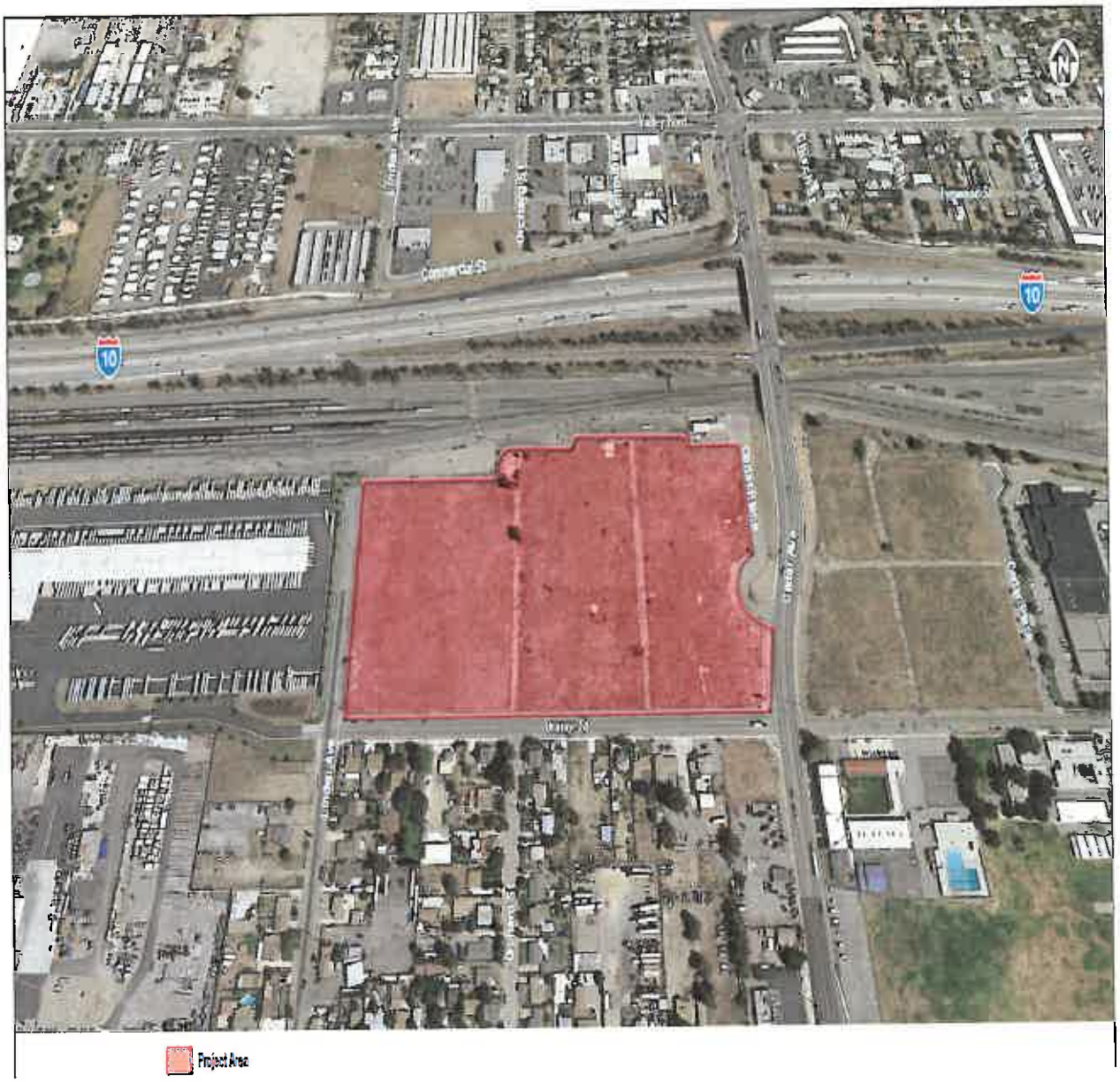


Figure 2: Project Vicinity

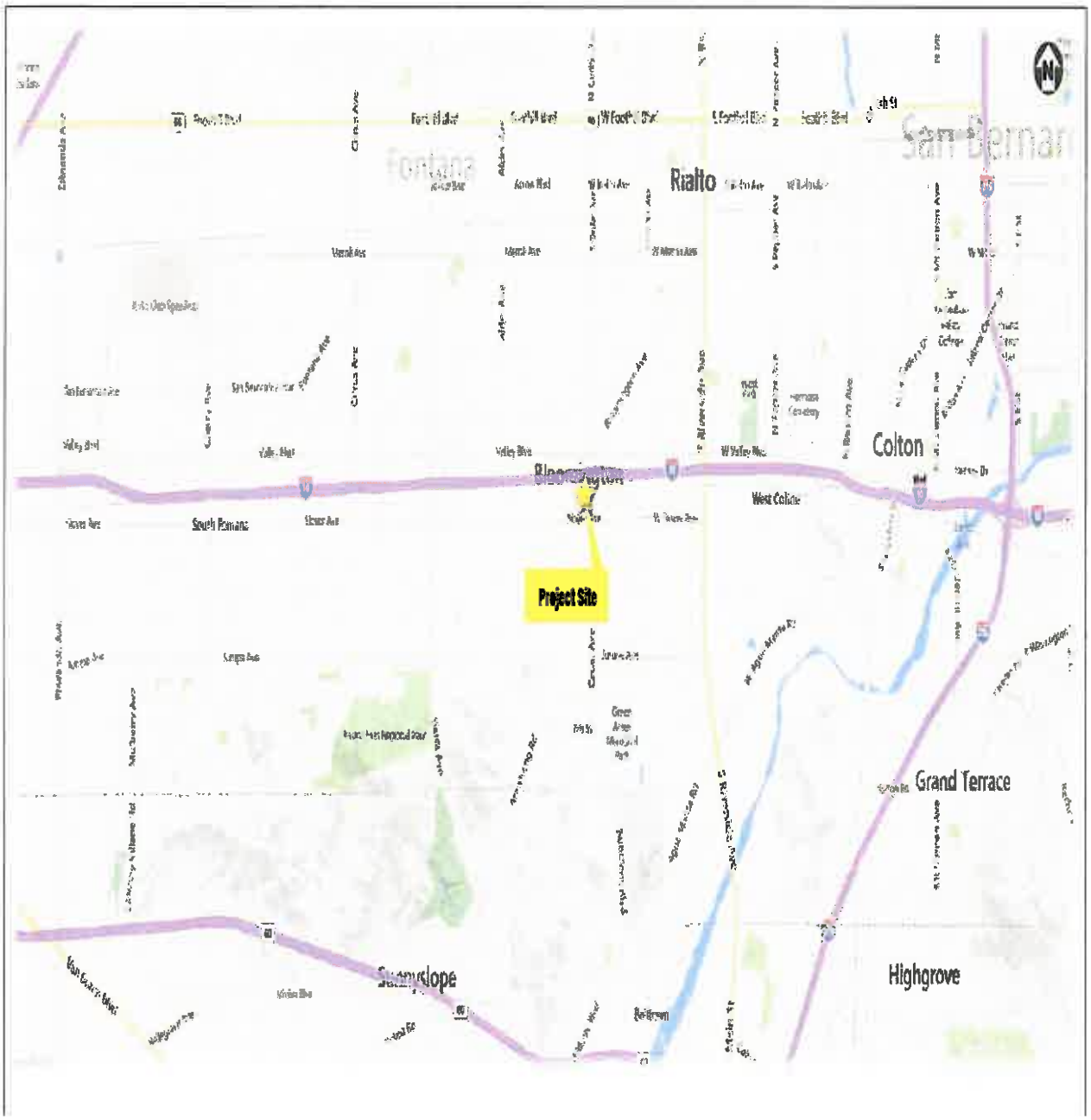
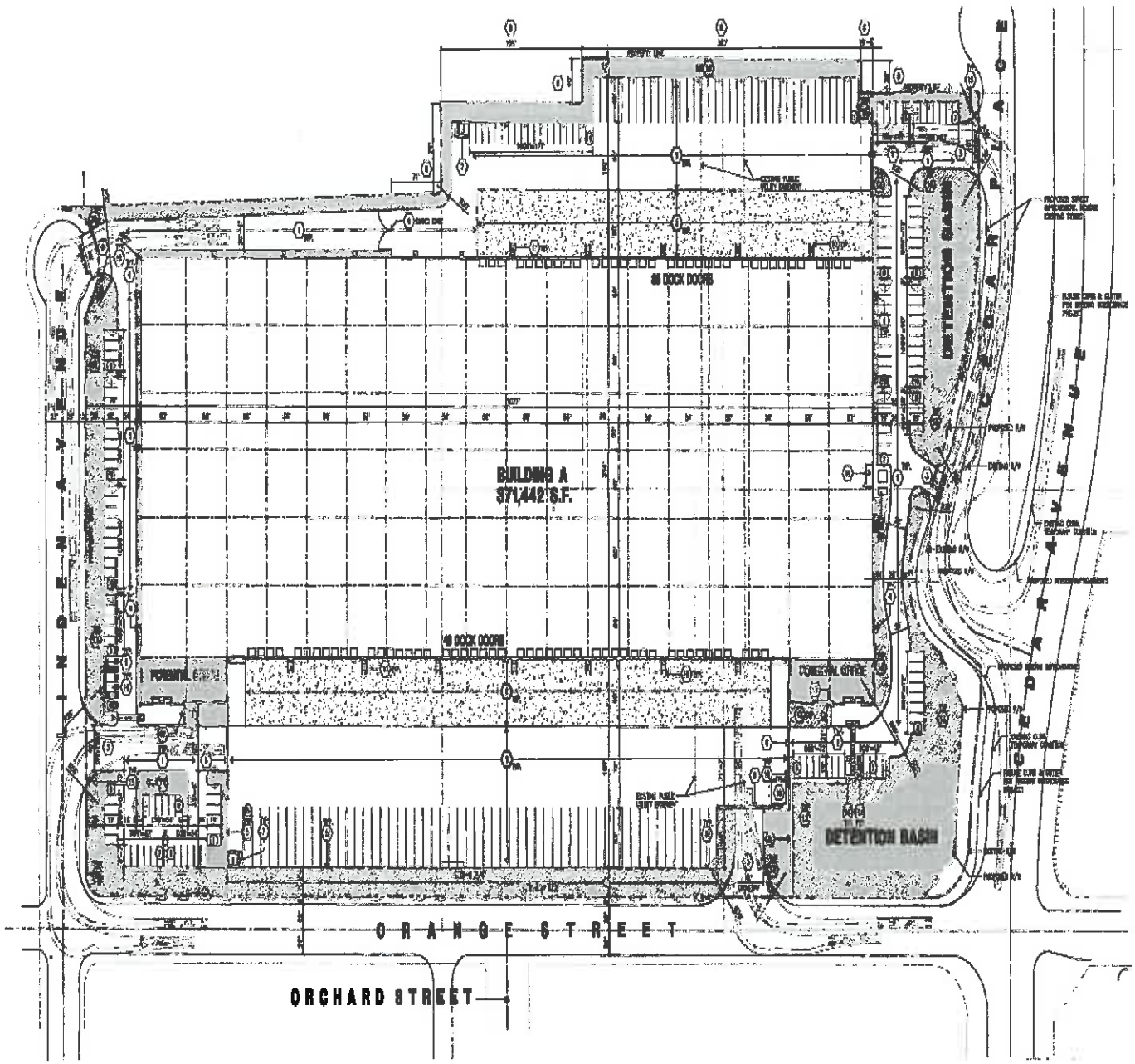


Figure 3: Site Plan



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
- Less than Significant with Mitigation
- Less than Significant
- 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.

☐ Aesthetics	☐ Agriculture & Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☐ Hydrology/Water Quali
☐ Land Use/ Planning	☐ Mineral Resources	☐ Noise
☐ Population/Housing	☐ Public Services	☐ Recreation
☐ Transportation/Traffic	☐ Utilities / Service Systems	☐ Mandatory Findings of Significance

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 NEGATIV DECLARATION will be prepared.

☒ Although the proposed project could have a significant effect on the environment, there will not be significant effect in this case because revisions in the project have been made by or agreed to by th project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTA IMPACT REPORT is required.

☐ The proposed project MAY have a "potentially significant impact" or "potentially significant unles mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in a earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigatio measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTA 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 potentiall significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATIOI pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR c NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon th proposed project, nothing further is required.

Signature (prepared by): Aron Liang, Senior Planner — Date: 1.25.2017

Signature: Dave Prusch, Supervising Planner, FOR DAVE PRUSCH HEIDI TOWER — Date: 1/25/2017

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
I.	**AESTHETICS** - Would the project				
I a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b)	Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

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

I-a) **No Impact.** The proposed project would not result in scenic view obstructions because of the predominately built-out nature of the surrounding area. According to the County of San Bernardino 2007 General Plan (General Plan), the project site is not located within or adjacent to a County-designated Scenic Corridor. Because there are no scenic vistas in the vicinity of the project site, the proposed project would have no impacts in this regard.

I-b) **No Impact.** There are no officially-designated or eligible for designation County or State scenic highways proximate to the project site[1]. No impact would occur.

I-c) **Less Than Significant Impact.** The proposed project would change the character of the project site from a vacant property adjacent to roads, railroad tracks, and a freeway to a developed site with a warehouse distribution center. Construction of the proposed 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 development activities found at a typical small construction site. These activities would cease upon project completion and would not result in a substantial degradation to the site or surrounding area. Therefore, short-term visual changes associated with construction activities are considered less than significant.

The project site's surroundings are mostly urbanized and contain manufacturing and industrial, residential, and institutional land uses with a vacant parcel located to the east of Cedar Avenue. The project site is vacant. The proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings; the development would be compatible with existing and planned land uses in the area. The project would incorporate

[1] California Scenic Highway Mapping System, http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/scenic_hwy.htm, accessed June 2, 2016.

landscaping and all truck and staging areas would be screened with 14-foot-high solid material walls to obscure the visibility of these areas from public view. The walls would incorporate reveal and other architectural details. Drought-tolerant landscape materials would provide additional screening, as well as enhance the appearance of the site.

I-d) **Less Than Significant Impact.** The primary source of light associated with the proposed project would be from exterior sources (e.g., street lighting, parking lot lighting, building accent lighting, security lighting, and landscape accent lighting). Depending upon the location of the light sources and proximity to adjacent light sensitive uses, lighting can be a nuisance, affecting adjacent areas and diminishing the view of the clear night sky. Light spillage is typically defined as unwanted illumination from light fixtures on adjacent properties. Perceived glare is the unwanted and potentially objectionable results from looking directly into a light source of a luminary.

The area surrounding the project site is predominately urbanized. The project would introduce nighttime lighting onto the vacant property. However, there are various sources of nighttime lighting in the area associated with existing residential, warehouse/manufacturing, and institutional uses, as well as street lighting and lighting associated with I-10 and the freeway overcrossing. The lighting for the high-cube warehouse would be designed in accordance with 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 adjacent uses. Perimeter lighting for the proposed project would generally be directed inward towards the site and away from residential uses south of Orange Street. The proposed project would install a perimeter wall around the project boundaries, reducing the visibility of lighting on surrounding land uses. The project would not use building materials (i.e., reflective glass) or lighting that would cause glare. Therefore, the introduction of new light sources to the project site and glare impacts would be less than significant.

No significant adverse impacts are identified or anticipated and no mitigation measures are required. 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
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?	☐	☐	☐	☒
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
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))?	☐	☐	☐	☒
d)	Result in loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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 Conservation[2]. 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

[2] California Department of Conservation, California Important Farmland Finder, http://maps.conservation.ca.gov/ciff/ciff.html, accessed June 2, 2016.

land that is designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The proposed project would therefore have no impact to designated farmland.

II-b) **No Impact.** 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 assessment. The project site is zoned IC (Community Industrial) and is not under a Williamson Act land conservation contract. Development of the proposed project would not conflict with either existing zoning for agricultural uses or with lands under a Williamson Act Contract. Therefore, no impacts would occur.

II-c) **No Impact.** The property site was previously developed and the surrounding area is predominately urbanized, The property located to the east of Cedar Avenue is currently vacant but was previously developed. There are no forest or timberland areas proximate to the project. The project site is zoned
IC (Community Industrial). Also, the project site contains very few trees. On-site trees are predominately pepper and palm. 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 proposed project site is zoned for industrial uses. No loss or conversion of forest land to non-forest use would occur. Therefore, no impact would occur.

II-e) **No Impact.** As previously noted, the project site does not contain any forest land or land used for agricultural production. Therefore, implementation of the proposed 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 with Mitigation Incorporated	Less than Significant	No Impact
III.	**AIR QUALITY** – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
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)?	☐	☐	☒	☐
d)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e)	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

SUBSTANTIATION:

An *Air Quality Technical Report* was prepared for the proposed project by Scientific Resources Associated (SRA, July 2016). The *Air Quality Technical Report* is included as Appendix A and the results are summarized herein.

III-a) **Less Than Significant Impact.** On December 7, 2012, the South Coast Air Quality Management District's (SCAQMD) Governing Board approved the *2012 Air Quality Management Plan* (*2012 AQMP*), which outlines its strategies for meeting the National Ambient Air Quality Standards (NAAQS) for particular matter less than 2.5 microns in diameter ($PM_{2.5}$) and ozone (O_3). The *2012 AQMP* was forwarded to the California Air Resources Board (CARB) for inclusion into the California State Implementation Plan in January 2013. The 1-hour ozone attainment demonstration and vehicle miles traveled emissions offset demonstration was submitted through CARB to the United States Environmental Protection Agency (USEPA). According to the *2012 AQMP*, two main criteria must be addressed.

Criterion 1

a) Would the project result in an increase in the frequency or severity of existing air quality violations?

Since the consistency criteria identified under the first criterion pertains to pollutant concentrations, rather than to total regional emissions, an analysis of the project's pollutant emissions relative to localized pollutant concentrations is used as the basis for evaluating project consistency. Due to the short construction period and the fact that heavy equipment exhaust emissions are not significant, localized concentrations of carbon monoxide (CO), nitrogen oxides (NOX), particulate matter less than 10 microns in diameter (PM_{10}), and $PM_{2.5}$ would be less than significant. Therefore, the proposed project would not result in an increase in the frequency or severity of existing air quality violations.

b) Would the project cause or contribute to new air quality violations?

The proposed project would result in emissions that would be below the SCAQMD thresholds. Therefore, the proposed project would not have the potential to cause or affect a violation of the ambient air quality standards.

c) Would the project delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP?

The proposed project would result is less than significant impacts with respect to localized concentrations during project construction and operations. As such, the proposed project would not delay the timely attainment of air quality standards or *2012 AQMP* emissions reductions.

Criterion 2

Determining whether a project exceeds the assumptions reflected in the *2012 AQMP* involves the evaluation of the three criteria below.

a) Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?

The project is estimated to have approximately 100 employees. As discussed later in the Land Use section of this Initial Study, the project is consistent with the General Plan and zoning designations for the project site. The population, housing, and employment forecasts, which are adopted by the Southern California Association of Governments' (SCAG's) Regional Council, are based on the local plans and policies applicable to the County; these are used by SCAG in all phases of implementation and review. As the SCAQMD has incorporated these same projections into the *2012 AQMP*, it can be concluded that the proposed project would be consistent with the projections.

b) Would the project implement all feasible air quality mitigation measures?

The proposed project would result in less than significant air quality impacts. Compliance with emission reduction measures identified by the SCAQMD, such as Rules 402 and 403, would be required. SCAQMD Rule 402 requires that air pollutant emissions not be a nuisance off site. SCAQMD Rule 403 requires that fugitive dust be controlled with Best Available Control Measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. As such, the proposed project meets this AQMP consistency criterion.

c) Would the project be consistent with the land use planning strategies set forth in the AQMP?

The proposed project is located within a developed portion of the community, and is considered to be an infill development. The project site is located along Orange Street in the vicinity of similar uses including light industrial uses within the surrounding area.

In conclusion, the proposed project would not impact the region's ability to meet State and federal air quality standards. Also, the proposed project would be consistent with the goals and policies of the *2012 AQMP* for the control of fugitive dust. The project's long-term influence would also be consistent with the SCAQMD and SCAG's goals and policies, and is therefore considered consistent with the *2012 AQMP*.

III-b) **Less Than Significant Impact**

Construction Emissions

The proposed project involves construction activities associated with grading, paving, building construction, and architectural coating over an approximately eight-month period. Grading at the site is expected to require approximately 59,300 cubic yards (cy) of cut and 36,400 cy of fill, with a net difference of 22,900 cy of fill. When accounting for over-excavation, shrinkage, and subsidence, the grading quantities are expected to balance on site.

Table 2 identifies the construction emissions associated with the project assuming standard fugitive dust control measures would be implemented. The maximum simultaneous daily emissions for the proposed project would be below the SCAQMD maximum daily threshold significance criteria.

To evaluate potential localized impacts, a modeling analysis was conducted in accordance with the recommended approach in the Localized Significance Threshold (LST) Methodology. According to the *Air Quality Technical Report*, CO, NO_x, $PM_{2.5}$, and diesel exhaust emissions during construction would not result in a significant localized impact.

The project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation because the proposed use(s) do not exceed established thresholds of concern as established by the SCAQMD. A dust control plan would be required as a standard condition to regulate construction activities that could create windblown dust. Construction painting activities would be restricted as a standard condition; additional design considerations are required where applicable to further reduce impacts.

Table 2: Estimated Mitigated Construction Emissions (Total Construction Emissions, lbs/day)

Emission Source	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Grading						
Fugitive Dust	-	-	-	-	7.28	3.90
Off-road Diesel	2.33	45.07	55.85	0.10	1.83	1.83
On-road Diesel	0.31	5.05	3.38	0.01	0.37	0.16
Worker Trips	0.12	0.14	1.79	0.004	0.28	0.08
TOTAL	**2.76**	**50.26**	**61.02**	**0.11**	**2.48**	**2.07**
SCAQMD Significance Criteria	75	100	550	150	150	55
Significant?	No	No	No	No	No	No
Underground Infrastructure/Utilities						
Off-road Diesel	0.90	19.71	27.90	0.04	1.27	1.27
Worker Trips	0.12	0.14	1.79	0.004	0.28	0.08
TOTAL	**1.02**	**19.85**	**29.63**	**0.04**	**1.55**	**1.35**
SCAQMD Significance Criteria	75	100	550	150	150	55
Significant?	No	No	No	No	No	No
Building Construction						
Building Construction Heavy Equipment Exhaust	0.28	6.04	7.62	0.01	0.35	0.35
Building Construction Vendor Trips	0.58	5.99	6.61	0.01	0.48	0.20
Building Construction Worker Trips	0.72	0.90	11.17	0.02	1.76	0.48
TOTAL	**1.58**	**12.93**	**25.4**	**0.04**	**2.59**	**1.03**
SCAQMD Significance Criteria	75	100	550	150	150	55
Significant?	No	No	No	No	No	No
Architectural Coatings Application						
Architectural Coatings Emissions	0.00	-	-	-	-	-
Architectural Coatings Heavy Equipment Exhaust	0.06	1.36	1.83	0.00	0.10	0.10
Architectural Coatings Worker Trips	0.13	0.16	2.01	0.00	0.35	0.09
TOTAL	**0.19**	**1.52**	**3.84**	**0.00**	**0.45**	**0.19**
SCAQMD Significance Criteria	75	100	550	150	150	55
Significant?	No	No	No	No	No	No
Paving						
Paving Off-road Diesel	0.49	10.30	14.96	0.02	0.63	0.63
Paving Worker Trips	0.10	0.13	1.62	0.00	0.28	0.08
TOTAL	**0.59**	**10.43**	**16.58**	**0.02**	**0.91**	**0.71**
SCAQMD Significance Criteria	75	100	550	150	150	55
Significant?	No	No	No	No	No	No
Maximum Simultaneous Daily Emissions	**3.78**	**70.15**	**90.72**	**0.15**	**11.31**	**7.31**
SCAQMD Significance Criteria	75	100	550	150	150	55
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

ROG: Reactive Organic Gases; NOx: nitrogen oxides; CO: carbon monoxide; SOx: sulfur oxides; PM10: particulate matter 10 microns or less in diameter; PM2.5: particulate matter 2.5 microns or less in diameter.

Source: SRA, 2015.

Long-Term Operational Emissions

Long-term air quality impacts would be associated with mobile source emissions generated from project traffic and stationary source emissions. The primary operational impacts associated with the project would be from vehicles. Minor impacts would be associated with area sources such as energy use, including combustion of natural gas, which is included in the calculations, and landscaping. Project-generated vehicle emissions have been estimated using CalEEMod. Trip generation rates associated with the proposed project were based on traffic data within the *Traffic Impact Study* (David Evans and Associates, 2016). **Table 3** 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 significant thresholds. Impacts would be less than significant.

Table 3: Maximum Daily Operational Emissions

Emission Source	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
			lbs/day			
Area Sources	9.72	0.00	0.04	0.00	0.00	0.00
Energy Use	0.02	0.21	0.18	0.00	0.02	0.02
Vehicle Emissions	15.02	53.74	49.08	0.20	11.47	2.10
Total	**24.76**	**53.95**	**49.30**	**0.20**	**11.49**	**2.12**
SCAQMD Significance Criteria	55	55	550	150	150	55
Significant?	No	No	No	No	No	No

ROG: Reactive Organic Gases; NOx: nitrogen oxides; CO: carbon monoxide; SOx: sulfur oxides; PM10: particulate matter 10 microns or less in diameter; PM2.5: particulate matter 2.5 microns or less in diameter.
Source: SRA, 2016.

III-c) **Less Than Significant Impact.** Pursuant to Federal Clean Air Act mandates, the SCAQMD has developed strategies to reduce criteria pollutant emissions as outlined in the *2012 AQMP*. As such, the proposed project would comply with SCAQMD Rule 402 which requires that air pollutant emissions not be a nuisance off site. SCAQMD Rule 403 requires that fugitive dust be controlled with the best available control measures. In addition, the proposed project would comply with adopted *2012 AQMP* emissions control measures. Per SCAQMD rules and mandates, as well as CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements (i.e., Rule 403 compliance and compliance with adopted *2012 AQMP* emissions control measures) would be imposed on projects throughout the air basin. Compliance with SCAQMD rules and regulations would reduce the proposed project's construction-related impacts to a less than significant level. Cumulative construction impacts associated with implementation of the proposed project would be less than significant.

As previously discussed, the proposed project would not result in long-term air quality impacts because emissions would not exceed the SCAQMD-adopted operational thresholds. Adherence to the SCAQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. The proposed project would not contribute to a cumulatively considerable net increase of any nonattainment criteria pollutant. Therefore, cumulative operational impacts associated with implementation of the proposed project 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 residential uses south of the project site and a public school southeast of the project site, the latter is less than ¼-mile from the project site boundary. In order to identify impacts to sensitive receptors, the SCAQMD recommends addressing localized significance thresholds for construction and operations impacts (area sources only). The CO hotspot analysis following the localized significance thresholds analysis addresses localized mobile source impacts.

Localized Significance Thresholds

The *Air Quality Technical Report* used the SCAQMD's *Final Localized Significance Threshold Methodology* (SCAQMD 2008) to further evaluate the potential for significant impacts associated with the construction phase of the proposed project. The Localized Significance Threshold (LST) Methodology provides a look-up table for construction, operational emissions based on the emission rate, location, and distance from receptors, and provides a methodology for air dispersion modeling to evaluate whether construction or operation could cause an exceedance of an ambient air quality standard. Because the LST look-up tables are applicable to sources that are five acres or less in size, a screening air dispersion modeling approach was used to assess the significance of localized construction impacts on receptors in the project vicinity. The LST Methodology only applies to impacts from NO_2, CO and PM_{10} concentrations.

In accordance with the LST Methodology, an air dispersion modeling analysis was conducted to evaluate potential impacts associated with construction. Based on the LST Methodology, construction emissions were modeled with the USEPA-approved AERMOD model using SCAQMD-processed Fontana meteorological data, using urban dispersion coefficients.

As shown in **Table 4**, NO_x, CO, PM_{10}, and $PM_{2.5}$ construction emissions would not exceed the LSTs. Therefore, impacts from construction would be less than significant. Off-site emissions are not compared with the LSTs as, according to the SCAQMD's guidance within the LST Methodology, the thresholds are not appropriate for projects where the majority of emissions are on-road emissions that would mainly occur off site. Only on-site emissions are considered in the LST analysis for operational emissions. Based on the analysis of on-site operational emissions, the emissions are negligible in comparison with on-road emissions. Impacts would therefore not exceed the thresholds; no significant impact would occur.

Table 4: Localized Significance Screening Assessment of Construction Emissions

Emission Source	NO_x[a]	CO 1-hour[a]	CO 8-hour[a]	PM_{10}[b]	$PM_{2.5}$[b]
Total On-Site Emissions	0.13	3.05	1.80	4.20	2.21
Localized Significance Threshold	*0.18*	*20.0*	*9.0*	*10.4*	*10.4*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**

a. Parts per million (ppm)
b. micrograms per cubic meter (µg/m³)
Source: SRA, 2015.

Carbon Monoxide Hotspots

Projects that involve increases in traffic have the potential to cause CO "hot spots" due to project-related traffic. Based on the *Traffic Impact Study*, traffic impacts in the study area would be mitigated to levels considered less than significant. No intersections would experience degradation to level of service (LOS) E or LOS F due to project-related traffic. Accordingly, the proposed project would not have the potential to cause CO "hot spots," and no significant impact would occur.

III-e) **Less Than Significant Impact.** The SCAQMD *CEQA Air Quality Handbook* (SCAQMD 1993) identifies certain land uses as sources of odors. These land uses include the following: agriculture, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project is a warehousing/distribution center and does not propose to include any odor-inducing uses on the site. Therefore, the project would not be a source of objectionable odors.

No significant impacts are 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 – Operational Standards. The developer shall implement the following air quality measures, during operation of the approved land use: All on-site equipment and vehicles (off-road/ on-road), shall comply with the following:

a) County Diesel Exhaust Control Measures [SBCC § 83.01.040 (c)]

b) Signs shall be posted requiring all vehicle drivers and equipment operators to turn off engines when not in use.

c) All engines shall not idle more than five minutes in any one-hour period on the project site. This includes all equipment and vehicles.

d) On-site electrical power connections shall be provided.

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

f) The loading docks shall be posted with signs providing the telephone numbers of the building facilities manager and the California Air Resources Board to report violations.

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

a) Exposed soil shall be kept continually moist to reduce fugitive dust during all grading and construction activities, through application of water sprayed a minimum of two times each day.

b) During high wind conditions (i.e., wind speeds exceeding 25 mph), areas with disturbed soil shall be watered hourly and activities on unpaved surfaces shall cease until wind speeds no longer exceed 25 mph.

c) Storage piles that are to be left in place for more than three working days shall be sprayed with a non-toxic soil binder, covered with plastic or revegetated.

d) Storm water control systems shall be installed to prevent off-site mud deposition.

e) All trucks hauling dirt away from the site shall be covered.

f) Construction vehicle tires shall be washed, prior to leaving the project site.

g) Rumble plates shall be installed at construction exits from dirt driveways.

h) Paved access driveways and streets shall be washed and swept daily when there are visible signs of dirt track-out.

i) Street sweeping shall be conducted daily when visible soil accumulations occur along site access roadways to remove dirt dropped or tracked-out by construction vehicles. Site access driveways and adjacent streets shall be washed daily, if there are visible signs of any dirt track-out at the conclusion of any workday and after street sweeping.

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

a) Provide documentation prior to beginning construction demonstrating that the project will comply with all SCAQMD regulations including 402, 403, 431.1, 431.2, 1113 and 1403.

b) Each contractor shall certify to the developer prior to construction-use that all equipment engines are properly maintained and have been tuned-up within last 6 months.

c) Each contractor shall minimize the use of diesel-powered vehicles and equipment through the use of electric, gasoline or CNG-powered equipment. All diesel engines shall have aqueous diesel filters and diesel particulate filters.

d) All gasoline-powered equipment shall have catalytic converters.

e) Provide onsite electrical power to encourage use of electric tools.

f) Minimize concurrent use of equipment through equipment phasing.

g) Provide traffic control during construction to reduce wait times.

h) Provide on-site food service for construction workers to reduce offsite trips.

i) Implement the County approved Dust Control Plan (DCP)

j) Suspend use of all construction equipment operations during second stage smog alerts. NOTE: For daily forecast, call (800) 367-4710 (San Bernardino and Riverside Counties).

AQ – Coating Restriction Plan. The developer shall submit for review and obtain approval from County Planning of a Coating Restriction Plan (CRP), consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/subcontracts a condition that the contractors adhere to the requirements of the CRP. The CRP measures shall be following implemented to the satisfaction of County Building and Safety:

a) Architectural coatings with Reactive Organic Compounds (ROC) shall not have content greater than 100 g/l.

b) Architectural coating volume shall not exceed the significance threshold for ROG, which is 75 lbs. /day and the combined daily ROC volume of architectural coatings and asphalt paving shall not exceed the significance threshold for ROC of 75 lbs. per day.

c) High-Volume, Low Pressure (HVLP) spray guns shall be used to apply coatings.

d) Precoated/natural colored building materials, water-based or low volatile organic compound (VOC) coatings shall be used, if practical.

e) Comply with SCAQMD Rule 1113 on the use or architectural coatings.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	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?	☐	☒	☐	☐
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☒	☐
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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 Assessment and Delhi Sands Flower-Loving Fly Suitability Assessment* was prepared by RBF Consulting (RBF, December 2014). The Habitat Assessment 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 project site is located within the Jurupa Recovery Unit for the federally endangered Delhi Sands flower-loving fly (DSF). Although there are no Delhi Sand soils on site, Delhi Sand soils are located approximately 0.33 mile south of the site. Delhi Sands are subject to wind and can be carried to downwind locations. No Delhi Sands were found on site and all on-site habitats were classified as unsuitable for DSF. No impacts are anticipated and no mitigation is required.

The project site is heavily disturbed and consists of a bare field that was formerly used for agricultural and residential uses. No sensitive species were observed during the habitat assessment. Based on habitat requirements for specific species as well as the availability and quality of habitats needed by sensitive species, it was determined that the project site has low potential to support the burrowing owl (*Athene cunicularia*); however, a preconstruction survey is required as identified in Mitigation Measure IV-1.

The site no longer supports native vegetation, and therefore the presence of sensitive plant or wildlife species is unlikely. Some of the existing trees could provide suitable nesting habitat for native birds. Nesting birds are protected under the federal Migratory Bird Treaty Act and the California Fish and Game Code. Federal regulations prohibit any person to "pursue, hunt, take, capture, kill, attempt to take, capture, or kill, possess, offer for sale, sell, offer to barter, barter, offer to purchase, [or] purchase" any migratory bird, including parts of birds, as well as eggs and nests. The California Fish and Game Code Sections 3503, 3503.5, and 3512 also prohibit the take of birds and active nests. Implementation of Mitigation Measure IV-2, which addresses pre-construction nesting bird surveys, is required to avoid impacts to nesting birds. Impacts would be mitigated to a less than significant level.

b) **No Impact.** Based on the Habitat Assessment, there are no jurisdictional features on the site.

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.

d) **Less Than Significant Impact.** The project site is bordered by urban development including roads, a freeway, and railroad tracks. There may be occasional large mammals on site such as coyote due to the railroad tracks directly north of the site but this would not be characterized as a wildlife movement corridor. Therefore, impacts would be less than significant.

e) **No Impact.** The proposed 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.

f) **No Impact.** With the exception of the recovery unit for the federally endangered Delhi Sands flower-loving fly (DSF), 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 DSF

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
IV-1	***Burrowing Owl Pre-Construction Survey:*** *A pre-construction survey for Burrowing Owl (BUOW) shall be required 30 days before the start of grading activities to confirm the absence of BUOW from the site. If the survey determines the BUOW to be present, 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 and include, but are not limited to the following:*

a. *Occupied BUOW shall not be disturbed during nesting season (February 1-August 31) unless a qualified biologist verifies through non-invasive methods that either (1) the birds have not begun egg laying or incubation or (2) that juveniles from the occupied burrows are foraging independently and are capable of an independent survival flight.*

b. *All relocation shall be approved by the California Department of Fish and Wildlife (CDFW). The permitted biologist shall monitor relocated owls a minimum of three days per week of a minimum of three weeks. A report summarizing the results of the relocation and monitoring shall be submitted to the CDFW within 30 days following completion of the relocation and monitoring of the BUOW.*

c. *A BUOW Mitigation Monitoring Plan prepared by a qualified biologist shall be submitted to the CDFW for review and approval prior to relocation of owls. The BUOW Mitigation Monitoring Plan shall describe proposed relocation and monitoring plans. The plan shall include the number and location(s) of occupied BOUW sites and details on adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation of artificial burrows (numbers, locations, and type of burrows) shall be included in the plan. The plan shall also describe specific procedures to compensate for impacts to BUOW/occupied burrows. Such procedures may include, but are not limited to, the purchase/conservation of off-site suitable habitat that is known to support BUOW at a minimum 1:1 ratio depending on the quality of habitat removed compared to the quality of habitat provided. Specific ratios would be determined in consultation with CDFW. Prior to the issuance of occupancy permits, the Applicant shall provide copies of applicable species mitigation agreements/permits to the County of San Bernardino.*

d. *If BUOW must be moved away from the disturbance area, passive relocation techniques shall be used. One or more weeks would be necessary to accomplish this relocation and allow the owls to acclimate to alternative burrows. Owls must be relocated by a qualified biologist from any occupied burrows that would be impacted by project activities. Suitable habitat is undeveloped land that can meet the BUOW's life cycle requirements (for both foraging and breeding) and is not intended for development. Suitable habitat must be adjacent or near the disturbance site or artificial burrows would need to be provided nearby. Once the biologist has confirmed that the BUOWs have left the burrow, burrows should be*

excavated using hand tools and refilled to prevent reoccupation. [Mitigation Measure IV-1] Prior to Grading Permits/Planning

IV-2 ***Nesting Bird Survey:*** *Pursuant to the Migratory Bird Treaty Act and the Fish and Game Code, removal of any trees, shrubs, or any other potential nesting habitat should be conducted outside the avian nesting season. The nesting season generally extends from early February through August but can vary based upon seasonal weather conditions. If ground disturbance and vegetation removal cannot occur outside of the nesting season, a qualified biologist, approved by the County of San Bernardino, shall conduct a pre-construction clearance survey for nesting birds. The survey shall be conducted within three days of the start of any ground disturbing activities to ensure that no nesting birds would be disturbed during construction.*

The survey shall focus on all bird species. The biologist conducting the clearance survey shall document a negative survey with a brief letter report indicating that no impacts to active bird nests would occur. If no nests are found, no further mitigation would be necessary. If a nest is found, it shall be avoided/protected with a suitable buffer area until nesting activity has ended (e.g., the young fledge). The diameter of the buffer area shall be determined by the biologist based on the species (some birds are more tolerant than others), the location of the nest relative to existing off-site and on-site disturbances and conditions, and discussions with a regulatory biologist at the California Department of Fish and Wildlife. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, normal construction activities can occur. [Mitigation Measure IV-2] Prior to Grading Permits/Planning

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	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?	☐	☒	☐	☐
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d)	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

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

A cultural resource survey was prepared by ASM Affiliates, Inc. (ASM) (October 2015). The study included a cultural resources records search conducted by the South Central Coastal Information Center (SCCIC) at the California State University, Fullerton on September 29, 2015 and a field survey on September 30, 2015. The findings are summarized below and the study is included as Appendix C to this Initial Study.

V-a) **Less than Significant with Mitigation Incorporated.** The purpose of the records search conducted at the SCCIC was to determine if any reports document the presence or absence of historic and archaeological resources in the project area. The records search provides information about known resources and previous studies for the project area. The records search indicates that of the seven studies prepared for property within 0.25-mile of the project site, no studies have been conducted on the project site. Twenty-seven cultural resources have been previously recorded within the 0.25-mile record search radius. All of the cultural resources are historic; no prehistoric cultural resources have been previously recorded. No historic addresses have been previously recorded on the Directory of Properties in the Historic Property Data File for San Bernardino County within the project area or within the record search radius.

The field survey consisted of walking the project site in transects spaced at 15-meter intervals. The project site was covered by dry non-native grasses and evidence of significance disturbance including agricultural use and grading were present. The project site is undeveloped but shows evidence of having been extensively disturbed by agricultural uses and prior residential development, the removal of buildings, grading, and vegetation removal. Three concrete rubble piles are present within the project area and modern trash is also present across the site with a higher concentration along Cedar Avenue and Orange Street. One historic cultural resource (referred herein as Thrifty S-1) consisting of historic foundations and artifacts was recorded. Thrifty S-1 consists of two partially intact concrete foundations, which correspond to buildings previously removed from the site as well as six artifacts. The eastern foundation corresponds to a building identified on the historic aerial photograph as having been constructed prior to 1938. The building was removed between 2002 and 2005. The six artifacts

were identified on the surface; they are one cobalt blue glass fragment and five historic ceramic fragments. No evidence of intact subsurface deposits was identified. Historic buildings were once present but were previously removed. All but one building was removed by 1994. As fragmentary ruins, unassociated with archaeological deposits or features, Thrifty-S-1 is recommended not eligible for listing in the California Register of Historic Resources as it fails to meet the criteria for listing and therefore is not considered significant.

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. However, historical and archaeological sites are known to exist in the area. Therefore, there is a potential for disturbance of undiscovered resources during grading and excavation activities. Mitigation Measure V-1 is recommended to reduce this potential impact to a level considered less than significant.

V-b) **Less than Significant with Mitigation Incorporated.** The project area is predominately urbanized; the project site has been previously disturbed. The project site is not located within the County's Cultural Resource Overlay area. No archaeological resources are known to occur on site and due to the level of past disturbance, it is not anticipated that archeological sites would be found. Because the project involves development of a previously developed site, it is not anticipated that intact subsurface archaeological resources would be encountered during excavation and grading activities. Because of the potential for disturbance of undiscovered resources during grading and excavation activities, Mitigation Measure V-1 is recommended to reduce this potential impact to a level considered less than significant.

In accordance with Assembly Bill 52 (AB 52), which added various provisions to the California Public Resources Code (PRC) that concern Tribal Cultural Resources, including Section 21080.3.1(d), the following tribes have requested to be notified of projects in the geographic area that is traditionally and culturally affiliated with each tribe.

- Gabrieleño Band of Mission Indians
- Morongo Band of Mission Indians
- San Manuel Band of Mission Indians
- Soboba Band of Luiseno Indians

Mr. Andrew Salas, Chairman of the Gabrielino Band of Mission Indians – Kizh Nation responded to the County and requested Native American monitoring by the Gabrieleño Band of Mission Indians during ground disturbing activities; see Mitigation Measure V-1.

V-c) **Less Than Significant Impact.** 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. Should evidence of paleontological resources be encountered during grading and construction, operations would be required to cease, and the County of San Bernardino and County Museum are required to be contacted for determination of appropriate procedures. Compliance with the County's standard conditions would preclude significant impacts to paleontological resources.

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. In the event human remains are encountered during earth removal or disturbance activities, all activities would cease

immediately and the County Museum and Native American monitor would be immediately contacted as set forth in the conditions of approval for this project. The Coroner would be contacted pursuant to Section 7050.5 of the *California Health and Safety Code* relative to Native American remains. Should the Corner determine the human remains to be Native American; the Native American Heritage Commission would be contracted pursuant to PRC Section 5097.98. The likelihood of finding human remains is low and the resulting impact is considered 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

V-1 ***Cultural Resources Monitoring:*** *Prior to the issuance of a grading permit and/or action that would permit project site disturbance (whichever occurs first), the Applicant shall provide written evidence to the County of San Bernardino that the Applicant has retained a qualified archaeologist and Native American monitor to observe grading activities and to salvage and catalogue historic and archaeological resources, as necessary. The selection of a qualified Gabrielino Band of Mission Indians Native American monitor shall be made by the archaeologist subject to the approval of the County. The archaeologist and Native American monitor shall be present at the pre-grade conference; the archaeologist shall establish procedures for archaeological resource surveillance; and shall establish, in cooperation with the Applicant/Contractor, procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the artifacts, as appropriate. Because of the disturbed condition of the project site, the duration of monitoring by both the archaeologist and the Native American monitor shall be determined by the archaeologist. If the archaeologist, with the assistance of the Native American monitor, determines that they are unique historic or archaeological resources as defined by Public Resources Code (PRC) Section 21083.2 or a tribal cultural resource as defined by PRC Section 21074, then the archaeologist and Native American monitor shall conduct additional excavations as determined to be necessary to avoid impacts to these resources by the development. If they are not "unique" then no further mitigation would be required. Unique cultural resources shall be determined based on the criteria set forth in Section 21083.2 of CEQA. These actions, as well as final mitigation and disposition of the resources, shall be subject to the approval of the County of San Bernardino Land Use Services Department.* [Mitigation Measure V-1] Prior to Grading Permits/Planning

VI. GEOLOGY AND SOILS – Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
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?	☐	☐	☐	☒
ii. Strong seismic ground shaking?	☐	☒	☐	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18 1-B of the California Building Code (2001) creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☒	☐

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

A geotechnical investigation, *Geotechnical Investigation Proposed Commercial/Industrial Building: NWC Cedar Avenue and Orange Street*, was prepared by Southern California Geotechnical (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 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 with Mitigation Incorporated.** 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 proposed project would be required to comply with the building design standards of the 2013 California Building Code 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 California Building Code. Although some structural damage is typically not avoidable during a large earthquake, compliance with applicable ordinances and the California Building Code in intended to protect against building collapse and major injury during a seismic event. The California Building Code 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* has included specific recommendations (Mitigation Measure 3) to reduce the risk of structural damage as a result of strong seismic shaking. Therefore, adherence to the California Building Code requirements, as well implementation of the Mitigation Measure 3, 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 northeast to southwest from approximately 1,090 feet above msl to approximately 1,077 feet above msl. 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 proposed project construction activities would expose soils to potential short-term erosion by wind and water.

The proposed 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. Following compliance with NPDES requirements, 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 proposed 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* 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* found that the impacts of lateral spreading and subsidence to be less than significant. The report includes grading recommendations related to unstable soils.

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*, 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 be served by either an on-site septic system or a connection to the City of Rialto sewer system. A sewer connection is available from the City of Rialto but is not required to serve the project. Alternatively, a septic system would be implemented. An on-site wastewater treatment system may be allowed with the submittal of a soil percolation report to the Department of Environmental Health Services (DEHS) for review and approval. A plot plan showing the location of the septic system may be required by DEHS prior to the issuance of building permits. If the percolation report cannot be approved, the project may require an alternative on-site wastewater treatment system.

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
VI-1	***Geotechnical Report:*** *Prior to the issuance of grading permits, the Applicant shall prepare and submit for review and approval by the County Geologist, a design-phase geotechnical report which shall consider the recommendations in the Geotechnical Investigation, and revise as necessary for site preparation and construction. The recommendations of the design-phase geotechnical report shall be implemented during site grading and construction.* [Mitigation Measure VI-1] Prior to Grading Permits/Planning

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
VII.	**GREENHOUSE GAS EMISSIONS** – Would the project:				
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	☐	☐	☒	☐
b)	Conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases.	☐	☐	☒	☐

SUBSTANTIATION:

An *Air Quality Technical Report* was prepared for the proposed project by Scientific Resources Associated (SRA, July 2016). The report includes the assessment of greenhouse gas emissions (Appendix A).

VII-a) **Less than Significant Impact.** The County's Greenhouse Gas Emissions Reduction Plan (GHG Plan) was adopted on December 6, 2011 and became effective on January 6, 2012. The GHG Plan establishes a GHG emissions reduction target for the year 2020 that is 15 percent below 2007 emissions. The plan is consistent with AB 32 and sets the County on a path to achieve more substantial long-term reductions in the post-2020 period. Achieving this level of emissions would ensure that the contribution to greenhouse gas emissions from activities covered by the GHG Plan would not be cumulatively considerable.

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

Implementation of the County's GHG Plan is achieved through the Development Review Process by applying appropriate reduction requirements to projects which reduce GHG emissions. All new development is required to quantify the project's GHG emissions and adopt feasible mitigation to reduce project emissions below a level of significance. A review standard of 3,000 metric tons of carbon dioxide equivalent (MTCO2e) per year is used to identify and mitigate project emissions. Based on a CalEEMod statistical analysis, warehouse projects that exceed approximately 53,000 square feet typically generate more than 3,000 MTCO2e. For projects exceeding 3,000 MTCO2e per year of GHG emissions, the developer may use the GHG Plan Screening Tables as a tool to assist with calculating GHG reduction measures and the determination of a significance finding. Projects that garner 100 or more points in the Screening Tables do not require quantification of

project-specific GHG emissions. The point system was devised to ensure project compliance with the reduction measures in the GHG Plan such that the GHG emissions from new development, when considered together with those from existing development, would allow the County to meet its 2020 target and support longer-term reductions in GHG emissions beyond 2020. Consistent with the CEQA Guidelines, such projects are consistent with the Plan and therefore would be determined to have a less than significant individual and cumulative impact for GHG emissions.

The proposed project has garnered 102 points on the Screening Tables through the application of Energy Efficient Reduction measures, Renewable Fuel/Low Emissions Vehicles Measures, Construction Debris Diversion Measures, and Per Capita Water Use Reductions, and as a result, the project is considered to be 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 developer through the Screening Tables Review Process have been included in the project design or would be included as Conditions of Approval for the project.

VII-b) **Less than Significant Impact.** The proposed project is not anticipated to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. In January 2012, the County of San Bernardino adopted a Greenhouse Gas Emissions Reduction Plan (GHG Plan). The proposed project is consistent with the GHG Plan with the inclusion in that more than 100 points were garnered through the Screening Table Analysis as described in Section a) above.

No significant adverse impacts are identified and no mitigation measures are required. 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?	☐	☐	☒	☐
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?	☐	☒	☐	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☒	☐	☐
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
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?	☐	☐	☐	☒

SUBSTANTIATION:

A *Phase I Environmental Assessment Report, Subject Property Located at APN 0253-211-56-0000 (9.82 Acres) and APN 0253-171-16-0000 (19.14 Acres) Orange Street and Cedar Avenue Bloomington, CA 92316* (*Phase I ESA*) was prepared by Waterstone Environmental, Inc. (October 2014) for the project site. The findings of the Phase I ESA are summarized in the Initial Study; the report is included as Appendix E.

VIII-a) **Less Than Significant Impact.** The project is proposed as a warehouse distribution center and is not expected to transport, use, or dispose of significant amounts of hazardous materials. 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 County Fire Department; subsequent land use review by the County may be required. Therefore, impacts would be less than significant.

VIII-b) **Less Than Significant with Mitigation Incorporated.** As noted in the response to VIII-a), the use or disposal of hazardous materials is not planned as a part of the project. The project site was previously used for agriculture and developed with residential uses until the 1980s. The project site has been vacant since at least 1990. Stained soil was observed near the southwest portion of the property. A small amount of an oily substance was dumped directly onto the surface soil which is characterized as a recognized environmental condition (REC). The San Bernardino County Fire Department has no records for the site with the exception of a hazardous material incident and/or complaint response activity which notes "Abandoned Waste Oil on 2/23/2007 and Three 20 Gallon Drums of Motor Oil on 9/13/1991". It is possible that that the oil-stained surface soil identified by Waterstone is related to the County's recorded incident.

Compliance with Mitigation Measure 5 regarding an environmental soil investigation would reduce potential impacts to a less than significant level. Additionally, any proposed use or construction activity that might use hazardous materials is subject to permit and inspection by the Hazardous Materials Division of the County Fire Department.

Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and federal law.

VIII-c) **Less Than Significant with Mitigation Incorporated.** The project site is located approximately 0.15 mile northwest of Slover Mountain High (Continuation) School and Bloomington Head Start program, both located at 18829 Orange Street. Warehouse distribution operations would not be expected to emit or handle hazardous or acutely hazardous materials. As indicated in the *Phase I ESA*, there was stained soil observed near the southwest portion of the property. A small amount of an oily substance was dumped directly onto the surface of the property. Mitigation Measure 5 requires that a Certified Environmental or Engineering Professional conduct an environmental soil investigation at the site. A Phase II Soil Investigation Report would be prepared to document the findings of the investigation. With implementation of Mitigation Measure 5, impacts would be reduced to a less than significant level.

VIII-d) **No Impact.** The project site is not included in any list of hazardous materials sites compiled pursuant to *Government Code* Section 65962.5[3]. No impact would occur.

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[3] Department of Toxic Substances Control, http://www.calepa.ca.gov/SiteCleanup/CorteseList/default.htm, accessed June 2, 2016.

VIII-e) **No Impact.** The project site is not located within an airport land use plan or within two miles of an airport. The nearest public-use airport is San Bernardino International Airport, approximately 11 miles east of the project site. No impacts would occur.

VIII-f) **No Impact.** The project site is not within the vicinity of a private airstrip or related facilities. Therefore, no impacts would occur.

VIII-g) **No Impact.** The proposed 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 proposed project. The *Bloomington Community Plan* designates I-10 as an Emergency Evacuation Route. The proposed project would not physically interfere with the County's emergency evacuation routes. Additionally, the project would have adequate access from two or more directions from Orange Street, Linden Avenue, and Vine Street. Impacts would be less than significant.

VIII-h) **No Impact.** 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. No impacts 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**

VIII-1 ***Soil Investigation:*** *Prior to the issuance of the first County-issued permit that would allow for site disturbance, a Certified Environmental or Engineering Professional shall conduct an environmental soil investigation at the site as specified in the Phase I Environmental Site Assessment. The Phase II Soil Investigation Report shall be submitted to and approved by San Bernardino County Fire Hazardous Materials Division. Should remediation be required, the clean-up criteria shall be established by the Hazardous Materials Division.* [Mitigation Measure VIII-1] Prior to Grading Permits/Planning

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
IX.	**HYDROLOGY AND WATER QUALITY** – Would the project:				
a)	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
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)?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
f)	Otherwise substantially degrade water quality?	☐	☐	☒	☐
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?	☐	☐	☐	☒
h)	Place within a 100-year flood hazard area structure that would impede or redirect flood flows?	☐	☐	☐	☒
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?	☐	☐	☐	☒

j)	Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

SUBSTANTIATION:

A *Water Quality Management Plan for Bloomington Industrial Bldg. 1* (*WQMP*) was prepared by David Evans and Associates (October 2016); refer to Appendix F.

IX-a) **Less Than Significant Impact.** The service purveyor for potable water is the West Valley Water District (Water District). Sewer service would either be provided from an on-site septic system or through a connection to the City of Rialto sewer system. The project is subject to independent regulations by local and State water agencies that ensure compliance with both water quality and waste discharge requirements.

Short-term impacts related to water quality would occur during the earthwork and construction phase, when the potential for erosion, siltation, and sedimentation would be the greatest. The proposed project would disturb approximately 18.8 acres. The proposed project would be required to comply with all Regional Water Quality Control Board (RWQCB) water quality standards and waste discharge requirements. The WQMP (David Evans and Associates, 2016) identifies NPDES Construction General Permit requirements and addresses the quality and quantity of storm water runoff generated on site with the incorporation of temporary construction Best Management Practice (BMPs) and permanent treatment BMPs. To obtain coverage under the NPDES Permit, the Applicant is required to submit a Notice of Intent prior to construction activities and prepare a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP lists the BMPs the discharger would use to protect storm water runoff and the placement of those BMPs. Compliance with the requirements outlined in the WQMP would avoid or minimize any violations of water quality standards or waste discharge requirements. Implementation of the proposed project would have a less than significant impact to water quality.

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.

IX-b) **Less Than Significant Impact.** The project would change the majority of the site from pervious to impervious surfaces due to paving and building construction. 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 be less than significant.

The project site is located within the service area of the West Valley Water District. The Water District uses groundwater for approximately 65 percent of its water supply. Groundwater is extracted from groundwater production wells from five regional groundwater basins. All five basins have been adjudicated and are managed. The Water District anticipates that there is sufficient capacity in the existing water system to serve the anticipated growth within its service area without substantially depleting groundwater supplies. Increased water demand at the

project site would not contribute to over pumping of groundwater basins, and therefore impacts would be less than significant.

IX-c) **Less Than Significant Impact.** The proposed project would not substantially alter the existing drainage patterns of the site or vicinity. The site is relatively flat and slopes slightly from north to south. After construction, the project site would continue to drain across the site and enter one of the two on-site detention/infiltration basins. The site does not have include any streams or rivers. In addition, the proposed on-site detention/infiltration basin would limit the release of storm water from the site; therefore, minimizing the potential for flooding to occur on site or off site. Therefore, impacts would be less than significant with mitigation incorporated.

IX-d) **Less Than Significant Impact.** There are no natural drainages (i.e., streams or rivers) on site; existing drainage patterns have been determined by past development on site and in the surrounding area. The proposed 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 have been designed and sized to accept storm water flows generated by improvements on the project site. 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.

Flows into the basins would be retained and storm water would percolate into the groundwater basin. Therefore, the drainage design of the project would ensure that no significant on-site and off-site impacts would occur. County Public Works has reviewed the proposed project drainage and all necessary drainage improvements on-site and off-site are required as conditions of construction of the project. Therefore, impacts would be less than significant.

IX-e) **Less Than Significant Impact.** The project would not create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. The County Public Works has reviewed the project's proposed drainage plans and has determined that the proposed systems are adequate to handle anticipated flows. All necessary drainage improvements both on-site and off-site would be required as conditions of the construction of the project. There would be adequate capacity in the local and regional drainage systems so that downstream properties are not negatively impacted by any increases or changes in volume, velocity or direction of storm water flows originating from or altered by the project.

IX-f) **Less Than Significant Impact.** The proposed project would not otherwise substantially degrade water quality because appropriate measures relating to water quality protection, including erosion control measures have been required. The *WQMP* describes the project's compliance with the requirements of the San Bernardino County's NPDES Stormwater Program. Impacts are 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).

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).

IX-i) **No Impact.** 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.

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 not located near 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. No impacts would occur.

No significant adverse impacts are identified and no mitigation measures are required. 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
X.	**LAND USE AND PLANNING** – Would the project:				
a)	Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☐	☒
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

SUBSTANTIATION:

X-a) **No Impact.** The project site is vacant and the area is developed with warehouse, industrial, residential, and institutional uses with a vacant parcel east of the site and Cedar Avenue. The project site 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. Due to the site's proximity to I-10 and other existing and permitted warehouse uses, development of the project site with a high-cube warehouse would not interfere with or divide an established community; there would be no encroachment into adjacent residential areas located south of Orange Street.

X-b) **No Impact.** The project is consistent with applicable land use policies and regulations of the County Code and General Plan. The proposed project requires a Conditional Use Permit. 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. The project complies with all hazard protection, resource preservation and land use modifying Overlay District regulations.

X-c) **No Impact** With the exception of the recovery unit for the federally endangered Delhi Sands flower-loving fly (DSF), 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 DSF.

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
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

SUBSTANTIATION:

XI-a) **No Impact.** No known mineral resources occur in the project area and no known mineral recovery activities have occurred on the project site. The proposed project is a high-cube warehouse and would not involve mineral recovery. No impacts would occur.

XI-b) **No Impact.** 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?	☐	☒	☐	☐
b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
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?	☐	☐	☒	☐
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?	☐	☐	☐	☒

SUBSTANTIATION:

dBF Associates, Inc. prepared a *Noise and Vibration Impact Assessment Technical Report: Cedar and Orange Business Center Bloomington, CA* (*Noise Assessment*) (March 2015). The *Noise Assessment* can be found in Appendix G.

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. The CNEL is used by the State of California and San Bernardino County (County) to evaluate land use compatibility with regard to noise.

An ambient noise level survey was conducted on December 23, 2014 to estimate the existing noise environment near noise-sensitive areas within the project area. Sound measurement locations were selected near single-family residential land uses and/or project boundaries.

Three attended short-term (20-minute) measurements were conducted during the daytime period (7:00 AM – 7:00 PM).

XII-a) **Less Than Significant with Mitigation Incorporated.** Sections 83.01.080 and 83.01.090 of the San Bernardino County Development Code (Development Code) govern noise and vibration, respectively, within unincorporated areas of San Bernardino County. San Bernardino County does not define thresholds of significance for traffic noise increases when existing traffic noise levels currently exceed the standard. Sound level variations of up to 3 dBA are not detectable by the typical human ear. Therefore, when existing traffic noise levels exceed the standard, an increase of 3 dBA CNEL directly attributable to the project is considered significant.

The Noise Ordinance for San Bernardino County, Section 83.01.080 states:

> *The project will not expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, because the project has been conditioned to comply with the noise standards of the County Development Code and no noise exceeding these standards is anticipated to be generated by the proposed uses.*

Short-Term Noise Impacts

Construction of the proposed project would occur over approximately eight months. Construction would require the following phases: site development (fine grading, trenching, and paving), building construction, architectural coatings application, and paving associated with buildings. Fine grading is expected to produce the highest construction noise and vibration levels. Grading is estimated to require two to three motor graders, two to three dozers, one excavator, three scrapers, and one water truck. Project construction would result in a temporary increase in noise levels in the project vicinity. Construction noise varies depending on the construction process, type of equipment involved, location of the construction site with respect to sensitive receptors, the schedule proposed to carry out each task (e.g., hours and days of the week), and the duration of the construction work.

Project construction would occur only during the hours and days allowed in compliance with County Development Code Section 83.01.080. Construction activities may result in short-term impacts to the noise environment including groundborne vibration and noise. Potential noise impacts would be of a short term duration during construction and would end once the project is operational. At buildout, the project is not expected to generate groundborne vibration or noise that is excessive. Short-term impacts associated with construction would be limited to the greatest extent practicable with the implementation of the mitigation measures outlined below.

Long-Term Noise Impacts

An industrial noise prediction model was used to estimate noise levels from noise sources on the project site, which are expected to include tractor-trailers and passenger vehicles and rooftop mechanical equipment; exterior trash compactors were not assumed. The project is expected to include one exterior emergency generator; the generator is expected to be ground-mounted at the west end of the south trailer parking yard. Rooftop mechanical equipment was treated as stationary point sources and was assumed to be constantly operational.

On-site operational noise levels at various points along off-site property lines would range from approximately 39 dBA Leq at the northwest property line corner to approximately 56 dBA Leq

at the north property line. Properties to the south and southeast of the project site are developed as single-family residences and public school facilities. The project's operational noise levels at the south off-site property lines would be as high as 53 dBA Leq between 7:00 AM and 10:00 PM, and 44 dBA Leq between 10:00 PM and 7:00 AM. Operational noise levels at the south off-site residential property lines would not exceed the San Bernardino County unmitigated property line noise limits of 55 dBA Leq between 7:00 AM and 10:00 PM, and 45 dBA Leq between 10:00 PM and 7:00 AM The project's operational noise level at the off-site school southern property lines would not exceed the San Bernardino County unmitigated property line noise limits of 55 dBA Leq at any time.

Adjacent properties to the north, east, and west of the project site are commercial/industrial land uses. Operational noise levels at the north, east, and west off-site property lines would be as high as 56 dBA Leq. Operational noise levels at the north, east and west off-site property lines not exceed 60 dBA Leq at any time. Therefore, the project's operational noise level at the commercial off-site property lines would not exceed the San Bernardino County unmitigated property line noise limits of 60 dBA Leq at any time. Additionally, the project's operational noise level at the industrial off-site property lines would not exceed the San Bernardino County unmitigated property line noise limits of 70 dBA Leq at any time.

XII-b) **Less Than Significant Impact.** Vibration is defined as any oscillatory motion induced in a structure or mechanical device as a direct result of some type of input excitation. Input excitation, generally in the form of an applied force or displacement, is the mechanism required to start some type of vibratory response. Sources of earth-borne vibrations include natural phenomena (earthquakes, sea waves, landslides, etc.) or manmade (explosions, machinery, traffic, construction equipment, etc.).

Short-Term Construction

Because construction is a temporary activity and would occur during the hours and days allowed by San Bernardino County, vibration generated by construction is exempt from regulation per County Development Code 83.01.090(C)(2). Typical vibration levels associated with construction equipment are presented in **Table 5**. In addition, project construction would not require pile driving.

Table 5: Construction Equipment Vibration Source Levels

Equipment	PPV at 25 feet
Grader	0.11 in/sec
Large Bulldozer	0.089 in/sec
Small Bulldozer	0.003 in/sec
Excavator	0.11 in/sec
Loaded Truck	0.076 in/sec
Scraper	0.11 in/sec
Front-End Loader	0.089 in/sec
Source: dBF Associates, 2015.	

Long-Term Operations

Vibration associated with project operations would be generated by vehicular traffic and mechanical equipment. Vehicles traveling on a smooth pavement surface are rarely, if ever, the source of perceptible ground vibration. All vehicles on the project site would have rubber tires and suspension systems that isolate vibration from the ground, and would generally travel at a maximum speed of approximately 10 miles per hour. All vehicular traffic would operate over 25 feet from vibration-sensitive land uses. Vibration is expected to be negligible.

All mechanical equipment would be located over 100 feet from vibration-sensitive land uses. Groundborne vibration levels resulting from mechanical equipment are dependent of the design of the equipment. All ground-mounted mechanical equipment would be installed using vibration-dampening resilient isolators designed to ensure that vibration levels would be lower than 0.2 in/sec PPV at project property lines adjacent to vibration-sensitive land uses. No significant operational vibration impacts would be expected.

XII-c) **Less Than Significant Impact**. Noise levels associated with the proposed project would increase over existing noise levels. However, as discussed under Threshold A above, operation of the project would not exceed noise levels established by the County. **Table 6** identifies traffic noise levels without the project compared to noise levels with the project.

Table 6: Traffic-Related Noise Levels along Project Roadways (dBA CNEL)

Roadway	Segment	Existing	Existing + Project	Project-Generated Noise Increase	Threshold of Significance	Adjacent Noise-Sensitive Use	Impact
Valley Blvd	West of Cedar Ave	75	75	+0	60/+3	Yes	No
	East of Cedar Ave	74	74	+0	60/+3	Yes	No
Orange St	West of Project Driveway	65	66	+1	60/+3	Yes	No
	Project Driveway to Cedar Ave	70	71	+1	60/+3	Yes	No
	East of Cedar Ave	70	70	+0	65/+3	Yes	No
Slover Ave	West of Linden Ave	72	72	+0	65/+3	Yes	No
	Linden Ave to Cedar Ave	71	71	+0	60/+3	Yes	No
	East of Cedar Ave	69	69	+0	60/+3	Yes	No
Linden Ave	North of Slover Ave	66	66	+0	60/+3	Yes	No
	South of Slover Ave	64	64	+0	60/+3	Yes	No
Cedar Ave	North of Valley Blvd.	74	74	+0	60/+3	Yes	No

	Valley Blvd. to I-10 westbound ramps	76	76	+0	None	No	No
	I-10 eastbound ramps to Cedar Place	74	74	+0	None	No	No
	Cedar Place to Orange St	74	74	+0	None	No	No
	Orange St to Slover Ave	74	74	+0	60/+3	Yes	No
	South of Slover Ave	73	74	+1	60/+3	Yes	No

Note: All noise levels are reported at 50 feet from centerline of roadways
Source: dBF Associates, 2015.

Existing traffic noise levels along most traffic study area roadway segments currently exceed the standard. Project-generated traffic would increase noise levels along these roads by up to 1 dBA. All project-generated traffic noise increases would be lower than the applicable thresholds of significance. The impact is less than significant.

XII-d) **Less Than Significant with Mitigation Incorporated.** Construction activities may result in short-term impacts to the noise environment including groundborne vibration and noise. Potential impacts to noise would be short term during construction and would end once the project is operational. At buildout, the project is not expected to generate groundborne vibration or noise that is excessive. Short-term impacts associated with construction would be limited to the greatest extent practicable with the implementation of the mitigation measures outlined below.

XII-e) **Less Than Significant Impact.** 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. No airport-related noise sources affect the project site or surrounding properties.

XII-f) **No Impact.** The project is not within the vicinity of a private airstrip.

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**

XII-1 ***Construction Noise:*** *The "developer" shall submit and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce noise impacts during construction, which shall include the following vehicle and equipment emissions and other impacts to air quality by implementing the following measures and submitting documentation of compliance: The developer/construction contractors shall do the following:*

a) *During the project site excavation and grading, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with the manufactures standards.*

b) *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.*

c) *The construction contractor shall limit all construction-related activities that would result in high noise levels between the hours of 7:00 a.m. and 6:00 p.m., Monday through Saturday excluding holidays.*

d) *The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the project site during all project construction.*

e) *The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.* [Mitigation Measure XII-1] - Prior to Grading Permit/Planning

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	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)?	☐	☐	☒	☐
b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

SUBSTANTIATION:

XIII-a) **Less Than Significant Impact.** The proposed project is a high-cube warehouse located adjacent to existing roads and a freeway. 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 100. Employees would be full-time and/or part-time depending on the tenant. Unemployment is currently 5.6 percent in the Riverside-San Bernardino-Ontario Metropolitan Statistical Area (Riverside and San Bernardino Counties); within the Bloomington community area, the unemployment rate is 7.1 percent. It is possible that the new jobs would be absorbed by the employment needs of the community and County[4]. In conclusion, implementation of the proposed project would not directly or indirectly induce substantial population growth. Impacts would be less than significant.

XIII-b) **No Impact.** There are no residences on the project site. Therefore, no impacts would occur.

XIII-c) **No Impact.** The proposed project would not displace any land uses or persons from the property. Therefore, no impacts would occur.

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

[4] 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.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	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?	☐	☐	☒	☐
Police Protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other Public Facilities?	☐	☐	☒	☐

SUBSTANTIATION:

XIV-a) **Less Than Significant Impact.**

Fire Protection

The San Bernardino County Fire Department provides fire protection and emergency services to the project area. Development of the proposed 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 proposed 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.

Police Protection

The San Bernardino County Sherriff's Department provides police and emergency services to the project area. The proposed project's demand on police protection services is not expected to be significant because of the nature of the land use and limited number of employees. The project would not create the need to construct a new police station or physically alter an existing station.

Schools

The project is located within the Colton Joint Unified School District. The School District requires the payment of school fees for various land uses including commercial/industrial development. The applicable rate is $0.54 per square foot of commercial/industrial. Pursuant to the Leroy F. Greene School Facilities Act of 1998 (Senate Bill 50), the payment of school impact fees constitutes complete mitigation of any project-related impacts to schools services.

Therefore, the payment of school impact fees would reduce the project's impacts to school facilities to a less than significant level.

Parks

The proposed project is a high-cube warehouse and does not include a residential component that would generate population growth beyond what has been anticipated; therefore it would not create an increased demand for or need for the construction of park facilities. Additionally, 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.

Other Public Facilities

Implementation of the project would not result in a direct increase in the population in the project area and would not substantially increase the demand for public services, including public health services and library services because of the nature of the proposed land use.

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

SUBSTANTIATION:

XV-a) **Less Than Significant Impact.** As previously addressed, the proposed 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. Additionally, 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 proposed project does not include, nor does it require the construction of expansion of recreational facilities because the high-cube warehouse uses of the project would not result in a direct increased demand for recreational facilities. Therefore, impacts would be less than significant.

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
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?	☐	☒	☐	☐
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?	☐	☒	☐	☐
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?	☐	☐	☐	☒
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e)	Result in inadequate emergency access?	☐	☐	☒	☐
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?	☐	☐	☒	☐

SUBSTANTIATION:

The *Traffic Impact Study, Bloomington High-Cube Warehouses/Distribution Center Bloomington, CA* (Traffic Impact Study) was prepared by David Evans and Associates (2016) to evaluate potential traffic impacts. The Traffic Impact Study is summarized below and is included in Appendix H to this Initial Study. The analysis evaluated traffic conditions for the following scenarios:

- Existing Conditions
- Year 2016 Ambient Condition
- Year 2016 Ambient Plus Project Condition
- Year 2016 Cumulative Condition

- Year 2035 Ambient Condition
- Year 2035 Ambient Plus Project Condition

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 Cedar Place
5. Cedar Avenue at Orange Street
6. Cedar Avenue at Slover Avenue
7. Project Driveway at Orange Street (future intersection)
8. Linden Avenue at Slover Avenue

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 Avenue, and Cedar Avenue at Slover Avenue are signalized. The intersections of Cedar Avenue at Cedar Place, the project driveway at Orange Street, and Linden Avenue at Slover Avenue are stop controlled.

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 Traffic Impact Study Guidelines, **Table 7** provides the HCM 2010 level of service thresholds for signalized intersections.

Table 7: Level of Service Criteria for Signalized Intersections

LOS	Control Delay per Vehicle (s/veh)
A	≤ 10
B	> 10 and ≤20
C	> 20 and ≤35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80
Source: David Evans and Associates, 2016.	

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 8** provides the HCM 2010 levels of service criteria.

Table 8: Level of Service Criteria for Unsignalized Intersections

LOS	Control Delay per Vehicle (s/veh)
A	≤ 10
B	> 10 and ≤15
C	> 15 and ≤25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50
Source: David Evans and Associates, 2016.	

Thresholds of Significance

Current Significant Impact Threshold Guidelines

The County's Significant Impact Thresholds are provided in the *San Bernardino County Road Planning and Design Standards* Section 10 Traffic Studies. Section 10.12: Recommendations states "In the event that an analysis indicates unsatisfactory Levels of Service on study area streets, a description of proposed improvements that return intersections to Level of Service 'C' shall be included except at locations where the County has already identified a project." The Section 10.12 Part D Significant Impact identifies the total project peak hour trip threshold by existing level of service value is shown in **Table 9**.

Table 9: Intersection Significance Criteria

Existing LOS	Total Project Peak Hour Trip Generation
A	500
B	250
C	150
D	50
E	30
F	15
Source: David Evans and Associates, 2016.	

Interim Significant Impact Threshold Guidelines

The County also has interim threshold guidelines provided in the *San Bernardino County Interim Traffic Impact Study Guidelines* (April 9, 2014), Section 10.8 Determination of Impacts. The 2014 guidelines are in draft form and have not been adopted by the County but are used by the County as guidance. The interim guideline identifies the acceptable level of service for all study intersections is LOS D. Any study intersection that is operating at LOS E or LOS F is to be mitigated when project traffic increases the overall level of delay established prior to the addition of project traffic. In the event of a conflict between Chapter 10 (Current Significant Impact Threshold Guidelines), as currently adopted, and the proposed guidelines (Interim

Significant Impact Threshold Guidelines), the adopted version of Chapter 10 shall take precedence.

Planned Improvements in the Traffic Study Area

The California Department of Transportation (Caltrans) District 8 in cooperation with the San Bernardino Associated Governments (SANBAG) is proposing to improvement I-10 by constructing freeway lanes and improvements through all or a portion of the 33-mile segment of I-10 from the Los Angeles/San Bernardino County line to Ford Street in San Bernardino County. Cedar Avenue is within the proposed improvement area. Additionally, SANBAG plans to reconstruct the I-10/Cedar Avenue interchange. The interchange improvements would precede freeway lane improvements on the I-10. These improvements include widening Cedar Avenue bridge, and improvements at the westbound and eastbound ramp intersections. The planned improvements are identified later in this Initial Study section under Mitigation Program. The I-10/Cedar Avenue interchange improvement is currently in the final design phase and is planned to be opened to traffic in 2019. The proposed improvement design has been coordinated with the I-10 Corridor Project (source: I-10 Corridor Project, Project Report, March 2016).

Funding Sources

In addition to any project-specific mitigation requirements that may be imposed on a project, there are Development Impact Fees (DIF) programs that apply within the proposed project' traffic study area.

The Regional Transportation Development Mitigation Plan of the County of San Bernardino (Plan) was developed to satisfy the provisions of the San Bernardino County Congestion Management Plan (CMP). Each jurisdiction, including the County, was required to adopt a regional transportation development mitigation program prior to November 2006. The SANBAG Development Mitigation Nexus Study (SANBAG Nexus Study) determined the fair-share contributions from new development for each local jurisdiction. The total development fair-share of costs is distributed among the Plan's subareas. The Plan identifies only the development fair-share contribution of projects costs as required by the CMP and is not intended to provide 100 percent funding for or the construction of all projects in the Plan. Additional regional Measure I and federal/State funds administered by SANBAG are required to fully fund the projects.

The project site is located in the Rialto Sphere of Influence Subarea. As noted, the SANBAG Nexus Study lists projects which are funded by several development impact fee (DIF) programs. The SANBAG Nexus Study includes the I-10/Cedar Avenue Interchange project and identifies several of the project intersections. As such, the payment of fair-share development impact fees (DIF) mitigates a project's contribution to significant impacts to intersections included in the SANBAG Nexus Study.

Existing Conditions

Intersection capacity analysis were conducted for the traffic study area intersections to determine the existing intersection level of service based on existing intersection geometrics and the AM and PM peak hour traffic volumes. **Table 10** identifies existing traffic conditions in the traffic study area.

Table 10: Existing Conditions – Intersection Capacity Analysis

Intersection	AM Peak Hour	PM Peak Hour	

		Delay[1]	LOS[2]	Delay[a]	LOS[b]	DIF Project
1	Cedar Ave at Valley Blvd	57.3	E	130.2	F	Yes
2	Cedar Ave at I-10 Westbound Ramps	21.2	C	16.9	B	Yes
3	Cedar Ave at I-10 Eastbound Ramps	220.5	F	343.9	F	Yes
4	Cedar Ave at Cedar Place[c]	30.7	D	64.1	F	Yes
5	Cedar Ave at Orange Street	10.5	B	103.1	F	Yes
6	Cedar Ave at Slover Ave	116.7	F	403.0	F	Yes
8	Linden Ave at Slover Ave[c]	12.8	B	22.8	C	No

Notes:
Bold and shaded values indicate intersections operating at LOS E or F
DIF: Development impact fees for projects included in the Regional Transportation Development Mitigation Plan of the County of San Bernardino and SANBAG Nexus Study.
a. Delay – In seconds
b. LOS – HCM Level of Service
c. Unsignalized Intersection
Source: David Evans and Associates, 2016.

Five of the traffic study area intersections are currently operating at a deficient level of service (LOS E or LOS F).

- #1, Cedar Avenue at Valley Boulevard. AM peak hour: LOS E; PM peak hour: LOS F
- #3, Cedar Avenue at I-10 eastbound ramps. AM and PM peak hours: LOS F
- #4, Cedar Avenue at Cedar Place. PM peak hour: LOS F
- #5, Cedar Avenue at Orange Street. PM peak hour: LOS F
- #6, Cedar Avenue at Slover Avenue. AM and PM peak hours: LOS F

/I-a/b) **Less Than Significant Impact with Mitigation Incorporated.**

Year 2016 Ambient Condition

The Opening Year 2016 (without and with the project) scenarios assumes a 1.1 percent annual growth rate. As identified in **Table 11**, the same five traffic study intersections would continue to operate at deficient levels of service (LOS E or LOS F) without the proposed project. The level of service would further decline at the intersection of Cedar Avenue at Cedar Place (AM peak hour: LOS E).

The study intersections are anticipated to continue to operate at deficient levels of service until the
I-10/Cedar Avenue Interchange improvements are completed. The County's Current Traffic Study Guidelines states that in the event that an analysis indicated unsatisfactory levels of service on study area streets, a description of proposed improvements that return intersections to LOS C are to be described, except at locations where the County has already identified a project improvement.

Table 11: Year 2016 Ambient Conditions – Intersection Capacity Analysis

Intersection		AM Peak Hour		PM Peak Hour		DIF Project
		Delay[a]	LOS[b]	Delay[a]	LOS[b]	
1	Cedar Ave at Valley Blvd	60.6	E	137.4	F	No
2	Cedar Ave at I-10 westbound ramps	24.8	C	18.6	B	Yes

3	Cedar Ave at I-10 eastbound ramps	232.9	F	358.9	F	Yes
4	Cedar Ave at Cedar Place[c]	35.8	E	103.3	F	No
5	Cedar Ave at Orange Street	10.8	B	113.2	F	No
6	Cedar Ave at Slover Ave	124.7	F	420.7	F	No
8	Linden Ave at Slover Ave[c]	13.8	B	28.2	D	No

Notes:
Bold and shaded values indicate intersections operating at LOS E or F
DIF: Development impact fees for projects included in the Regional Transportation Development Mitigation Plan of the County of San Bernardino and SANBAG Nexus Study.
a. Delay – In seconds
b. LOS – HCM Level of Service
c. Unsignalized Intersection

Source: David Evans and Associates, 2016.

Year 2016 Ambient Plus Project Condition

Daily and peak hour trips were estimated for the proposed project. The trip generation factors for High-Cube Warehouse/Distribution Center were obtained from the 9th Edition of the Institute of Transportation Engineers (ITE) trip generation report. The anticipated truck mix is 80 percent passenger vehicles and 20 percent trucks as outlined in the Fontana Truck Trip Generation Study. The Passenger Car Equivalent (PCE) trips are calculated with a PCE factor of 3.0. The project trip generation estimates are shown in **Table 12**. The project is estimated to generate 874 PCE trips on a daily basis, with 57 PCE trips in the AM peak hour and 62 PCE trips in the PM peak hour.

Table 12: Project Trip Generation

Use	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
High-Cube Warehouse							
(ITE 152) 1,000 sf. gross floor area	1.68	0.08	0.03	0.11	0.04	0.08	0.12
371,442 sf. gross floor area	624	28	13	41	14	31	45
Auto Trips (80%)	499	23	10	33	11	25	36
Truck Trips (20%)	125	6	3	8	3	6	9
Total Trips	**624**	**28**	**13**	**41**	**14**	**31**	**45**
Truck PCE Trips	374	17	8	25	8	18	27
Total PCE Trips	**874**	**39**	**18**	**57**	**19**	**43**	**62**

Source: David Evans and Associates, 2016.

Project trips were added to the Year 2016 Ambient traffic volumes to develop the Year 2016 Ambient Plus Project traffic volumes. The capacity of the intersections with the project study area are identified in **Table 13.**

Table 13: Year 2016 Ambient + Project Conditions – Intersection Capacity Analysis

Intersection	AM Peak Hour			PM Peak Hour			DIF Project
	Delay[a]	LOS[b]	Sig. Impact?	Delay[a]	LOS[b]	Sig. Impact?	

1	Cedar Ave at Valley Blvd	63.2	**E**	**Yes/Yes**	140.5	**F**	**Yes/Yes**	No
	Project-specific Improvements	52.6	D	No/No	121.5	**F**		
2	Cedar Ave at I-10 westbound Ramps	26.9	C	No/No	19.6	B	No/No	Yes
3	Cedar Ave at I-10 eastbound Ramps	235.2	**F**	**Yes/Yes**	362.3	**F**	**Yes/Yes**	Yes
4	Cedar Ave at Cedar Place[c]	59.6	**F**	**Yes/Yes**	204.8	**F**	**Yes/Yes**	No
	Project-specific Improvements	13.3	B		15.1	C		
5	Cedar Ave at Orange St	11.3	B	No/No	113.4	**F**	**Yes/No**	No
	Project-specific Improvements	25.7	C		112.5	**F**		
6	Cedar Ave at Slover Ave	127.6	**F**	**Yes/Yes**	423.5	**F**	**Yes/Yes**	No
	County Improvement Project: Slover Ave – Phase 2	48.7	D		274.4	**F**		
7	Project Driveway at Orange St[c]	12.4	B	N/A	13.0	B	N/A	No
	Project-specific (TWLTL)[d]	11.3	B		11.6	B		
8	Linden Ave at Slover Ave[c]	14.3	B	No/No	30.9	D	No/No	No

Notes:
Bold and shaded values indicate intersections operating at LOS E or F
Significance is identified based on Current Guidelines and Interim Guidelines significance criteria (x/x)
a. Delay – In seconds
b. LOS – HCM Level of Service
c. Unsignalized Intersection
d. TWLTL – two-way left-turn lane
Source: David Evans and Associates, 2016.

As identified in Table 13, the same five traffic study intersections are forecasted to continue to operate at LOS E or LOS F with and without the proposed project. The addition of project traffic results in the intersections incurring additional delay at these intersections which is considered a significant impact. Mitigation measures are identified in this Initial Study to mitigate the project's contribution to cumulative impacts to a less than significant level, with the exception of the intersection of Cedar Avenue at Slover Avenue. The Current Traffic Study Guideline identifies that in the event that an analysis indicates unsatisfactory Levels of Service on study area streets, a description of proposed improvements that return intersections to LOS C shall be included, except at locations where the County has already identified a project. The County has identified the Slover Avenue — Phase 2 project to provide improvements on Slover Avenue to Cedar Avenue.

- #1, Cedar Avenue at Valley Boulevard. AM peak hour: LOS E; PM peak hour: LOS F
- #3, Cedar Avenue at I-10 eastbound ramps. AM and PM peak hours: LOS F
- #4, Cedar Avenue at Cedar Place. PM peak hour: LOS F
- #5, Cedar Avenue at Orange Street. PM peak hour: LOS F

- #6, Cedar Avenue at Slover Avenue. AM and PM peak hours: LOS F

Year 2016 Cumulative Condition

The Year 2016 Cumulative Condition scenario includes other area project trips identified by San Bernardino County Planning, and the cities of Fontana and Rialto, as well as project traffic, and ambient growth to opening year 2016. Other area projects are defined as approved projects that have been recently constructed or are planned to be constructed by opening year. Cumulative traffic volumes were added to the Year 2016 Ambient Plus Project traffic volumes to develop the Year 2016 Cumulative scenario. The capacity of the intersections under this scenario are identified in **Table 14.**

Table 14: Year 2016 Cumulative – Intersection Capacity Analysis

Intersection		AM Peak Hour		PM Peak Hour	
		Delay[a]	LOS[b]	Delay[a]	LOS[b]
1	Cedar Ave at Valley Blvd	68.7	E	152.1	F
	Project-specific Improvements	63.1	D	132.9	F
2	Cedar Ave at I-10 westbound ramps	45.4	D	62.9	E
3	Cedar Ave at I-10 eastbound ramps	262.5	F	399.9	F
4	Cedar Ave at Cedar Place[c]	127.3	F	270.0	F
	Project -specific Improvements	16.2	C	16.4	C
5	Cedar Ave at Orange St	12.0	B	178.6	F
	Project-specific Improvements	27.4	C	176.3	F
6	Cedar Ave at Slover Ave	205.1	F	509.6	F
	County Improvement Project	95.5	F	334.7	F
7	Project Driveway at Orange St[c]	12.4	B	13.0	B
	Project-specific (TWLTL)[d]	11.3	B	11.6	B
8	Linden Ave at Slover Ave[c]	18.2	C	36.7	E
	Regional Improvements	16.2	B	14.4	B

Notes:
Bold and shaded values indicate intersections operating at LOS E or F
a. Delay – In seconds
b. LOS – HCM Level of Service
c. Un-signalized Intersection
d. TWLTL – two-way left-turn lane
Source: David Evans and Associates, 2016.

Table 15 identifies seven traffic study area intersections that are forecast to operate at a deficient level of service (LOS E or LOS F). Of the identified study intersections, six intersections are anticipated to operate at LOS E or LOS F until the I-10/Cedar Avenue Interchange Improvement project is completed. Because there is an identified improvement project, consistent with the County's Current Traffic Study Guideline, no further mitigation would be required. Additional regional improvements identified in Table 15 include signalizing the intersection of Linden Avenue at Slover Avenue. Measures are proposed that would mitigate impacts to a less than significant level.

Year 2035 Ambient Condition

The Year 2035 Ambient Condition addresses impacts due to ambient growth up to the buildout year 2035 within the traffic study area without the proposed project. This scenario also assumes improvements to address regional growth. Regional improvements include the I-10/Cedar Avenue Interchange improvements and the previously identified Year 2016 regional

improvements. As provided in **Table 16**, the traffic study area intersections are anticipated to operate at LOS E or better with the I-10/Cedar Avenue Interchange improvements.

Table 16: Year 2025 Ambient Condition – Intersection Capacity Analysis

Intersection		AM		PM	
		Delay[a]	LOS[b]	Delay[a]	LOS[b]
1	Cedar Ave at Valley Blvd	238.4	F	313.4	F
	With Interchange Improvements	39.5	D	58.1	E
2	Cedar Ave at I-10 Westbound Ramps	81.1	F	137.1	F
	With Interchange Improvements	24.0	C	24.8	C
3	Cedar Ave at I-10 Eastbound Ramps	135.4	F	113.3	F
	With Interchange Improvements	22.8	C	27.2	C
4	Cedar Ave at Cedar Place[c]	954.3	F	196.0	F
	With Interchange Improvements	30.4	D	18.4	C
5	Cedar Ave at Orange Street	111.3	F	111.9	F
	With Interchange Improvements	19.3	B	14.7	B
6	Cedar Ave at Slover Ave	464.6	F	537.6	F
	With Interchange Improvements	55.4	E	78.5	E
8	Linden Ave at Slover Ave[c]	54.1	F	54.0	F
	Regional Improvements	15.7	B	10.2	B

Notes:
Bold and shaded values indicate intersections operating at LOS F with interchange improvements
a. Delay – In seconds
b. LOS – HCM Level of Service
c. Un-signalized Intersection
Source: David Evans and Associates, 2016.

Year 2035 Ambient Plus Project Condition

To determine potential project impacts, project trips were added to year 2035 ambient traffic volumes. As identified in **Table 17**, traffic study area intersections are forecasted to operate at LOS E or better with the I-10/Cedar Avenue Interchange improvements. The project impacts are identified based on the San Bernardino County Road Planning and Design Standards (Current Traffic Study Guideline) and the County of San Bernardino Interim Traffic Impact Study Guidelines (Interim Traffic Impact Study Guideline). Therefore, no project impacts would occur under this traffic scenario and no mitigation is required.

Table 17: Year 2035 Ambient + Project Condition – Intersection Capacity Analysis

Intersection		AM		PM	
		Delay[a]	LOS[b]	Delay[a]	LOS[b]
1	Cedar Ave at Valley Blvd	52.9	D	63.3	E
2	Cedar Ave at I-10 westbound ramps	14.3	B	24.8	C
3	Cedar Ave at I-10 eastbound ramps	27.3	C	2.93	C
4	Cedar Ave at Cedar Place[c]	43.1	E	20.9	C
5	Cedar Ave at Orange Street	46.7	D	26.0	C
6	Cedar Ave at Slover Ave	51.1	D	72.9	D

7	Project Driveway at Orange St[c]	9.5	A	9.6	A
8	Linden Ave and Slover Ave[c]	15.7	B	10.8	B

Notes:
Bold and shaded values indicate intersections operating at LOS F
a. Delay – In seconds
b. LOS – HCM Level of Service
c. Un-signalized intersection

Source: David Evans and Associates, 2016.

(VI-c) **No Impact.** San Bernardino International Airport is the nearest airport facility to the project site, approximately 11 miles to the east. Given the distance from the airport, construction and operation of the project would not increase the frequency of air traffic or alter air traffic patterns. Therefore, no impacts would occur.

XVI-d) **Less Than Significant Impact.** The proposed project includes two driveways on Cedar Place, one driveway on Orange Street, and two driveways on Linden Avenue. All access points to the proposed project would be at unsignalized intersections. All driveway and road improvements would be implemented consistent with County design standards. The proposed project would not substantially increase hazards due to a design feature or incompatible use because the project site is adjacent to an established road that is accessed at points with good site distance and properly controlled intersections.

(VI-e) **Less Than Significant Impact.** Ingress/egress and access through the project site would provide for emergency access in compliance with County requirements. No significant impacts are anticipated.

(VI-f) **Less Than Significant Impact.**

Transit

Omnitrans provides transit services to western San Bernardino County, including the community of Bloomington. Bloomington is served by two bus routes: Route 19 and Route 29. The proposed project would not modify roads used by either of the bus routes. The project could potentially result in an increased use of the public transportation system. However, 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

Sidewalks are currently provided on Orange Street, Cedar Avenue, and Linden Avenue. Bikeways are not provided on adjacent streets to the project site. The project would not significantly impact the effectiveness or performance of existing pedestrian or bicycle facilities.

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. Additionally, the project would be conditioned to comply with all applicable County of San Bernardino regulations and conditions of approval.

MM# **Mitigation Measures**

Project Mitigation

XVI-1 *The Applicant shall be responsible for the construction of driveway approaches along Orange Street, Linden Avenue, and Cedar Place.*

XVI-2 ***Orange Street:*** *Prior to the issuance of an occupancy permit from the County of San Bernardino, Orange Street, west of Cedar Avenue to Linden Avenue shall be restriped to provide a two-way left-turn lane, a distance of approximately 220 feet west of Cedar Avenue. The Applicant shall be responsible for costs associated with this improvement.*

XVI-3 ***Cedar Avenue at Valley Boulevard:*** *The Applicant shall be responsible for the following improvements pending the final design for the I-10/Cedar Avenue Interchange Improvements Project. Convert the eastbound right to an eastbound shared thru-right lane. Adjust the AM peak period signal timing so that the eastbound left, westbound left, and southbound left are lagging phases. The eastbound right lane shall be restriped to an eastbound shared thru-right-turn lane. The eastbound approach shall provide two left-turn lanes, a thru lane, a shared thru-left-turn lane, and a right-turn lane. The westbound approach shall provide two left-turn lanes, a thru lane, and a shared thru-right. The northbound direction approach shall provide two left-turn lanes, two thru lanes, and a right-turn lane. The southbound approach shall provide two left-turn lanes, two thru lanes, and a shared thru-right.*

XVI-4 ***Cedar Avenue (north-south) at Cedar Place (east-west):*** *Prior to the issuance of an occupancy permit from the County of San Bernardino, the following improvements shall be completed and the cost associated with these improvements shall be the responsibility of the Applicant. Restrict Cedar Place to right-in and right-out movements at Cedar Avenue. Cedar Place in the eastbound direction shall provide a single right-turn lane. The Cedar Avenue northbound shared left-thru lane shall be converted to a thru lane. The northbound direction shall provide two thru lanes; the southbound direction shall provide a thru and a shared thru-right lane.*

XVI-5 ***Cedar Avenue at Orange Street:*** *The Applicant shall be responsible for the following improvements. Orange Street shall be striped to accommodate additional lanes and signal timing modifications. The shared thru-right eastbound lane shall be converted to a shared left-thru-right turn lane. The eastbound approach shall provide a left-turn lane and a shared left-thru-right lane. The westbound direction shall be restriped to include a dedicated westbound left-turn pocket. The westbound approach shall provide a left-turn lane and a shared thru-right turn lane. The northbound direction approach shall provide a left-turn lane, a thru lane, and a shared thru-right lane. The southbound approach shall provide a left-turn lane, two thru lanes, and a right-turn lane. Signal timing modifications shall include east-west split phasing to accommodate the eastbound left lane and shared westbound left-thru-right lane.*

XVI-6 ***Project Driveway on Orange Street:*** *The Applicant shall be responsible for the following improvements. Provide a full access driveway 250 feet west of Cedar Avenue. The eastbound*

direction shall provide a shared left-thru lane. The westbound direction shall provide a shared thru-right lane. The southbound direction shall provide a shared left-right-turn lane.

Regional Improvements: 2016 Mitigation Requirements

XVI-7 ***Linden Avenue at Slover Avenue:*** *The intersection shall be signalized. The improvements are to be installed as other area projects develop as determined by the County. The Applicant shall pay a fair share contribution for the intersection improvements.*

Regional Improvements: 2035 Mitigation Requirements

The County established a Development Impact Fee (DIF) to raise additional revenues, enabling the construction of necessary circulation system improvements. It also establishes a fair and equitable method of distributing costs of circulation system improvements to accommodate the traffic volumes generated by development.

Caltrans District 8 in cooperation with SANBAG is proposing to improvement I-10 by constructing freeway lanes and improvements through all or a portion of the 33-mile segment of I-10 from the Los Angeles/San Bernardino County line to Ford Street in San Bernardino County. Cedar Avenue is within the proposed improvement area. Additionally, SANBAG plans to reconstruct the I-10/Cedar Avenue interchange. The interchange improvements would precede freeway lane improvements on the I-10. These improvements include widening Cedar Avenue bridge, and improvements at the westbound and eastbound ramp intersections. The I-10/Cedar Avenue interchange improvement is currently in the final design phase and is planned to be opened to traffic in 2019. The proposed improvement design has been coordinated with the I-10 Corridor Project.

XVI-8 ***Cedar Avenue at Valley Boulevard:*** *Intersection improvements include widening along Cedar Avenue to accommodate additional travel lanes. An eastbound right-turn lane shall be converted to a thru lane. The eastbound direction shall provide two left-turn lanes, two thru lanes, and a right-turn lane. The westbound direction shall provide two left-turn lanes, a thru lane, and a shared thru-right-turn lane. The northbound direction shall be widened to accommodate a thru and right lane. The northbound approach shall provide two left-turn lanes, three thru lanes, and two right-turn lanes. The southbound direction shall be widened to accommodate an additional thru lane; the shared thru right-turn lane is to be converted to a right-turn only lane. The southbound approach shall provide a left-turn lane, three thru lanes, and a right-turn lane. The Applicant shall pay a fair-share contribution for the intersection improvements.*

XVI-9 ***Cedar Avenue at I-10 Westbound Ramps:*** *Intersection improvements include widening at all approaches to accommodate additional lanes. The westbound direction shall be widened to accommodate a left and a right-turn lane. The westbound approach shall provide a left-turn lane, a shared left-thru lane, and two right-turn lanes. The northbound direction shall be widened to accommodate a left and thru lane. The northbound approach shall provide two left-turn lanes and three thru lanes. The southbound direction shall be widened to accommodate two thru and a right-turn lane. The southbound approach shall provide five thru lanes and two right-turn lanes. A Nexus Study lists projects which are funded by DIF. The SANBAG Nexus Study for the I-*

10/Cedar Avenue Interchange Project include the mitigations identified for this intersection. As such the payment of the DIF would mitigate the project's contribution to significant impacts.

XVI-10 ***Cedar Avenue at I-10 Eastbound Ramps:*** *Intersection improvements include widening at each approach to accommodate additional lanes. The eastbound direction shall be widened to accommodate a left-turn and a right-turn lane. The eastbound approach shall provide two left-turn lanes, a shared thru-right lane, and a right-turn lane. The northbound direction shall be widened to accommodate two thru and a right-turn lane. The northbound approach shall provide four thru lanes and two right-turn lanes. The southbound approach shall be widened to accommodate a left and thru lane. The southbound approach shall provide two left-turn lanes and three thru lanes. A Nexus Study lists projects which are funded by DIF. The SANBAG Nexus Study for the I-10/Cedar Avenue Interchange Project include the mitigations identified for this intersection. As such the payment of the DIF would mitigate the project's contribution to significant impacts.*

XVI-11 ***Cedar Avenue at Cedar Place:*** *Intersection improvements include widening along Cedar Avenue to accommodate additional lanes and a striped median restricting left-turn in and left-turn out of Cedar Place. The eastbound direction shall provide a shared right-turn lane. The northbound direction shall be widened to accommodate an additional thru lane. The northbound approach shall provide a three thru lanes. The southbound direction shall be widened to accommodate an additional thru lane. The southbound approach shall provide two thru lanes and a shared thru-right turn lane. These improvement shall be implemented as a part of the I-10/Cedar Avenue Interchange Project.*

XVI-12 ***Cedar Avenue at Orange Street:*** *Intersection improvements include widening along Cedar Avenue to accommodate additional lanes The eastbound direction shall provide a left-turn lane and a shared thru-right-turn lane. The westbound direction shall provide a shared left-thru-right-turn lane. The northbound direction shall be widened to accommodate a thru lane. The northbound approach shall provide a left-turn lane, two thru lanes, and a shared thru-right-turn lane. The southbound right-turn lane shall be converted to a shared thru-right lane. The southbound approach shall provide a left-turn lane, two thru lanes, and a shared thru-right-turn lane. The Applicant shall pay a fair-share contribution for the intersection improvements.*

XVI-13 ***Cedar Avenue at Slover Avenue:*** *Intersection improvements include widening at each approach to accommodate additional lanes. The eastbound direction shall be widened to accommodate a left and thru lane. The eastbound approach shall provide two left-turn lanes, a thru lane, and a shared thru-right lane. The westbound direction shall be widened to accommodate a left-turn lane; the right-turn lane shall be converted to a shared thru-right-turn lane. The westbound approach shall provide two left-turn lanes, a thru lane, and a shared thru-right lane. The northbound direction shall be widened to accommodate a thru lane. The northbound approach shall provide a left-turn lane, two thru lanes, and a shared thru-right lane. The southbound approach shall be widened to accommodate a right-turn lane. The southbound approach shall provide a left turn lane, three thru lanes, and a right-turn lane. The Applicant shall pay a fair-share contribution for the intersection improvements.*

XVI-14 ***Linden Avenue and Slover Avenue:*** *The following improvements shall be constructed as Slover Phase 2 is implemented by the County of San Bernardino. The County is currently in the design phase for Slover Phase 2 Improvements. The Slover Phase 2 improvements include widening along the east and westbound approaches. The eastbound approach shall be*

widened to accommodate an additional thru lane. The eastbound approach shall provide a left-turn lane, a thru lane, and a shared thru-right lane. The westbound approach shall be widened to accommodate a left-turn lane and a thru lane. The westbound approach shall provide a left-turn lane, a thru lane, and a shared thru-right lane. The northbound and southbound approaches shall continue to provide a shared left-thru-right lane. The Applicant shall pay a fair-share contribution for the intersection improvements.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XVII.	**UTILITIES AND SERVICE SYSTEMS** - Would the project:				
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
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?	☐	☐	☒	☐
f)	Be served by a landfill(s) with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g)	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

SUBSTANTIATION:

XVII-a) **Less Than Significant Impact.** The proposed project does not exceed wastewater treatment requirements of the Regional Water Quality Control Board, Santa Ana Region, as determined by County Public Health – Environmental Health Services. The proposed project is estimated to discharge approximately 0.028 million gallons per day (mgd) (based on 1,500 gpd per acre; City of Rialto Sewer Master Plan). Wastewater would be handled by either an on-site septic system or through a connection to the City of Rialto wastewater collection system. If an on-site septic system is implemented, it would be required to comply with the State Water Quality Control Board (SWQCB) policies for Onsite Wastewater Treatment Systems (septic systems). Therefore, impacts would be less than significant.

XVII-b) **Less Than Significant Impact.** The proposed 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. The proposed project would connect to existing water mains in Orange Street, east of Cedar Avenue.

It is not anticipated that the addition of 371,442 sf of high-cube warehouse would adversely impact pipelines or water supply demand within the West Valley Water District (WVWD) because the WVWD anticipates that there is sufficient capacity in the existing water system to serve the anticipated growth within the WVWD, which includes the proposed project.

The proposed project would be served by either an on-site septic system or a connection to the City of Rialto wastewater collection system. The project would be designed to accommodate the connection of the property to the City of Rialto wastewater collection system. A connection to the City of Rialto system would also require approval of an Out of Agency Service Contract from San Bernardino County LAFCO.

Should the project connect to the City of Rialto's 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. Based on the sewer capacity analysis conducted as a part of the project, 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. Wastewater generated from the proposed project is expected to be approximately 0.028 mgd. The discharge would be approximately eight percent of the capacity in Larch Avenue and four percent of the capacity in the Slover Avenue line. The Larch Avenue line has an allowable flow of 0.465 (at 80%); the project would increase the flow in the Larch Avenue sewer to 0.037 mgd which is far below the maximum allowable flow. The Slover Avenue line has a maximum allowable flow of 1.521 mgd; the project would increase the flow to 0.061 mgd which is far below the maximum allowable flow. This limited sewer discharge would not significantly impact the future capacity of the collection system or the City's wastewater treatment plant. Therefore, the flows associated with the proposed project would not adversely impact the existing sewer system.

XVII-c) **Less Than Significant Impact.** The proposed project would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities that cause significant environmental effects. The proposed 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/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.

Flows into the basins would be retained and storm water would percolate into the groundwater basin. Therefore, the drainage design of the project would ensure than on-site and off-site impacts are reduced. All necessary drainage improvements on-site and off-site are required as conditions of construction of the project. Therefore, impacts would be less than significant.

XVII-d) **Less Than Significant Impact.** The proposed project would have sufficient water supplies available to serve the project from existing entitlements and resources. West Valley Water

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.

XVII-e) **Less Than Significant Impact.** As previously addressed, the proposed project would use either an on-site septic system or connect to the City of Rialto sewer system.

XVII-f) **Less Than Significant Impact.** The proposed project is served by the Mid-Valley Landfill which has sufficient permitted capacity to accommodate the project's solid waste disposal needs.

XVII-g) **Less Than Significant Impact.** The proposed project is required to comply with federal, State, and local statutes and regulations related to solid waste. The project would consist of short-term construction activities (with short-term waste generation limited to minor quantities of construction debris) and therefore would not result in long-term solid waste generation. Solid waste produced during the construction phase of this project or during future operational activity would be disposed of in accordance with all applicable statues and regulations. Accordingly, no significant impacts related to landfill capacity are anticipated from the proposed project.

No significant adverse impacts are identified or anticipated and no mitigation measures are required. 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
XVIII. 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?	☐	☐	☒	☐
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)?	☐	☐	☒	☐
c) Does the project have environmental effects, which will cause Substantial adverse effects on human beings, either directly Or indirectly?	☐	☐	☒	☐

SUBSTANTIATION:

XVIII-a) **Less Than Significant Impact.** The project does not have the potential to significantly degrade the overall quality of the region's environment, or substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population or drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. There are no rare or endangered species or other species of plants or animals or habitat identified by the Biological Resources Assessment (RBF 2014) as being significantly and negatively impacted by this project. There are no known historic or prehistoric resources on this site. If any archaeological or paleontological resources are identified during construction the project, the project is conditioned to stop and identify appropriate authorities, who properly record and/or remove for classification any such finds.

XVIII-b) **Less Than Significant Impact.** The project does not have impacts that are individually limited, but cumulatively considerable. The sites of projects in the area to which this project would add cumulative impacts have either existing or planned infrastructure that is sufficient for all planned uses. These sites either are occupied or are capable of absorbing such uses without generating any cumulatively significant impacts.

XVIII-c) **Less Than Significant Impact.** The project would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly, as there are no

such impacts identified by the studies conducted for this project or identified by review of other sources or by other agencies. Only minor increases in traffic, emissions and noise would be created by implementation of the proposed project. These potential impacts have been evaluated and have been deemed to be neither individually significant nor cumulatively considerable in terms of any adverse impact upon the region, the local community or its inhabitants. At a minimum, the project would be required to meet the conditions of approval for the project to be implemented. It is anticipated that all such conditions of approval would further insure that no potential for adverse impacts would be introduced by construction activities, initial or future land uses authorized by the project approval.

XIX. 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: (Condition compliance will be verified by existing procedure)

Conditions of Approval

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

a) County Diesel Exhaust Control Measures [SBCC § 83.01.040 (c)]

b) Signs shall be posted requiring all vehicle drivers and equipment operators to turn off engines when not in use.

c) All engines shall not idle more than five minutes in any one-hour period on the project site. This includes all equipment and vehicles.

d) On-site electrical power connections shall be provided.

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

f) The loading docks shall be posted with signs providing the telephone numbers of the building facilities manager and the California Air Resources Board to report violations.

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

a) Exposed soil shall be kept continually moist to reduce fugitive dust during all grading and construction activities, through application of water sprayed a minimum of two times each day.

b) During high wind conditions (i.e., wind speeds exceeding 25 mph), areas with disturbed soil shall be watered hourly and activities on unpaved surfaces shall cease until wind speeds no longer exceed 25 mph.

c) Storage piles that are to be left in place for more than three working days shall be sprayed with a non-toxic soil binder, covered with plastic or revegetated.

d) Storm water control systems shall be installed to prevent off-site mud deposition.

e) All trucks hauling dirt away from the site shall be covered.

f) Construction vehicle tires shall be washed, prior to leaving the project site.

g) Rumble plates shall be installed at construction exits from dirt driveways.

h) Paved access driveways and streets shall be washed and swept daily when there are visible signs of dirt track-out.

i) Street sweeping shall be conducted daily when visible soil accumulations occur along site access roadways to remove dirt dropped or tracked-out by construction vehicles. Site access driveways and adjacent streets shall be washed daily, if there are visible signs of any dirt track-out at the conclusion of any workday and after street sweeping.

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

a) Provide documentation prior to beginning construction demonstrating that the project will comply with all SCAQMD regulations including 402, 403, 431.1, 431.2, 1113 and 1403.

b) Each contractor shall certify to the developer prior to construction-use that all equipment engines are properly maintained and have been tuned-up within last 6 months.

c) Each contractor shall minimize the use of diesel-powered vehicles and equipment through the use of electric, gasoline or CNG-powered equipment. All diesel engines shall have aqueous diesel filters and diesel particulate filters.

d) All gasoline-powered equipment shall have catalytic converters.

e) Provide onsite electrical power to encourage use of electric tools.

f) Minimize concurrent use of equipment through equipment phasing.

g) Provide traffic control during construction to reduce wait times.

h) Provide on-site food service for construction workers to reduce offsite trips.

i) Implement the County approved Dust Control Plan (DCP)

j) Suspend use of all construction equipment operations during second stage smog alerts. NOTE: For daily forecast, call (800) 367-4710 (San Bernardino and Riverside Counties).

AQ – Coating Restriction Plan. The developer shall submit for review and obtain approval from County Planning of a Coating Restriction Plan (CRP), consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/subcontracts a condition that the contractors adhere to the requirements of the CRP. The CRP measures shall be following implemented to the satisfaction of County Building and Safety:

a) Architectural coatings with Reactive Organic Compounds (ROC) shall not have content greater than 100 g/l.

b) Architectural coating volume shall not exceed the significance threshold for ROG, which is 75 lbs. /day and the combined daily ROC volume of architectural coatings and asphalt paving shall not exceed the significance threshold for ROC of 75 lbs. per day.

c) High-Volume, Low Pressure (HVLP) spray guns shall be used to apply coatings.

d) Precoated/natural colored building materials, water-based or low volatile organic compound (VOC) coatings shall be used, if practical.

e) Comply with SCAQMD Rule 1113 on the use or architectural coatings.

Mitigation Measures

IV-1 ***Burrowing Owl Pre-Construction Survey:*** *A pre-construction survey for Burrowing Owl (BUOW) shall be required 30 days before the start of grading activities to confirm the absence of BUOW from the site. If the survey determine the BUOW to be present, 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 and include, but are not limited to the following:*

a. *Occupied BUOW shall not be disturbed during nesting season (February 1-August 31) unless a qualified biologist verifies through non-invasive methods that either (1) the birds have not begun egg laying or incubation or (2) that juveniles from the occupied burrows are foraging independently and are capable of an independent survival flight.*

b. *All relocation shall be approved by the California Department of Fish and Wildlife (CDFW). The permitted biologist shall monitor relocated owls a minimum of three days per week of a minimum of three weeks. A report summarizing the results of the relocation and monitoring shall be submitted to the CDFW within 30 days following completion of the relocation and monitoring of the BUOW.*

c. *A BUOW Mitigation Monitoring Plan prepared by a qualified biologist shall be submitted to the CDFW for review and approval prior to relocation of owls. The BUOW Mitigation Monitoring Plan shall describe proposed relocation and monitoring plans. The plan shall include the number and location(s) of occupied BOUW sites and details on adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation of artificial burrows (numbers, locations, and type of burrows) shall be included in the plan. The plan shall also describe specific procedures to compensate for impacts to BUOW/occupied burrows. Such procedures may include, but are not limited to, the purchase/conservation of off-site suitable habitat that is known to support BUOW at a minimum 1:1 ratio depending on the quality of habitat removed compared to the quality of habitat provided. Specific ratios would be determined in consultation with CDFW. Prior to the issuance of occupancy permits, the Applicant shall provide copies of applicable species mitigation agreements/permits to the County of San Bernardino.*

d. *If BUOW must be moved away from the disturbance area, passive relocation techniques shall be used. One or more weeks would be necessary to accomplish this relocation and allow the owls to acclimate to alternative burrows. Owls must be relocated by a qualified biologist from any occupied burrows that would be impacted by project activities. Suitable habitat is undeveloped land that can meet the BUOW's life cycle requirements (for both foraging and breeding) and is not intended for development. Suitable habitat must be adjacent or near the disturbance site or artificial burrows would need to be provided nearby. Once the biologist has confirmed that the BUOWs have left the burrow, burrows should be excavated using hand tools and refilled to prevent reoccupation.* [Mitigation Measure IV-1] Prior to Grading Permits/Planning

IV-2 ***Nesting Bird Survey:*** *Pursuant to the Migratory Bird Treaty Act and the Fish and Game Code, removal of any trees, shrubs, or any other potential nesting habitat should be conducted outside*

the avian nesting season. The nesting season generally extends from early February through August but can vary based upon seasonal weather conditions. If ground disturbance and vegetation removal cannot occur outside of the nesting season, a qualified biologist, approved by the County of San Bernardino, shall conduct a pre-construction clearance survey for nesting birds. The survey shall be conducted within three days of the start of any ground disturbing activities to ensure that no nesting birds would be disturbed during construction.

The survey shall focus on all bird species. The biologist conducting the clearance survey shall document a negative survey with a brief letter report indicating that no impacts to active bird nests would occur. If no nests are found, no further mitigation would be necessary. If a nest is found, it shall be avoided/protected with a suitable buffer area until nesting activity has ended (e.g., the young fledge). The diameter of the buffer area shall be determined by the biologist based on the species (some birds are more tolerant than others), the location of the nest relative to existing off-site and on-site disturbances and conditions, and discussions with a regulatory biologist at the California Department of Fish and Wildlife. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, normal construction activities can occur. [Mitigation Measure IV-2] Prior to Grading Permits/Planning

V-1 ***Cultural Resources Monitoring:*** *Prior to the issuance of a grading permit and/or action that would permit project site disturbance (whichever occurs first), the Applicant shall provide written evidence to the County of San Bernardino that the Applicant has retained a qualified archaeologist and Native American monitor to observe grading activities and to salvage and catalogue historic and archaeological resources, as necessary. The selection of a qualified Gabrielino Band of Mission Indians Native American monitor shall be made by the archaeologist subject to the approval of the County. The archaeologist and Native American monitor shall be present at the pre-grade conference; the archaeologist shall establish procedures for archaeological resource surveillance; and shall establish, in cooperation with the Applicant/Contractor, procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the artifacts, as appropriate. Because of the disturbed condition of the project site, the duration of monitoring by both the archaeologist and the Native American monitor shall be determined by the archaeologist. If the archaeologist, with the assistance of the Native American monitor, determines that they are unique historic or archaeological resources as defined by Public Resources Code (PRC) Section 21083.2 or a tribal cultural resource as defined by PRC Section 21074, then the archaeologist and Native American monitor shall conduct additional excavations as determined to be necessary to avoid impacts to these resources by the development. If they are not "unique" then no further mitigation would be required. Unique cultural resources shall be determined based on the criteria set forth in Section 21083.2 of CEQA. These actions, as well as final mitigation and disposition of the resources, shall be subject to the approval of the County of San Bernardino Land Use Services Department.* [Mitigation Measure V-1] Prior to Grading Permits/Planning

VI-1 ***Geotechnical Report:*** *Prior to the issuance of grading permits, the Applicant shall prepare and submit for review and approval by the County Geologist, a design-phase geotechnical report which shall consider the recommendations in the Geotechnical Investigation, and revise as necessary for site preparation and construction. The recommendations of the design-phase geotechnical report shall be implemented during site grading and construction.* [Mitigation Measure VI-1] Prior to Grading Permits/Planning

VIII-1 ***Soil Investigation:*** *Prior to the issuance of the first County-issued permit that would allow for site disturbance, a Certified Environmental or Engineering Professional shall conduct an environmental soil investigation at the site as specified in the Phase I Environmental Site Assessment. The Phase II Soil Investigation Report shall be submitted to and approved by San Bernardino County Fire Hazardous Materials Division. Should remediation be required, the clean-up criteria shall be established by the Hazardous Materials Division.* [Mitigation Measure VIII-1] Prior to Grading Permits/Planning

XII-1 ***Construction Noise:*** *The "developer" shall submit and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce noise impacts during construction, which shall include the following vehicle and equipment emissions and other impacts to air quality by implementing the following measures and submitting documentation of compliance: The developer/construction contractors shall do the following:*

a) *During the project site excavation and grading, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with the manufactures standards.*

b) *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.*

c) *The construction contractor shall limit all construction-related activities that would result in high noise levels between the hours of 7:00 a.m. and 6:00 p.m., Monday through Saturday excluding holidays.*

d) *The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the project site during all project construction.*

e) *The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.* [Mitigation Measure XII-1] - Prior to Grading Permit/Planning

XVI-1 *The Applicant shall be responsible for the construction of driveway approaches along Orange Street, Linden Avenue, and Cedar Place.*

XVI-2 ***Orange Street:*** *Prior to the issuance of an occupancy permit from the County of San Bernardino, Orange Street, west of Cedar Avenue to Linden Avenue shall be restriped to provide a two-way left-turn lane, a distance of approximately 220 feet west of Cedar Avenue. The Applicant shall be responsible for costs associated with this improvement.*

XVI-3 ***Cedar Avenue at Valley Boulevard:*** *The Applicant shall be responsible for the following improvements pending the final design for the I-10/Cedar Avenue Interchange Improvements Project. Convert the eastbound right to an eastbound shared thru-right lane. Adjust the AM peak period signal timing so that the eastbound left, westbound left, and southbound left are lagging phases. The eastbound right lane shall be restriped to an eastbound shared thru-right-turn lane. The eastbound approach shall provide two left-turn lanes, a thru lane, a shared thru-left-turn lane, and a right-turn lane. The westbound approach shall provide two left-turn lanes, a thru lane, and a shared*

thru-right. The northbound direction approach shall provide two left-turn lanes, two thru lanes, and a right-turn lane. The southbound approach shall provide two left-turn lanes, two thru lanes, and a shared thru-right.

XVI-4 ***Cedar Avenue (north-south) at Cedar Place (east-west):*** *Prior to the issuance of an occupancy permit from the County of San Bernardino, the following improvements shall be completed and the cost associated with these improvements shall be the responsibility of the Applicant. Restrict Cedar Place to right-in and right-out movements at Cedar Avenue. Cedar Place in the eastbound direction shall provide a single right-turn lane. The Cedar Avenue northbound shared left-thru lane shall be converted to a thru lane. The northbound direction shall provide two thru lanes; the southbound direction shall provide a thru and a shared thru-right lane.*

XVI-5 ***Cedar Avenue at Orange Street:*** *The Applicant shall be responsible for the following improvements. Orange Street shall be striped to accommodate additional lanes and signal timing modifications. The shared thru-right eastbound lane shall be converted to a shared left-thru-right turn lane. The eastbound approach shall provide a left-turn lane and a shared left-thru-right turn lane. The westbound direction shall be restriped to include a left-turn lane. The westbound approach shall provide a left-turn lane and a shared thru-right turn lane. The northbound direction approach shall provide a left-turn lane, a thru lane, and a shared thru-right lane. The southbound approach shall provide a left-turn lane, two thru lanes, and a right-turn lane. Signal timing modifications shall include east-west split phasing to accommodate the eastbound left lane and shared westbound left-thru-right lane.*

XVI-6 ***Project Driveway on Orange Street:*** *The Applicant shall be responsible for the following improvements. Provide a full access driveway 250 feet west of Cedar Avenue. The eastbound direction shall provide a shared left-thru lane. The westbound direction shall provide a shared thru-right lane. The southbound direction shall provide a shared left-right-turn lane.*

XVI-7 ***Linden Avenue at Slover Avenue:*** *The intersection shall be signalized. The improvements are to be installed as other area projects develop as determined by the County. The Applicant shall pay a fair share contribution for the intersection improvements.*

XVI-8 ***Cedar Avenue at Valley Boulevard:*** *Intersection improvements include widening along Cedar Avenue to accommodate additional travel lanes. An eastbound right-turn lane shall be converted to a thru lane. The eastbound direction shall provide two left-turn lanes, two thru lanes, and a right-turn lane. The westbound direction shall provide two left-turn lanes, a thru lane, and a shared thru-right-turn lane. The northbound direction shall be widened to accommodate a thru and right lane. The northbound approach shall provide two left-turn lanes, three thru lanes, and two right-turn lanes. The southbound direction shall be widened to accommodate an additional thru lane; the shared thru right-turn lane is to be converted to a right-turn only lane. The southbound approach shall provide a left-turn lane, three thru lanes, and a right-turn lane. The Applicant shall pay a fair-share contribution for the intersection improvements.*

XVI-9 ***Cedar Avenue at I-10 Westbound Ramps:*** *Intersection improvements include widening at all approaches to accommodate additional lanes. The westbound direction shall be widened to accommodate a left and a right-turn lane. The westbound approach shall provide a left-turn lane, a shared left-thru lane, and two right-turn lanes. The northbound direction shall be widened to accommodate a left and thru lane. The northbound approach shall provide two left-turn lanes and three thru lanes. The southbound direction shall be widened to accommodate two thru and*

a right-turn lane. The southbound approach shall provide five thru lanes and two right-turn lanes. A Nexus Study lists projects which are funded by DIF. The SANBAG Nexus Study for the I-10/Cedar Avenue Interchange Project include the mitigations identified for this intersection. As such the payment of the DIF would mitigate the project's contribution to significant impacts.

XVI-10 ***Cedar Avenue at I-10 Eastbound Ramps:*** *Intersection improvements include widening at each approach to accommodate additional lanes. The eastbound direction shall be widened to accommodate a left-turn and a right-turn lane. The eastbound approach shall provide two left-turn lanes, a shared thru-right lane, and a right-turn lane. The northbound direction shall be widened to accommodate two thru and a right-turn lane. The northbound approach shall provide four thru lanes and two right-turn lanes. The southbound approach shall be widened to accommodate a left and thru lane. The southbound approach shall provide two left-turn lanes and three thru lanes. A Nexus Study lists projects which are funded by DIF. The SANBAG Nexus Study for the I-10/Cedar Avenue Interchange Project include the mitigations identified for this intersection. As such the payment of the DIF would mitigate the project's contribution to significant impacts.*

XVI-11 ***Cedar Avenue at Cedar Place:*** *Intersection improvements include widening along Cedar Avenue to accommodate additional lanes and a striped median restricting left-turn in and left-turn out of Cedar Place. The eastbound direction shall provide a shared right-turn lane. The northbound direction shall be widened to accommodate an additional thru lane. The northbound approach shall provide a three thru lanes. The southbound direction shall be widened to accommodate an additional thru lane. The southbound approach shall provide two thru lanes and a shared thru-right turn lane. These improvement shall be implemented as a part of the I-10/Cedar Avenue Interchange Project.*

XVI-12 ***Cedar Avenue at Orange Street:*** *Intersection improvements include widening along Cedar Avenue to accommodate additional lanes The eastbound direction shall provide a left-turn lane and a shared thru-right-turn lane. The westbound direction shall provide a shared left-thru-right-turn lane. The northbound direction shall be widened to accommodate a thru lane. The northbound approach shall provide a left-turn lane, two thru lanes, and a shared thru-right-turn lane. The southbound right-turn lane shall be converted to a shared thru-right lane. The southbound approach shall provide a left-turn lane, two thru lanes, and a shared thru-right-turn lane. The Applicant shall pay a fair-share contribution for the intersection improvements.*

XVI-13 ***Cedar Avenue at Slover Avenue:*** *Intersection improvements include widening at each approach to accommodate additional lanes. The eastbound direction shall be widened to accommodate a left and thru lane. The eastbound approach shall provide two left-turn lanes, a thru lane, and a shared thru-right lane. The westbound direction shall be widened to accommodate a left-turn lane; the right-turn lane shall be converted to a shared thru-right-turn lane. The westbound approach shall provide two left-turn lanes, a thru lane, and a shared thru-right lane. The northbound direction shall be widened to accommodate a thru lane. The northbound approach shall provide a left-turn lane, two thru lanes, and a shared thru-right lane. The southbound approach shall be widened to accommodate a right-turn lane. The southbound approach shall provide a left turn lane, three thru lanes, and a right-turn lane. The Applicant shall pay a fair-share contribution for the intersection improvements.*

XVI-14 ***Linden Avenue and Slover Avenue:*** *The following improvements shall be constructed as Slover Phase 2 is implemented by the County of San Bernardino. The County is currently in the design phase for Slover Phase 2 Improvements. The Slover Phase 2 improvements include widening along the east and westbound approaches. The eastbound approach shall be widened*

to accommodate an additional thru lane. The eastbound approach shall provide a left-turn lane, a thru lane, and a shared thru-right lane. The westbound approach shall be widened to accommodate a left-turn lane and a thru lane. The westbound approach shall provide a left-turn lane, a thru lane, and a shared thru-right lane. The northbound and southbound approaches shall continue to provide a shared left-thru-right lane. The Applicant shall pay a fair-share contribution for the intersection improvements.

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