

# SAN BERNARDINO COUNTY

## INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

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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:

<b>APN:</b>	0252-041-58, & 14
<b>APPLICANT:</b>	Diocese of San Bernardino
<b>COMMUNITY:</b>	Bloomington/ FIFTH SUPERVISORIAL DISTRICT
<b>LOCATION:</b>	South Side of San Bernardino Avenue, Approximately 1,100 Feet East of Alder Avenue
<b>PROJECT No:</b>	P201300396/CUP
<b>STAFF:</b>	John Oquendo
<b>REP(S):</b>	Bonadiman & Associates, Inc. (JT Stanton)
<b>PROPOSAL:</b>	Conditional Use Permit to develop two buildings approximately 34,270 square feet in combined area (a new main assembly and a multipurpose building) in two phases at the site of an existing church on 9.42 acres located at 17895 San Bernardino Avenue in Bloomington.

**USGS Quad:** Fontana  
**T, R, Section:** 1S5W20  
**Thomas Bros.:**

**Planning Area:** Bloomington  
**OLUD:** RM, Multiple Residential Land Use Zoning District

**Overlays**

### PROJECT CONTACT INFORMATION:

**Lead agency:** County of San Bernardino  
Land Use Services Department – Planning Division  
385 North Arrowhead Avenue  
San Bernardino, CA 92415-0182

**Contact person:** John Oquendo, Associate Planner  
**Phone No:** (909) 387-0235  
**E-mail:** John.Oquendo@lus.sbcounty.gov

**Fax No:** (909) 387-3249

**Project Sponsor:** Diocese of San Bernardino  
1201 East Highland Avenue  
San Bernardino, CA 92404

**Phone No:** (909) 475-5300  
**E-mail:**

**Fax No:**

### PROJECT DESCRIPTION:

The proposed project is a Conditional Use Permit to construct multiple improvements in two phases on 9.42 acres located at the site of an existing church located at 17895 San Bernardino Avenue in Bloomington. The Phase 1 improvements include the construction of a 16,144SF sanctuary building and parking lot on the southern half of the church property. The new sanctuary building will consist of 1,200 fixed seats, replacing the existing 273-seat sanctuary. The Phase 2 improvements include the construction of an 18,126 SF hall with classrooms and a kitchen on the, replacing the existing parish hall. The existing sanctuary and parish hall buildings will remain on the subject property and be repurposed into a youth center, while the rectory (the residential quarters for the parish priest) will remain on the site unchanged. Landscaping, hardscape, on-site storm water management improvements, parking improvements, a storage building, and sidewalk improvements will be constructed in conjunction with overall implementation of the project.

### ENVIRONMENTAL/EXISTING SITE CONDITIONS:

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The project is located in within the community of Bloomington. Located between the incorporated cities of Fontana and Rialto, Bloomington is an unincorporated area of the County of San Bernardino comprised of 6.7 square miles. Most of Bloomington, including the project site, is located in the sphere of influence of the City

of Rialto. Bloomington is a mainly suburban community consisting of single-family residential land uses, though it does contain region-serving industrial uses as well as local-serving commercial uses. The surrounding area is zoned for residential land uses, though the surrounding sites themselves contain a variety of land uses. Table 1 provides the breakdown of the surrounding zoning and land uses.

The development site consists of two rectangular shaped parcels comprising 9.42 acres. The project site is physically located at 17895 San Bernardino Avenue, on the south side of San Bernardino Avenue approximately 1,100 feet east of Alder Avenue (Exhibit 1). The parcel that fronts San Bernardino Avenue contains the existing church building, parish hall, and rectory. The southern property fronting Marygold Avenue is currently vacant, containing remnant olive trees from the site's previous agricultural use. Both properties are previously disturbed.

Table 1. Surrounding Land Uses and Zoning

AREA	EXISTING LAND USE	LAND USE ZONING DISTRICT
Site	Church, Vacant Land	RM, Multiple Residential
North	Single Family Residences	RS, Single Residential
South	Multiple Family Residences, Single Family Residences	RM, Multiple Residential
East	Single Family Residences, Convalescent Hospital (Vacant)	RS, Single Residential
West	Single Family Residences	RM, Multiple Residential

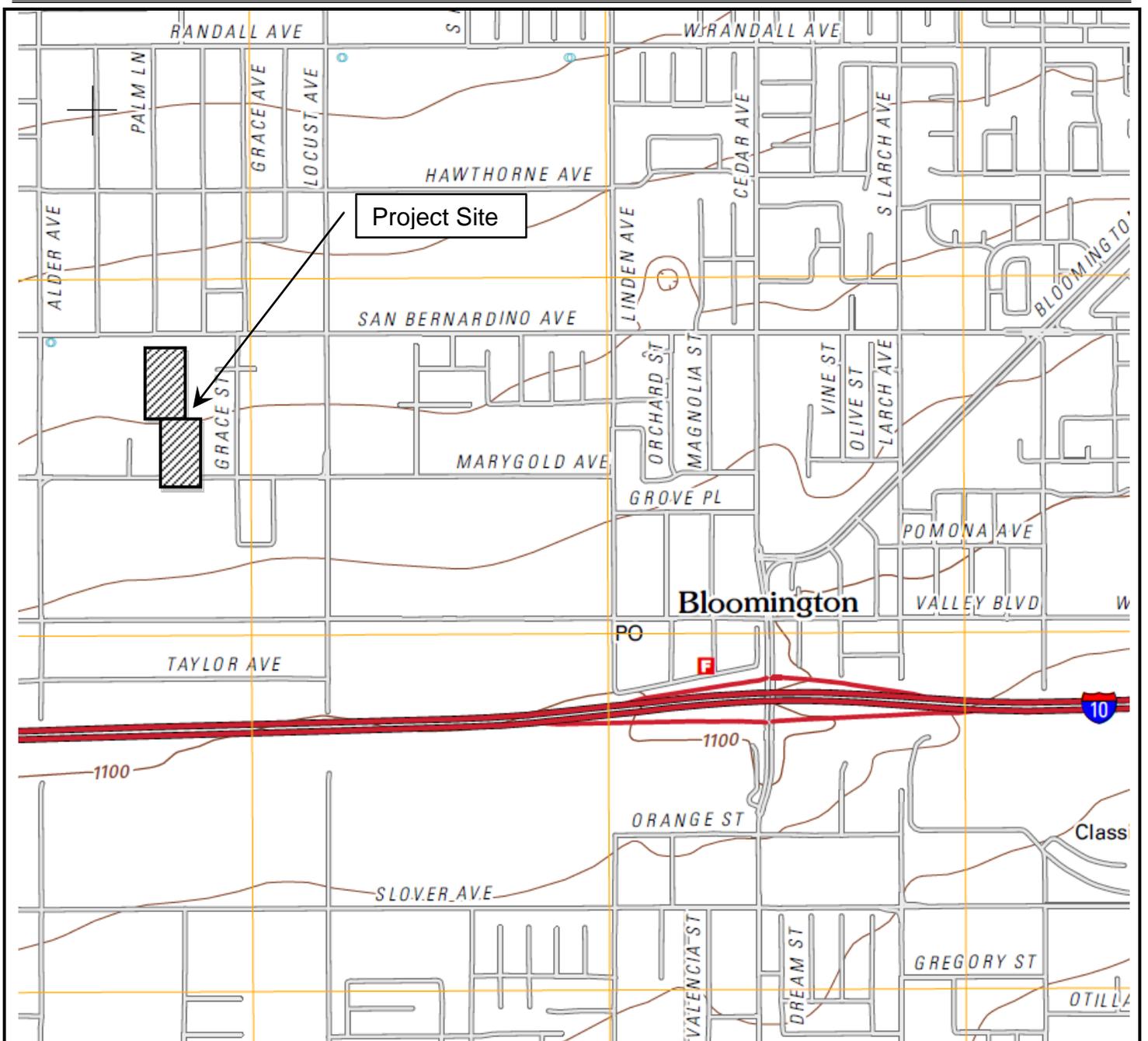
Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):

Federal: None.

State of California: Regional Water Quality Control Board (RWQCB), South Coast Air Quality Management District (AQMD).

County of San Bernardino: Land Use Services – Planning, Code Enforcement, Building and Safety, Public Health-Environmental Health Services, Special Districts, Public Works, County Fire.

Local: City of Rialto, Colton Joint Unified.



Title  
P201300396

Location Map  
(Not to Scale)

Exhibit 1



**EVALUATION FORMAT**

This initial study is prepared in compliance with the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21000, et seq. and the State CEQA Guidelines (California Code of Regulations Section 15000, et seq.). Specifically, the preparation of an Initial Study is guided by Section 15063 of the State CEQA Guidelines. This format of the study is presented as follows. The project is evaluated based upon its effect on seventeen (17) major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study Checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

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

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

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

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

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

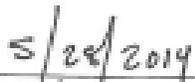
**DETERMINATION:** (To be completed by the Lead Agency)

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

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

  
Signature: Prepared by John Oquendo, Associate Planner

  
Signature: Dave Prusch, Supervising Planner  
Planning Division

  
Date: 5/28/2014

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
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**I. AESTHETICS - Would the project**

- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?                                 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

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

- a) **No Impact.** The proposed project is not located within a designated Scenic Corridor and will not have a substantial adverse effect on a scenic vista, as there are none identified within the vicinity of the project site that would be affected by the proposed development. The proposed project is consistent with other surrounding development in the area and is architecturally compatible with the visual character of the surrounding area. Therefore, no impacts would occur and no mitigation measures are required.
- b) **No Impact.** The proposed project is not located on or within close proximity of a state scenic highway and therefore will not substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. There are no existing rock outcroppings or historic buildings present on the site. Therefore, no impacts would occur and no mitigation measures are required.
- c) **Less than Significant Impact.** The proposed project will not substantially degrade the existing visual character or quality of the site and its surroundings, because the project is consistent with the planned visual character of the area including landscaping and the provision of walls/fences, landscaping and screening of exterior mechanical equipment, loading and storage areas. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.
- d) **Less than Significant Impact.** The proposed project will not create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area because all lighting proposed onsite will be designed in accordance with the County Development Code. These standards and code requirements will ensure that the project will not create a new source of substantial light or glare by requiring lighting to be shielded or hooded. A lighting plan will be required as a standard requirement for this project. Impacts are considered less than significant.

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

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

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

- a) **No Impact.** The subject property is not identified or designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. While olive trees remain from the historical agricultural use of the site, the trees are not maintained for a bona fide nor productive agricultural purpose. Accordingly, no impact would occur and no mitigation measures are required.
- b) **No Impact.** The subject property is not designated or zoned for agricultural use and the proposed project does not conflict with any agricultural land use or Williamson Act land conservation contract. Therefore, no impacts would occur and no mitigation measures are required.
- c) **No Impact.** The proposed project would not 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)). The proposed project area is currently vacant land, which has never been designated as forest land or timberland. No rezoning of the project site would be required as the proposed project is compatible with the current zoning designation. The proposed project would not cause the rezoning of forest land, timberland, or timberland zoned Timberland Production. Therefore, no impacts would occur and no mitigation measures are required.
- d) **No Impact.** The proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. The proposed project area is currently vacant land, which has never been designated as forest land or timberland. The proposed project does not include forest land. The proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impacts would occur and no mitigation measures are required.
- e) **Less Than Significant Impact.** The proposed project will not involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to a non-agricultural use because, although the project involves the development of a warehouse facility, the site is currently not used for agricultural purposes. Impacts are considered less than significant.

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

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

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

A project specific Air Quality Assessment has been prepared by the Lilburn Corporation (July 2013).

- a) **Less than Significant Impact.** The proposed project does not conflict with or obstruct implementation of the applicable air quality plan. The Air Quality Management Plan (AQMP) for the South Coast Air Basin (Basin), the identified air basin for this part of San Bernardino County, sets forth a comprehensive program that will lead the Basin into compliance with all federal and state air quality standards. The AQMP control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Accordingly, conformance with the AQMP for development projects is determined by demonstrating compliance with local land use plans and/or population projections. The project is located in the County's RM, Multiple Residential land use zoning district, a zoning classification intended to accommodate a variety of residential and residential-compatible land uses. Since this project involves the expansion of an existing church, which is consistent with the underlying zoning as well as the County General Plan, the proposed project is considered consistent with the applicable AQMP.
- b) **Less than Significant with Mitigation.** The project could potentially violate an air quality standard and contribute substantially to an existing or projected air quality violation. Impacts to air quality may result from short term activities during construction such as fugitive dust from site preparation and grading, and emissions from equipment exhaust. There may also be long-term operational impacts to air quality when considering project-related vehicular trips, and potential stationary source emissions from project-related energy consumption. The South Coast Air Quality Maintenance

District (SCAQMD) is responsible for administering the Basin and setting its daily emissions thresholds for the construction and operation phases of new development projects. Criteria pollutants and their corresponding daily significance thresholds are described in Table 2. A project specific Air Quality Assessment (Lilburn, July 2013) was prepared for the project, and is the basis of this summary.

**Table 2. SCAQMD Significance Thresholds**

Criteria Pollutant	Construction Phase	Operational Phase
Reactive Organic Compounds (ROG)	75 lbs/day	55 lbs/day
Carbon Monoxide (CO)	550 lbs/day	550 lbs/day
Nitrogen Oxides (NOx)	100 lbs/day	55 lbs/day
Sulfur Oxides (SOx)	150 lbs/day	150 lbs/day
Particulate Matter Less than 10 Microns in Size (PM10)	150 lbs/day	150 lbs/day
Particulate Matter Less than 2.5 Microns in Size (PM25)	55 lbs/day	55 lbs/day

Source: Lilburn Corporation , July 2013

Based on the data provided in the Air Quality Analysis, the construction phase of the proposed project will not result in any exceedance of SCAQMD regional thresholds of significance. Therefore, no significant short-term air quality impacts during are anticipated to result from the demolition, site preparation, grading, paving, building erection and tenant improvement phases of the project. Short-term regional construction emissions for the project were estimated using California Emissions Estimator Model (CalEEMod) output tables listed as "Mitigated Construction." Peak Day impacts shown in Table 3.

**Table 3. Short Term Construction Emissions**

Construction Emissions	Total Regional Emissions (lbs/day)					
	ROG	NOx	CO	SOx	PM10	PM2.5
Peak Day Emissions	54.8	89.9	51.9	0.0	13.0	9.1
<b>SCAQMD Thresholds</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Exceeds Significance Thresholds?	No	No	No	No	No	No

Source: Lilburn Corporation, July 2013

Long-term impacts to regional and localized air quality were also analyzed. Long-term regional impacts were determined by estimating stationary and mobile sources resulting from the operation of the proposed project. The Long-Term Regional Operational Emissions are shown in Table 5. The projected emissions are not expected to exceed SCAQMD maximum daily thresholds.

**Table 5. Long-Term Regional Operational Emissions**

Source	Pollutant Emissions, lbs/day					
	ROG	NOx	CO	SOx	PM10	PM2.5
Total Project Emissions	14.2	38.0	120.9	0.2	20.2	2.0
SCAQMD Threshold	55	55	550	150	150	55
Significant?	No	No	No	No	No	No

Source: Lilburn Corporation, July 2013

Therefore, both short-term and long-term emissions from project will not exceed the SCAQMD established significance thresholds, with implementation of mitigation measures, and the impacts are considered less than significant. The project will 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 District after implementation of the identified mitigation measures.

- c) **Less than Significant Impact with Mitigation.** In evaluating the cumulative effects of the project, Section 21100(e) of CEQA states that “previously approved land use documents including, but not limited to, general plans, specific plans, and local coastal plans, may be used in cumulative impact analysis.” In addressing cumulative effects for air quality, the AQMP utilizes approved general plans and, therefore, is the most appropriate document to use to evaluate cumulative impacts of the subject project. This is because the AQMP evaluated air quality emissions for the entire south coast air basin using a future development scenario based on population projections and set forth a comprehensive program that would lead the region, including the project area, into compliance with all federal and state air quality standards. However, the project would contribute criteria pollutants to the area during construction. Depending on other construction occurring in the area, generation of fugitive dust and pollutant emissions during construction could result in substantial short-term increases in air pollution. The portion of the South Coast Air Basin in which the project is located is designated as a non-attainment area for ozone (both 1-hour and 8-hour), PM-10, PM-2.5, and NO2 under state standards, and as a non-attainment area for ozone, PM-10, and PM-2.5 under federal standards. Construction of the proposed project, in conjunction with other planned developments would contribute to the existing nonattainment status. The proposed project would exacerbate nonattainment of air quality standards and contribute to adverse cumulative air quality impacts. With incorporation of mitigation measures, the impacts are considered less than significant.
- d) **Less than Significant Impact.** The Project will not expose sensitive receptors to substantial pollutant concentrations. These sensitive receptors include residences, schools, daycare centers, playgrounds, and medical facilities. The following project types within the specified distance must not expose sensitive receptors to substantial pollutant concentrations. They include:
- Any industrial project within 1000 feet
  - A distribution center (40 or more trucks per day) within 1000 feet
  - A major transportation project (50,000 or more vehicles per day) within 1000 feet
  - A dry cleaner using perchloroethylene within 500 feet
  - A gasoline dispensing facility within 300 feet

The Project does not include any of the above uses. Additionally, the Project’s air pollutant emissions will not exceed construction or operational emission thresholds. Impact is considered less

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than significant and therefore requires no mitigation.

- e) **Less than Significant Impact.** The proposed project is not expected to create objectionable odors affecting a substantial number of people. The proposal is a request to construct and operate a church, and is not anticipated to create any objectionable odors during construction or operation. Therefore, the 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.**

*III-1 AQ/Operational Mitigation. The “developer” shall implement the following air quality mitigation measures, during operation of the approved land use: All on-site equipment and vehicles (off-road/ on-road), shall comply with the following:*

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

*[Mitigation Measure III-1] General Requirements/Planning*

*III-2 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*

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

*[Mitigation Measure III-2] Grading Permits/Planning*

- III-3 AQ - Construction Mitigation. The "developer" shall submit for review and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce vehicle and equipment emissions and other impacts to air quality by implementing the following measures and submitting documentation of compliance: The developer/construction contractors shall do the following:
- a) Provide documentation prior to beginning construction demonstrating that the project will comply with all SCAQMD regulations including 402, 403, 431.1, 431.2, 1113 and 1403.
  - b) Each contractor shall certify to the developer prior to construction-use that all equipment engines are properly maintained and have been tuned-up within last 6 months.
  - c) Each contractor shall minimize the use of diesel-powered vehicles and equipment through the use of electric, gasoline or CNG-powered equipment. All diesel engines shall have aqueous diesel filters and diesel particulate filters.
  - d) All gasoline-powered equipment shall have catalytic converters.
  - e) Provide onsite electrical power to encourage use of electric tools.
  - f) Minimize concurrent use of equipment through equipment phasing.
  - g) Provide traffic control during construction to reduce wait times.
  - h) Provide on-site food service for construction workers to reduce offsite trips.
  - i) Implement the County approved Dust Control Plan (DCP)
  - j) Suspend use of all construction equipment operations during second stage smog alerts. NOTE: For daily forecast, call (800) 367-4710 (San Bernardino and Riverside counties).

*[Mitigation Measure III-3] Grading Permits/Planning*

- III-4 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 ROC, 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.

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*[Mitigation Measure III-4] Building Permits/Planning*

*III-5 AQ – Installation. The developer shall submit for review and obtain approval from County Planning of evidence that all air quality mitigation measures have been installed, implemented properly and that specified performance objectives are being met to the satisfaction of County Planning and County Building and Safety. These installations/procedures include the following:*

- a) Dust Control Plan (DCP)*
- b) Coating Restriction Plan (CRP)*

*[Mitigation Measure III-5] Final Inspection/Planning*

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

**SUBSTANTIATION:** (Check if project is located in the Biological Resources Overlay or contains habitat for any species listed in the California Natural Diversity Database ):  
Category: Delhi Sands Flower-Loving Fly Jurupa Recovery Unit, Outside Conservation Easement Areas

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- a) **Less than Significant Impact.** The California Department of Fish and Wildlife (CDFW) or 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). The USFWS can designate critical habitat that identifies specific areas that are essential to the conservation of a listed species. The proposed project does occur within the USFWS Delhi Sands Flower-Loving Fly Jurupa Recovery Unit, though the project site is outside the areas protected under conservation easements. Delhi Sands Flower-Loving Fly (*Rhaphiomidas terminatus abdominalis* [DSF]) is a federally endangered species. A habitat suitability assessment letter report (Jericho Systems Inc., June 2013) has been prepared for the project and is the source of this discussion. Biologists from Jericho Systems Inc. investigated the site in order to determine the quality of soils on the undeveloped areas of the project site and assess the suitability for DSF habitat. DSF habitat generally occurs within Delhi sands, or clean dune formations composed of Aeolian sands as noted in the report. The report classifies the undeveloped areas of the project site in terms of DSF habitat suitability based on a “visual and tactile inspection” (Page 3, Jericho Systems Inc., June 2013). The reports defines a rating system describing soils and assigning a number based on the quality of those soils ranging from 1 and 5, with 5 being the most suitable habitat. The report determined that project site contained no suitable or restorable habitat, with the entire project site receiving a 1/2 Unsuitable rating. Accordingly, as there is no suitable habitat identified in the report, a less than significant impact would occur as a result of implementation of the project and no mitigation measures are required.
- b) **No Impact.** The project implementation would not have any impacts to sensitive or regulated habitat because the project site is devoid of native riparian vegetation or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Services (USFWS). No drainage features, ponded areas, or riparian habitat potentially subject to jurisdiction by CDFW, U.S. Army Corps of Engineers (ACOE) and/or Regional Water Quality Control Board (RWQCB) were found within the project site.
- c) **No Impact.** This project will not have an 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, because the project is not within an identified protected wetland. Therefore, no impacts would occur and no mitigation measures are required.
- d) **No Impact.** This project will not interfere 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 because there are no such corridors or nursery sites within or near the project site. The project site is not a wildlife corridor nor is it used as a wildlife corridor. Therefore, no impacts would occur and no mitigation measures are required.
- e) **No Impact.** There are no local policies or ordinances protecting biological resources that are applicable to the proposed project site. Therefore, development of the proposed project would not conflict with local policies or ordinances protecting such resources. Therefore, no impacts would occur and no mitigation measures are required.
- f) **No Impact.** The project area is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. There would be no take of critical habitat and, therefore, no land use conflict with existing management plans would occur. Therefore, no impacts would occur and no mitigation measures are

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required.

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

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>V. CULTURAL RESOURCES - Would the project</b>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

- a) **Less than Significant Impact.** The project will not cause a substantial adverse change in the significance of a historical resource, because no resources have been identified on the site. Therefore, no impacts would occur and no mitigation measures are required.
- b) **Less than Significant.** This project will not cause a substantial adverse change in the significance of an archeological resource, because no resources have been identified on the site. To further reduce the potential for impacts, a standard condition of approval will be applied to the project, which requires the developer to contact the County Museum for a determination of appropriate measures if any finds are made during project construction. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.
- c) **Less than Significant.** This project will not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, because no resources have been identified on the site. To further reduce the potential for impacts, a condition shall be added to the project which requires the developer to contact the County Museum for determination of appropriate mitigation measures, if any finds are made during project construction.
- d) **Less than Significant.** It is not anticipated that this project would disturb any human remains, including those interred outside of formal cemeteries, because no such burials grounds are known to exist on this project site. If any human remains are discovered during construction of this project, standard requirements in the Conditions of approval will require the developer to contact the County Coroner and the County Museum for a determination of appropriate measures to be taken. A Native American representative shall also be consulted if the remains are determined to be of potential Native American origin pursuant to Section 15064.5(e) of the CEQA Guidelines. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
<b>VI. GEOLOGY AND SOILS - Would the project:</b>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 181-B of the California Building Code (2001) creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

- a) **i) Less than Significant Impact.** The entire San Bernardino County area is particularly susceptible to strong ground shaking and other geologic hazards. However, the proposed project site is not located within an Alquist-Priolo Earthquake fault zone. While the potential for onsite ground rupture cannot be totally discounted (e.g., unmapped faults could conceivably underlie the project corridor), the likelihood of such an occurrence is considered low due to the absence of known faults within the site. The nearest fault zone is the San Jacinto fault zone located approximately 5 miles northeast of the project site. Therefore, impacts from proximity to fault zones are considered less than significant.
- ii) Less than Significant Impact.** The subject site is within an area that is subject to strong earthquakes due to its proximity to the San Andres fault. Due to economic considerations, it is not generally considered reasonable to design a structure that is not susceptible to earthquake damage.

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Therefore, significant damage to structures may be unavoidable during large earthquakes. The proposed structure should, however, be designed to resist structural collapse through incorporation of Uniform Building Code (UBC) design guidelines and thereby provide reasonable protection from serious injury, catastrophic property damage and loss of life. With compliance with the UBC, impacts are considered less than significant.

**iii) Less than Significant Impact.** The project site is expected to experience earthquake activity that is typical of the Southern California area. The potential for liquefaction at this site is considered to be very low due to the regional depth of groundwater in excess of 100 feet. Additionally, the site is beyond the limits of the liquefaction zone for the aforementioned earthquake faults. Therefore, impacts from liquefaction are considered less than significant.

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

- b) **Less than Significant Impact.** The project will not result in substantial soil erosion or the loss of topsoil, because the site will be paved and landscaped. Erosion control plans will be required to be submitted, approved and implemented. Measures to reduce and control erosion of soil during construction and long term operation are required by SCAQMD through its Rule 403 for control of fugitive dust, the Santa Ana Regional Water Quality Control Board (RWQCB) under its administration of the State's General Construction Permit, and the County of San Bernardino Public Works Department through its Storm Water Management Program. Implementation of requirements under SCAQMD Rule 403 for control of fugitive dust would reduce or eliminate the potential for soil erosion due to wind. Implementation of Best Management Practices (BMPs) that would be included in the applicant's Storm Water Pollution Prevention Plan (SWPPP), would reduce soil erosion due to storm water or water associated with construction.
- c) **Less than Significant Impact.** The project is not identified as being located on a geologic unit or soil that has been identified as being unstable or having the potential to result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Where a potential for these is identified a geology report is required to be reviewed and approved by the County Building and Safety Geologist, who will require implementation of appropriate mitigation measures, if any additional measures are required.
- d) **Less than Significant Impact.** The project site is not located in an area that has been identified by the County Building and Safety Geologist as having the potential for expansive soils.
- e) **Less than Significant Impact.** The project will be served by a proposed on-site system via permit through the Environmental Health Services Division of the County and review by the Regional Water Quality Control Board.

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

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

***SUBSTANTIATION:***

GHG Discussion A project specific Air Quality Assessment has been prepared by the Lilburn Corporation (July 2013).

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

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

Implementation of the County's GHG Plan is achieved through the Development Review Process by applying appropriate reduction requirements to projects, which reduce GHG emissions. All new development is required to quantify the project's GHG emissions and adopt feasible mitigation to reduce project emissions below a level of significance. A review standard of 3,000 metric tons of carbon dioxide equivalent (MTCO<sub>2e</sub>) per year is used to identify and mitigate project emissions. Based on a CalEEMod statistical analysis, warehouse projects that exceed 53,000 square feet typically generate more than 3,000 MTCO<sub>2e</sub>. For projects exceeding 3,000 MTCO<sub>2e</sub> 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

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together with those from existing development, will allow the County to meet its 2020 target and support longer-term reductions in GHG emissions beyond 2020. Consistent with the CEQA Guidelines, such projects are consistent with the Plan and therefore will be determined to have a less than significant individual and cumulative impact for GHG emissions.

Utilizing the CalEEMod model to estimate the GHG emissions for the proposed development, it was determined the project will generate 587.6 CO<sub>2</sub>e in GHG Construction Emissions, and 1,825.3 CO<sub>2</sub>e in GHG Operational Emissions, well below the 3,000 MTCO<sub>2</sub>e threshold set by the County GHG plan. Therefore, no significant adverse impacts related to individual and cumulative impact for GHG emissions are anticipated and no mitigation measures are required.

- b) **Less than Significant Impact.** The proposed project is not anticipated to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. In January of 2012, the County of San Bernardino adopted a Greenhouse Gas Emissions Reduction Plan (GHG Plan). The proposed project is consistent with the GHG Plan with the inclusion in that more than 100 points were garnered through the Screening Table Analysis as described in Section a) above. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
<b>VIII HAZARDS AND HAZARDOUS MATERIALS - Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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**SUBSTANTIATION:**

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- a) **Less than Significant Impact.** The project will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, because no use approved on the site is anticipated to be involved in such activities. If such uses are proposed on-site in the future, they will be subject to permit and inspection by the Hazardous Materials Division of the County Fire Department and in some instances additional land use review.
- b) **Less than Significant Impact.** The project will not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, because 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.
- c) **Less than Significant Impact.** The future occupants of the proposed facilities will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, because the project does not propose the use of hazardous materials.
- d) **Less than Significant Impact.** The project site is not located on a known site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The proposed project shall not create a significant hazard to the public or the environment. No impacts to this topic shall occur as a result of implementing the proposed project and, therefore, no mitigation measures are required.
- e) **No Impact.** The project site is not within the vicinity or approach/departure flight path of a public airport.
- f) **No Impact.** The proposed project area is not located within the vicinity of a private airstrip; therefore, it would not result in a safety hazard for people residing or working in the project area.
- g) **Less than Significant Impact.** The project will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, because the project has adequate access from two or more directions via Slover Avenue.
- h) **No Impact.** The project will not expose people or structures to a significant risk of loss, injury or death involving wildland fires, because there are no wildlands adjacent to this site. The project site is in an urban area and is not located in or adjacent to wildlands or near the wildlands/urban interface. Therefore, people and infrastructure will not be exposed to wildland fires.

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

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

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**SUBSTANTIATION:** (Check  if project is located in the Flood Hazard Overlay District):

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- a) **Less than Significant Impact.** The project will not violate any water quality standards or waste discharge requirements, because the project will be served by the Marygold Mutual Water Company an established water purveyor that is subject to independent regulation by local and state agencies that ensure compliance with both water quality and waste discharge requirements. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.
- b) **Less than Significant Impact.** The project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level, because the project is served by an existing water purveyor that has indicated that there is currently sufficient capacity in the existing water system to serve the anticipated needs of this project. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.
- c) **Less than Significant Impact.** The project will not substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site, because the project does not propose any substantial alteration to a drainage pattern, stream or river and the project is required to submit and implement an erosion control plan. The project site does not contain any existing or proposed drainage channels. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.
- d) **Less than Significant Impact.** The project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, because the project does not propose any substantial alteration to a drainage pattern, stream or river. County Public Works has reviewed the Preliminary Water Quality Management Plan and Hydrology Study for this project and has determined that all necessary drainage improvements, both on and off site, have been included in the project design or are required as conditions of project construction. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.
- e) **Less than Significant Impact.** The project will not create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff because County Public Works has reviewed the proposed project drainage and has determined that the proposed systems are adequate to handle anticipated flows. All necessary drainage improvements both on- and off-site will be required as conditions of the construction of the project. There will 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. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.
- 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. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.
- g) **No Impact.** The project will not place unprotected 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

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delineation map, because the project does not propose housing and is not within identified flood hazard areas as reviewed by County Public Works. Therefore, no impacts would occur and no mitigation measures are required.

- h) **No Impact.** The project will not place within a 100-year flood hazard area structures which would impede or redirect flood flows, because the site is not located within a 100-year flood hazard area and any area identified as being potentially affected by a 100-year storm the structures will be subject to a flood hazard review and will be required to be elevated a minimum of one foot above the base flood elevation. Therefore, no impacts would occur and no mitigation measures are required.
- i) **No Impact.** The project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, because the project site is not within any identified path of a potential inundation flow that might result in the event of a dam or levee failure or that might occur from a river, stream, lake or sheet flow situation.
- j) **No Impact.** The project will not be impacted by inundation by seiche, tsunami, or mudflow, because the project is not adjacent to any body of water that has the potential of seiche or tsunami nor is the project site in the path of any potential mudflow. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.

**Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.**

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

***SUBSTANTIATION:***

- a) **No Impact.** The construction and operation of the proposed project will not physically divide an established community, because the project is a logical and orderly extension of the planned land uses and development that are established within the surrounding area.
- b) **Less than Significant Impact.** The project will not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect, because the project is consistent with all applicable land use policies and regulations of the County Development Code and General Plan. The project will comply with all hazard protection, resource preservation and land use modifying Overlay District regulations.
- c) **No Impact.** The proposed project does not conflict with any applicable habitat conservation plans or natural community conservation plans.

**Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.**

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

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

- a) **Less than Significant Impact.** The project will not result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state, because there are no identified important mineral resources on the project site and the site is not within a Mineral Resource Zone Overlay.
- b) **Less than Significant Impact.** The project will not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan, because there are no identified locally important mineral resources on the project site. The underlying soils in the area could be recovered, but the area has already been developed with industrial uses and it is impractical to recover those resources. As such the area has not been identified as a locally important mineral resource.

**Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.**

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

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

The project site is not located in Noise Hazard (NH) Overlay District and is not subject to severe noise levels according to the County General Plan Noise Element.

- a) **Less than Significant Impact.** The project is not expected to 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 is not located in the Noise Hazard (NH) Overlay District and will not be subject to severe noise levels according to the General Plan Noise Element.

Prior to the issuance of a building permit for the proposed project the County Department of Environmental Health Services will require the submittal of a preliminary acoustical questionnaire demonstrating that the proposed project maintains noise levels at or below San Bernardino County Noise Standard(s), San Bernardino Development Code Section 83.01.080. The purpose is to evaluate potential future on-site and/or adjacent off-site noise sources. If the preliminary information cannot demonstrate compliance to noise standards, a project specific acoustical analysis shall be required and appropriate noise attenuating measures may be required of this project. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.

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- b) **Less than Significant Impact.** The project will not create exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels, because the project has been conditioned to comply with the vibration standards of the County Development Code and no vibration exceeding these standards is anticipated to be generated by the proposed uses. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.
- c) **Less than Significant Impact.** The project is not expected to generate a substantial permanent increase in ambient noise levels in the project vicinity above levels existing or allowed without the project, because the project is not located in the Noise Hazard (NH) Overlay District and will not be subject to severe noise levels according to the General Plan Noise Element. The project is adjacent to an existing warehouse project on the west and the property to the south is currently vacant, but is approved for a large commercial/retail shopping center.
- Prior to the issuance of a building permit for the proposed project the County Department of Environmental Health Services will require the submittal of a preliminary acoustical questionnaire demonstrating that the proposed project maintains noise levels at or below San Bernardino County Noise Standard(s), San Bernardino Development Code Section 83.01.080. The purpose is to evaluate potential future on-site and/or adjacent off-site noise sources. If the preliminary information cannot demonstrate compliance to noise standards, a project specific acoustical analysis shall be required and appropriate noise attenuating measures may be required of this project. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.
- d) **Less than Significant Impact.** The project will not generate a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing or allowed without the project because the project has been conditioned to comply with the noise standards of the County Development Code. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.
- e) **Less than Significant Impact.** The project is not located within an airport land use plan area or within 2 miles of a public/public use airport.
- f) **No Impact.** The proposed project area is not located within the vicinity of a private airstrip. Therefore, no impacts would occur and no mitigation measures are required.

**Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.**

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

***SUBSTANTIATION:***

- a) **Less than Significant Impact.** The project as proposed, a request to construct and operate a new church, will not generate any new direct or indirect population growth, as it does not propose any new housing or create a significant number of new jobs. Therefore, no impacts would occur and no mitigation measures are required.
- b) **No Impact.** The proposed project would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere because the project site is currently undeveloped. Therefore, no impacts would occur and no mitigation measures are required.
- c) **No Impact.** The proposed project would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere because the project site is currently undeveloped. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.

**Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.**

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
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**XIV. PUBLIC SERVICES**

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

***SUBSTANTIATION:***

a) **Less than Significant Impact.** The proposed project will not result substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services, including fire and police protection, schools, parks or other public facilities. Construction of the project will increase property tax revenues to provide a source of funding that is sufficient to offset any increases in the anticipated demands for public services generated by this project. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.

**Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.**

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

**SUBSTANTIATION:**

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

**Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.**

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

**SUBSTANTIATION:**

A project specific traffic impact study has been prepared by Albert Wilson & Associates (April 2014).

- a,b) **Less than Significant Impact with Mitigation.** The San Bernardino Public Works Traffic Division has reviewed the Traffic Study for the St. George Church (Albert Wilson & Associates, April 2014). The report assesses the potential impacts the project may have upon traffic volumes and roadway improvements in the area. The traffic analysis examined the following 7 scenarios, considering for each scenario the peak traffic volumes within the study area:

Year 2010 Existing Conditions;

Project opening year 2015 with ambient traffic condition;

Project opening year 2015 with project condition;

Project opening year 2017 without project condition;

Project opening year 2017 with project condition;

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General Plan build-out 2035 without project condition;

General Plan build-out 2035 with project condition.

The study area includes the following nine intersections adjacent to the project:

Alder Avenue/Merrill Avenue;

Randall Avenue/Palmetto Avenue;

Randall Avenue/Alder Avenue;

Randall Avenue/Locust Avenue;

San Bernardino Avenue/Alder Avenue;

San Bernardino Avenue/Locust Avenue;

San Bernardino Avenue/Linden Avenue;

Marygold Avenue/Alder Avenue; and

Marygold Avenue/Locust Avenue.

Project driveways at Marygold Avenue, and San Bernardino Avenue were also analyzed.

The relationship between capacity and traffic volumes is generally expressed in terms of level of service (LOS); a letter grade (A through F) is assigned based upon the traffic conditions experienced by motorists. Definitions of the grades of level of service grades discussed in this report can be found in the Transportation Research Board Special Report 209, Highway Capacity Manual. The minimum LOS for the Valley Areas of the County of San Bernardino is LOS D or better. Improvements and/or mitigation measures are generally recommended for study areas operating at LOS E or F. Trip generation for the project was estimated using rates from the Institute of Transportation Engineers' (ITE) Trip Generation, 8<sup>th</sup> Edition. Trip generation data for both existing conditions and estimated conditions are presented in Passenger Car Equivalent (PCE) volumes.

The operational impacts of the proposed development were analyzed using the Institute of Transportation Engineers (ITE) trip generation rates for land use 560 (Church). The peak project hour was found to occur on Sundays between the hours of 12:30pm to 2:30pm, typical high demand hours for churches. The report indicates a total of 712 Sunday Peak Hour trips will be generated upon implementation of both phases. The report also reveals that all nine study intersections for "with project" scenarios will maintain services at the study intersections above the LOS D threshold. Accordingly, no significant impact is anticipated from the full operation of the development as proposed.

Although a less than significant impact is estimated for study area intersections, the project will generate increased volumes of traffic for the area and is located within an area subject to the County of San Bernardino's Regional Development Mitigation Program. Accordingly, participation in this program and the payment of any applicable development fee is included as mitigation for the overall impact upon the regional transportation system and its future improvements. Impacts related to these items are therefore determined to be less than significant with mitigation incorporation.

- c) **No Impact.** The project will not 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 because there are no airports in the vicinity of the project and there is no anticipated notable impact on air traffic volumes by passengers or freight generated by the proposed uses and no new air traffic facilities are proposed.

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- d) **Less than Significant Impact.** The project will not substantially increase hazards due to a design feature or incompatible uses because the project site is adjacent to an established road that is accessed at points with good site distance and properly controlled intersections. There are no incompatible uses proposed by the project that will impact surrounding land uses. Access to the site will occur at two project driveways at both San Bernardino Avenue and Marygold Avenue, with an emergency access and a residential driveway remaining in their existing configuration. The project traffic study (Albert Wilson & Associates, April 2014) concluded that no apparent offsite traffic safety issues will result from the implementation of the project as proposed. A less than significant impact is anticipated, therefore no mitigation is required.
- e) **Less than Significant Impact.** The project will not result in inadequate emergency access, because there is a minimum of two access points to the site.
- f) **Less than Significant Impact.** The project will not conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks), because these have been required to be installed as conditions of approval.

**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.**

- XVI-1 Regional Transportation Facilities Fee. *This project falls within the Regional Transportation Development Mitigation Plan for the Rialto Subarea. This fee shall be paid by a cashier's check to the Department of Public Works Business Office.  
[Mitigation Measure XVI-1] Prior to Building Permit.*

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

***SUBSTANTIATION:***

- a) **Less than Significant 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. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.
- b) **Less than Significant Impact.** The proposed project will be serviced by a new on-site septic system, which will be permitted, constructed and maintained in accordance with the regulations of County of San Bernardino as well as the Regional Water Quality Control Board. There are no apparent site conditions that will affect the proposed construction of an onsite treatment system, and the project has been evaluated by the County’s Division of Environmental Health. Water will be provided by the Marygold Mutual Water Company. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.
- c) **Less than Significant Impact.** The proposed project will not require or result in the construction of new storm water drainage facilities or expansion of existing facilities that cause significant environmental effects. A Preliminary Water Quality Management Plan (WQMP), is currently under review by the San Bernardino County Land Development Division. The site design includes on-site

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infiltration/retention basins within the landscape areas, as well as a vegetated swale, and all drainage is directed towards these areas. As a result of the use of Best Management Practices (BMPs) as described in the WQMP, it is not expected that there will be any run-off entering the storm drain system during post construction operation.

- d) **Less than Significant Impact.** The proposed project will have sufficient water supplies available to serve the project from existing entitlements and resources as the local water purveyor (Marygold Mutual Water Company) has given assurance that it has adequate water service capacity to serve the projected demand for the project, in addition to the provider's existing commitments. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.
- e) **Less than Significant Impact.** Project Specific Discussion. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.
- 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. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.
- g) **Less than Significant Impact.** The proposed project would comply with all federal, state, and local statutes and regulation related to solid waste. The project would consist of short-term construction activities (with short-term waste generation limited to minor quantities of construction debris) and thus would not result in long-term solid waste generation. Solid wastes produced during the construction phase of this project, or during future decommission activity, would be disposed of in accordance with all applicable statutes and regulations. Accordingly, no significant impacts related to landfill capacity are anticipated from the proposed project.

**Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.**

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

***SUBSTANTIATION:***

- a) **Less than Significant Impact.** The project does not appear to 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 California Natural Diversity Database (CNDDDB) as being significantly and negatively impacted by this project. There are no identified historic or prehistoric resources identified 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.
- 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.
- c) **Less than Significant Impact.** The incorporation of design measures, County policies, standards, and guidelines would ensure that there would be no substantial adverse effects on human beings, either directly or indirectly. Impacts of the proposed project would be less than significant.

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## 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.)

*III-1 AQ/Operational Mitigation. The “developer” shall implement the following air quality mitigation measures, during operation of the approved land use: All on-site equipment and vehicles (off-road/ on-road), shall comply with the following:*

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

*[Mitigation Measure III-1] General Requirements/Planning*

*III-2 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:*

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

*[Mitigation Measure III-2] Grading Permits/Planning*

*III-3 AQ - Construction Mitigation. The “developer” shall submit for review and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce vehicle and equipment emissions and other impacts to air quality by implementing the following measures and submitting documentation of compliance: The developer/construction contractors shall do the following:*

- k) Provide documentation prior to beginning construction demonstrating that the project will comply with all SCAQMD regulations including 402, 403, 431.1, 431.2, 1113 and 1403.*
- l) Each contractor shall certify to the developer prior to construction-use that all equipment engines are properly maintained and have been tuned-up within last 6 months.*
- m) Each contractor shall minimize the use of diesel-powered vehicles and equipment through the use of electric, gasoline or CNG-powered equipment. All diesel engines shall have aqueous diesel filters and diesel particulate filters.*
- n) All gasoline-powered equipment shall have catalytic converters.*
- o) Provide onsite electrical power to encourage use of electric tools.*
- p) Minimize concurrent use of equipment through equipment phasing.*
- q) Provide traffic control during construction to reduce wait times.*
- r) Provide on-site food service for construction workers to reduce offsite trips.*
- s) Implement the County approved Dust Control Plan (DCP)*
- t) Suspend use of all construction equipment operations during second stage smog alerts. NOTE: For daily forecast, call (800) 367-4710 (San Bernardino and Riverside counties).*

*[Mitigation Measure III-3] Grading Permits/Planning*

*III-4 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:*

- f) Architectural coatings with Reactive Organic Compounds (ROC) shall not have content greater than 100 g/l.*
- g) Architectural coating volume shall not exceed the significance threshold for ROC, 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.*
- h) High-Volume, Low Pressure (HVLP) spray guns shall be used to apply coatings.*
- i) Precoated/natural colored building materials, water-based or low volatile organic compound (VOC) coatings shall be used, if practical.*
- j) Comply with SCAQMD Rule 1113 on the use or architectural coatings.*

*[Mitigation Measure III-4] Building Permits/Planning*

*III-5 AQ – Installation. The developer shall submit for review and obtain approval from County Planning of evidence that all air quality mitigation measures have been installed,*

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*implemented properly and that specified performance objectives are being met to the satisfaction of County Planning and County Building and Safety. These installations/procedures include the following:*

*c) Dust Control Plan (DCP)*

*d) Coating Restriction Plan (CRP)*

*[Mitigation Measure III-5] Final Inspection/Planning*

*XVI-1 Regional Transportation Facilities Fee. This project falls within the Regional Transportation Development Mitigation Plan for the Rialto Subarea. This fee shall be paid by a cashier's check to the Department of Public Works Business Office.*

*[Mitigation Measure XVI-1] Prior to Building Permit.*

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**GENERAL REFERENCES**

Alquist-Priolo Special Studies Zone Act Map Series (PRC 27500)  
California Department of Water Resources Bulletin #118 (Critical Regional Aquifers).  
CEQA Guidelines, Appendix G  
California Standard Specifications, July 1992  
County Museum Archaeological Information Center  
County of San Bernardino Development Code, 2007  
County of San Bernardino General Plan, adopted 2007  
County of San Bernardino Identified Hazardous Materials Waste Sites List, April 1998  
County of San Bernardino, Countywide Integrated Waste Management Plan.  
County of San Bernardino, *San Bernardino County Storm Water Program, Model Water Quality Management Plan Guidance*.  
County of San Bernardino Road Planning and Design Standards  
Environmental Impact Report, San Bernardino County General Plan, 2007  
Federal Emergency Management Agency Flood Insurance Rate Map and Flood Boundary Map  
South Coast Air Quality Management District, CEQA Air Quality Handbook, November 1993.  
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