

Initial Study PROJ-2020-00003  
Circle K Store @ Santa Ana Avenue  
APN: 0257-081-01  
February 2021

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## SAN BERNARDINO COUNTY

### INITIAL STUDY/MITIGATED NEGATIVE DECLARATION 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>	0257-081-01
<b>APPLICANT:</b>	Brett Smirl
<b>COMMUNITY:</b>	Bloomington/5 <sup>TH</sup> Supervisorial District
<b>LOCATION:</b>	Southwest Corner of Santa Ana and Cedar Avenues
<b>PROJECT NO:</b>	PROJ-2020-00003
<b>STAFF:</b>	Aron Liang
<b>REP(S):</b>	Same as applicant
<b>PROPOSAL:</b>	A Minor Use Permit to construct a 5,200-square-foot convenience store with 10 motor vehicle fuel sale pumps, and a 1,263-square foot car wash facility, on approximately 2.02 acres, in the Commercial Land Use Category designation and the General Commercial (CG) zoning district.

**USGS Quad:** Fontana  
**T, R, Section:** 01S      05W      27

**Planning Area:** Bloomington Community Plan  
**Land Use Zoning:** General Commercial (CG).

**Overlays:** Burrowing Owl (SE)

#### **PROJECT CONTACT INFORMATION:**

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

**Contact person:** Aron Liang, Senior Planner  
**Phone No:** (909) 601-4672    **Fax No:** (909) 387-3223  
**E-mail:** Aron.Liang@lus.sbcounty.gov

**Project Sponsor:** Brett Smirl  
Land Development Consultants  
3281 East Guasti Road, Suite 700  
Ontario, CA 91761

## **PROJECT DESCRIPTION:**

### ***Summary***

The project applicant, Land Development Consultants, LLC (LDC) proposes to construct a 5,200-square-foot Circle K convenience store with fueling pumps and a 1,263-square foot car wash facility on the project site. The fuel sales would consist of 10 pumps under a new 161-foot x 43-foot fuel canopy. On-site amenities would include a convenience store, a 6,944-square-foot fuel canopy consisting of 10 fuel pumps, air/water pressure station, bike rack, enclosed trash facilities and a parking lot. Landscaping for the project would involve excavation and grading. Approximately 8 percent of the site would be buildings, and the remaining impervious areas. Approximately 33 percent, or 29,838 square feet, of the project site will be landscaped, exceeding the San Bernardino County Development code requirement of a minimum of 20 percent of retail use area or 1,000 square feet (whichever is greater).

**Circulation and Access/Parking:** The parking lot will provide 27 available spaces for employees and customers. There will be 25 standard parking spaces and 3 accessible parking space, along with two bicycle parking racks and one space for loading purposes. The San Bernardino County Development Code requires 1 parking space per 250 square feet of general retail gross leasable area. At 5,187 square footage of building area, the project is required to provide 20 parking stalls. Thus, the project will meet the County's code requirements.

Primary access to the site would be provided by two proposed future access driveways. Driveway 1 will be located on Santa Ana Avenue and Driveway 2 will be on Cedar Avenue. The project driveways would be designed to accommodate truck-turning movements, allowing trucks access to the site without disrupting opposing traffic.

### **Construction:**

The proposed project site is currently vacant and is located in an urbanized area, zoned for commercial use, and the project scope will consist of site excavation and site preparation, appurtenant improvements, construction of a 5,187-square foot convenience store with 10 motor vehicle fuel sale pumps, and a 1,263-square foot car wash facility, on an approximately 2.02 acres. Approximately 60 percent of the site would be covered with structures and impervious surface. Approximately 33 percent, or 29,838 square feet, of the project site will be landscaped.

### **Operation**

During the operational phase of the project, customers would be allowed access to fueling stations and the convenience store, which may be operated 24 hours a day, 7 days a week. Facility staff would oversee fueling services, convenience store cashier duties, site maintenance, and other daily tasks. There would be two to four employees per shift, with three shifts per day.

Figure 1 illustrates the regional location. Figure 2 illustrates the vicinity location. Figure 3 illustrates the proposed project site and Figure 4 illustrate the project landscape plan.

**Project Site Location, Existing Site Land Uses and Conditions**

The approximately 2.02-acre project site is currently vacant. According to the Phase I Site Assessment, 90 percent of the site contains modern debris. A review of 15 historic aerials depicting the project site from 1938 until 2016 indicate that from the earliest aerial in 1938 and sometime before 1968 the project site and the surrounding general land areas were undeveloped and used for agricultural purposes (Historic Aerials 2020). The 1980 image depicts residential development in the southern portion of Bloomington, which is northeast of the project site. Sometime between 1968 and 1994 the area became more urbanized and residential development was prevalent throughout the area surrounding the project location. Aerials from 1994 to 2016 show the progressive development of the area.

A pedestrian survey for unrecorded cultural resources at the project site was conducted on April 21, 2020. The survey covered the project area in its entirety, beginning in the northwestern corner of the site, using north/south transects spaced at 15-meter intervals. Visibility during the survey was poor due to thick and high vegetation and the ground was relatively flat. Soil visibility ranged from 5 to 10 percent in the areas covered by dense vegetation and 90 percent in other areas containing modern debris. Observed soils were largely composed of light/medium brown silt sand with small angular gravel. Much of the area was covered by a variety of vegetation. Some of the identifiable flora included black mustard (*Brassica nigra*), arroyo lupine (*Lupinus succulentus*), telegraphweed (*Heterotheca grandiflora*), amsinckia, sea barley (*Hordeum depressum*), neddlegrass (*Nassella*). The small sections contained slabs of concrete/cement that had been dumped there and subsequently were partially buried. The project area is littered with refuse, some of the items that were spotted were shopping carts, vehicle tires, clothes, shoes, wooden platforms, grocery bags, etc. Survey photographs can be found in Appendix D of the Phase I Site Assessment.

The area surrounding the project site consists of residential and general commercial uses. Residential uses border to the west and south of the project site, while businesses occupy general commercial parcels to the south and north, across Santa Ana Avenue, include a restaurant, Dollar Tree, a smog check facility, and a liquor store.

Photographs of the project site and surrounding areas are provided in Figures 5, 6, and 7.

AREA	EXISTING LAND USE	LAND USE ZONING DISTRICT
Site	Vacant	LUC: Commercial (C) Zone: General Commercial (CG)

North	Commercial retail center	LUC: Commercial (C) Zone: General Commercial (CG)
South	Commercial uses	LUC: Commercial (C) Zone: General Commercial (CG)
East	Vacant properties	LUC: Medium Density Residential (MDR) Zone: Multiple Residential (RM)
West	Single-family Uses	LUC: Medium Density Residential (MDR) Zone: Multiple Residential (RM)

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

Federal: None.

State of California: None.

County of San Bernardino: Land Use Services Department-Building and Safety, Land Development, Planning, County Fire; Public Health-Environmental Health Services, Special Districts, and Public Works.

Regional: Santa Ana Regional Water Quality Control Board.

Local: West Valley Water District.

**Figure 1 Regional Map**



Figure 1 Local Vicinity Map

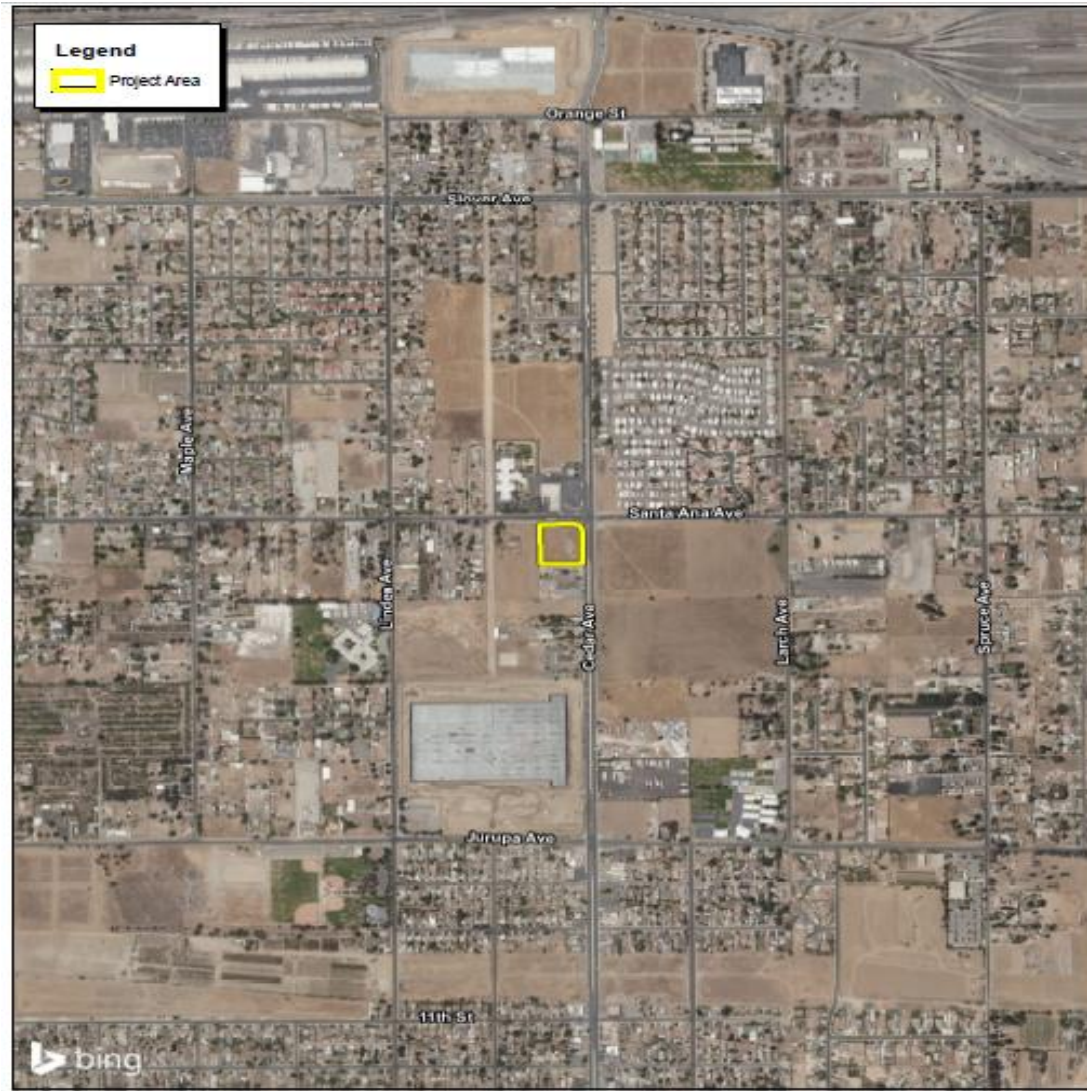


Figure 3 Site Plan

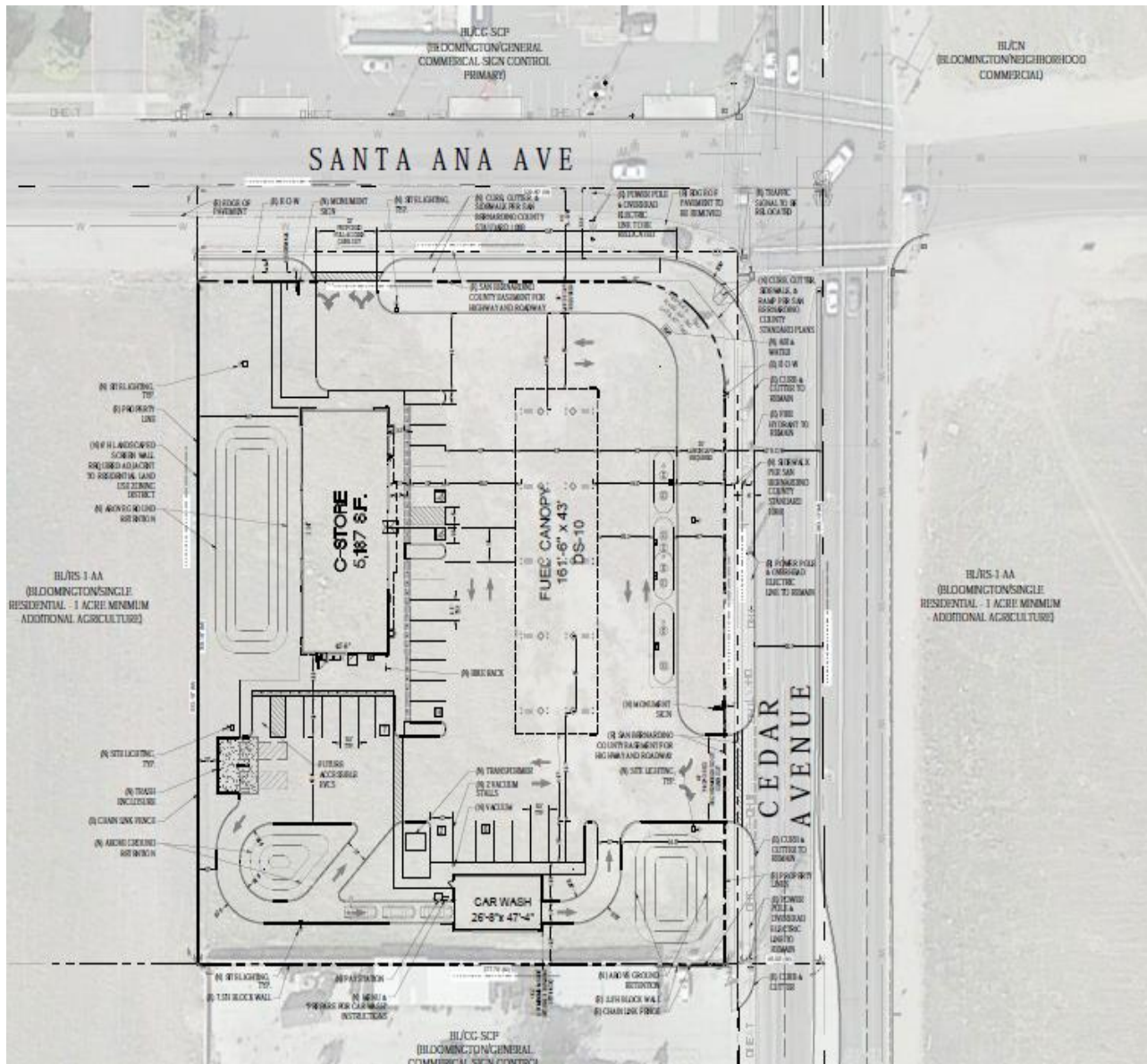


Figure 4 Landscape Plan

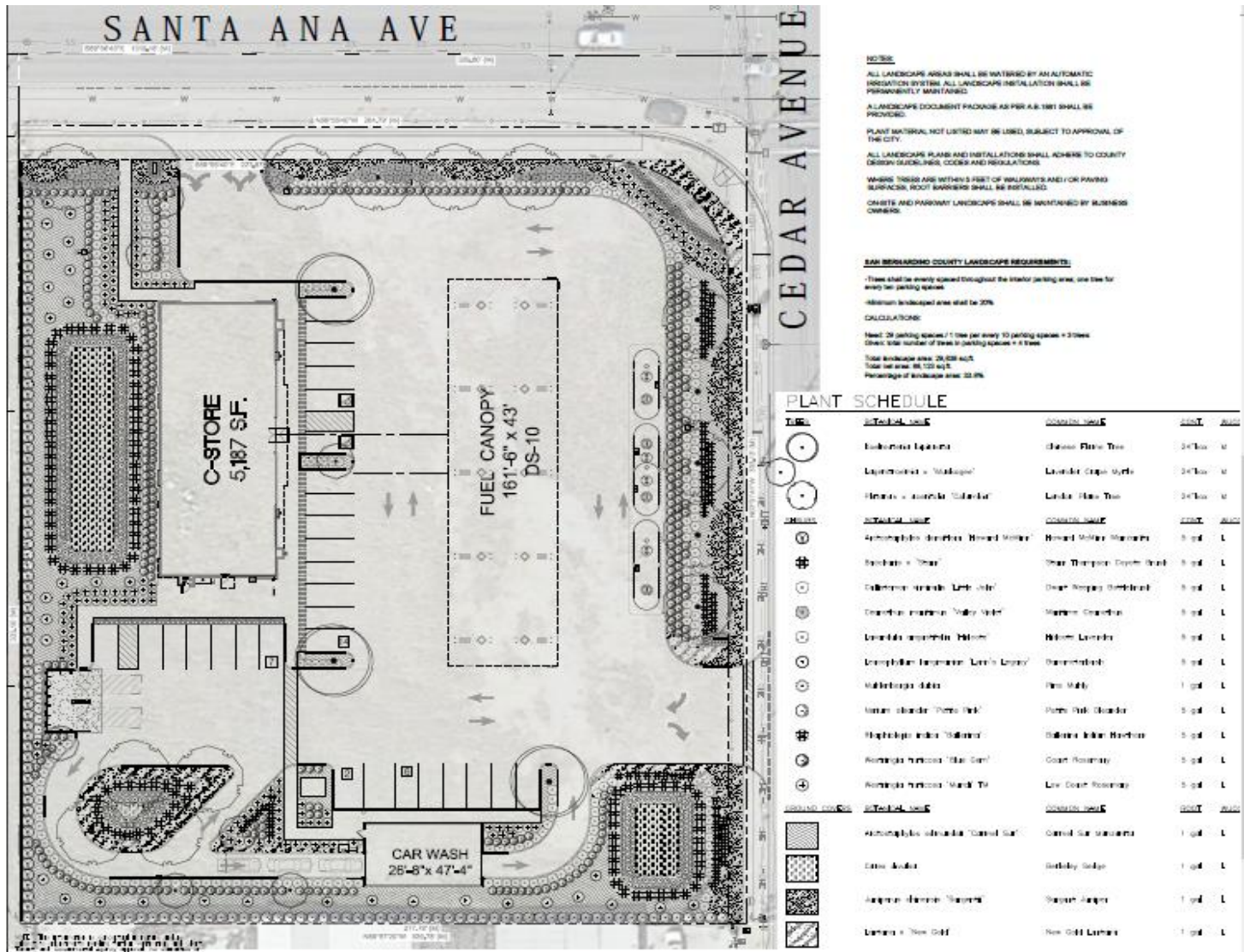


Figure 5



**Project Site: South View from Santa Ana Avenue**



**Project Site: West View from Cedar Avenue**



**Figure 6**

**South View from Cedar Avenue**



**North View from Cedar Avenue**



**Figure 7**

**West View from Santa Ana Avenue**



**East View from Santa Ana Avenue**



## **CONSULTATION WITH CALIFORNIA NATIVE AMERICAN TRIBES**

**Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

On May 27, 2020, the County of San Bernardino mailed notification pursuant to AB 52 to the tribes identified in Table 2. Requests for consultations were due to the County by June 27, 2020. Table 2: AB 52 Consultation Results, shows a summary of comments and responses, in Table 1, below:

**Table 1: AB 52 Consultation**

<b>Tribe</b>	<b>Comment Letter Received</b>	<b>Summary of Response</b>	<b>Conclusion</b>
San Gabriel Band of Mission Indians	No	-	-
Colorado River Indian Tribes	No	-	-
Twenty-Nine Palms Band of Mission Indians	No	-	-
Morongo Band of Mission Indians	No	.	-
San Manuel Band of Mission Indians	Yes	No substantial evidence of TCRs at the site; requested mitigation for inadvertent discoveries	Mitigation provided herein as CUL-1, CUL-1, CUL-2 and CUL-3 and TCR-1, TCR-2
Soboba Band of Luiseno Indians	No	-	-
Gabrieleno Band of Mission Indians - Kizh Nation	No	-	-

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

## **EVALUATION FORMAT**

This Initial Study is prepared in compliance with the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21000, et seq. and the State CEQA Guidelines (California Code of Regulations Section 15000, et seq.). Specifically, the preparation of an Initial Study is guided by Section 15063 of the State CEQA Guidelines. This format of the study is presented as follows. The project is evaluated based on its effect on 20 major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

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

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

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

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

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

**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.

Aron Liang  
Signature: (prepared by Name, Planner)

2.24.2021  
Date

David Prusch  
Signature:(Name, Supervising Planner)

2.24.2021  
Date

<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>I. AESTHETICS</b> – Except as provided in Public Resources Code Section 21099, 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) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare, which will adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

a) **No Impact.** Scenic vistas consist of expansive, panoramic views of important, unique, or highly valued visual features that are seen from public viewing areas. This definition combines visual quality with information about view exposure to describe the level of interest or concern that viewers may have for the quality of a particular view or visual setting. A scenic vista can be impacted in 2 ways: a development project can have visual impacts by either directly diminishing the scenic quality of the vista or by blocking the view corridors or “vista” of the scenic resource. Important factors in determining whether the proposed project would block scenic vistas include the project’s proposed height, mass, and location relative to surrounding land uses and travel corridors.

The County of San Bernardino Countywide Plan Policy Plan establishes policies that preserve and enhance the beauty and resiliency of natural resources and .Goal NR-4 states that scenic resources, significant scenic vista and natural features, that highlights the natural environment and reinforce the identify of local communities and the County including prominent hillsides, ridgelines, dominant landforms, and reservoirs shall be preserved. . The proposed Project is in an urbanized area and is surrounded with residential and commercial uses, roadways, and power lines. The topography of the site

and surrounding area is flat, and there are no scenic vistas or unique topographic features that are visible from Santa Ana and Cedar Avenues or from views across the Project site. Thus, development of the Project site with commercial uses would not obstruct, interrupt, or diminish a scenic vista; and impacts would not occur.

- b) **No Impact.** California's Scenic Highway Program was created by the Legislature in 1963. Its purpose is to protect and enhance the natural scenic beauty of California highways and adjacent corridors, through special conservation treatment. The state laws governing the Scenic Highway Program are found in the Streets and Highways Code, Sections 260 through 263.

The Project Site is not located on or within proximity to a state scenic highway (Caltrans 2020). In addition, the Project site is not located within a scenic route as listed in the General Plan. Therefore, no impacts to state scenic resources within a state scenic highway would occur.

- c) **No Impact.** The proposed Project is consistent with the General Commercial (CG) zoning district with the approval of a required MUP. In addition, the proposed Project meets the development standards described in Section 82.06, CG Land Use Zoning District Development Standards, of the County Development Code. The proposed Project would retain the existing block wall on the southern portion of the site, as well as install a new 6-foot block wall high fence and a landscaped buffer from the existing residential uses to the west. The height of the proposed canopy building would be approximately 21 feet and the height of the proposed convenience store would be approximately 23 feet. These proposed building heights are consistent with structures in the Project vicinity, as well as with the height limits enumerated in Section 82.06 of the County Development Code. Based on the proposed design of the Project and compliance with applicable Development Code design requirements for the underlying zoning, the Project would not conflict with applicable zoning and other regulations governing scenic quality, and impacts would be less than significant.
- d) **Less Than Significant Impact.** The Project site is located within a developed urban area, adjacent to residential and commercial uses, as well as roadways. Existing sources of light in the vicinity of the project site include streetlights, security lighting, landscape lighting, and lighting from building interiors that pass-through windows.

The proposed Project would include the provision of street lighting and nighttime lighting for security purposes adjacent to the proposed structures. Implementation of the proposed project would result in a higher intensity development on the project site than currently exists, which would contribute additional sources to the overall ambient nighttime lighting conditions. However, pursuant to Chapter 83.07 of the County Development Code, all lighting of commercial uses would be fully shielded to preclude light pollution and trespass. The Project would be required to comply with the County Development Code lighting standards that would be verified by the County's Building and Safety Division during the standard permitting process. Further, the Project site is within an urban area with existing levels of ambient urban lighting and the Project's required compliance with County lighting standards, lighting impacts would be less than significant.



Reflective light (glare) can be caused by sunlight or artificial light reflecting from finished surfaces such as window glass or other reflective materials. Generally, darker or mirrored glass would have a higher visible light reflectance than clear glass. Buildings constructed of highly reflective materials from which the sun reflects at a low angle can cause adverse glare. The proposed Project would not use highly reflective surfaces, or glass sided buildings. Although the proposed structures would contain windows, the windows would be separated by stucco and architectural elements, which would limit the potential of glare. In addition, as described previously, onsite lighting would be fully shielded to preclude light pollution and trespass, which would avoid the potential on onsite lighting to generate glare. Therefore, the Project would not generate substantial sources of glare, and impacts would be less than significant.

**No significant adverse impacts are identified or anticipated and no mitigation measures are required. The project would be conditioned to comply with all applicable County of San Bernardino regulations and Conditions of Approval.**

#### **Conditions of Approval**

**AE – Glare and Outdoor Lighting:** The Project is required to comply with the provisions of the County of San Bernardino Development Code Section 83.07.030 to reduce light spillage that includes directing light fixtures downward and having them shielded so that light and glare is confined within the boundaries of the Project site.

	Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>II.</b>	<b>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 type="checkbox"/>	<input checked="" type="checkbox"/>

**SUBSTANTIATION:** (Check  if project is located in the Important Farmlands Overlay):  
**California Department of Conservation Farmland Mapping and Monitoring Program**

a) **No Impact.** The Project site is currently developed and located in an urbanized area. The Project site and vicinity are void of agricultural uses. The California Department of

Conservation Important Farmland mapping identifies the Project site and surrounding areas as “urban and built-up land” (CDC 2020). No areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance would be affected by the Project or converted to a non-agricultural use. Thus, no impact would occur.

- b) **No Impact.** As described in the previous response, the Project area is void of any agricultural uses. The Project site is currently zoned General Commercial (CG) and surrounded by areas zoned and developed with urban uses. The CG zone permits agricultural support service use but is not considered an agricultural zone. In addition, there are no primary agricultural uses on the Project site or in the immediate vicinity. The Project site is not under a Williamson Act Contract. Therefore, implementation of the Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. Thus, no impact would occur.
- c) **No Impact.** The Project site is in the GC land use zoning district. The Project site does not contain any forest lands, timberland, or timberland zoned as Timberland Production, nor are any forest lands or timberlands located nearby the Project site. Therefore, the Project would not conflict with existing forest land, timberland, or zoning for forest or timberland uses. Thus, no impact would occur.
- d) **No Impact.** As described in the previous response, the Project area is void of any forest land and is not zoned for forest uses. Thus, the Project would not result in the loss of forest land or conversion of forest land to non-forest uses. No impact would occur.
- e) **No Impact.** As described in the previous responses, the Project area does not include and is not near any farmland or forest land or land zoned for either farm or forest uses. No other changes to the existing environment would occur from implementation of the proposed Project that could result in conversion of farmland to nonagricultural use or forest land to non-forest use. Thus, no impact would occur.

**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>III. AIR QUALITY</b> - Where available, the significance criteria established by the applicable air quality management district 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) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

**Air Quality, Global Climate Change, and Energy Impact Analysis prepared by KW Air Quality and Noise, LLC (AQ 2020) (Appendix A)**

a) **Less Than Significant.** Air quality impacts may occur during the construction or operation of a project, and may come from stationary (e.g., industrial processes, generators), mobile (e.g., automobiles, trucks), or area (e.g., residential water heaters) sources. The project site and the unincorporated community of Bloomington are located within the South Coast Air Basin (SCAB) which is under the jurisdiction of the South Coast Air Quality Management District (SQAQMD). The SCAQMD is the regulatory agency responsible for improving air quality for a 6,600 square-mile area covering areas of Los Angeles, Orange County, Riverside, and San Bernardino counties, including the Coachella Valley.5 Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP). The most recent AQMP was adopted in 2017 and was jointly prepared with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG). The AQMP will help the SCAQMD maintain focus on the air quality impacts of major projects associated with goods movement, land use, energy efficiency, and other key areas of growth. The SQAQMD has established quantitative thresholds for short-term (construction) emissions and long-term (operational) emissions for the criteria pollutants listed below. Projects in the South Coast Air Basin generating construction and operational-related emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA.

- *Ozone (O3)* is a nearly colorless gas that irritates the lungs, damages materials, and vegetation. Ozone is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight).
- *Carbon Monoxide (CO)* is a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain and is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust. The threshold is 550 pounds per day of carbon monoxide (CO).
- *Nitrogen Oxide (NOx)* is a yellowish-brown gas, which at high levels can cause breathing difficulties. NOx is formed when nitric oxide (a pollutant from burning processes) combines with oxygen. The daily threshold is 55 pounds per day of nitrogen oxide (NOx).
- *Sulfur Dioxide (SO2)* is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms. The daily threshold is 150 pounds per day of sulfur oxides (SO2).
- *PM10 and PM2.5* refers to particulate matter less than ten microns and two and one-half microns in diameter, respectively. The daily threshold is 150 pounds per day of PM10 and 55 pounds per day of PM2.5.
- *Reactive Organic Gasses (ROG)* refers to organic chemicals that, with the interaction of sunlight photochemical reactions may lead to the creation of "smog." The daily threshold is 55 pounds per day of ROG.

A project is conforming if it complies with all applicable District rules and regulations, complies with all proposed control measures that are not yet adopted from the applicable plan(s), and is consistent with the growth forecasts in the applicable plan(s) (or is directly included in the applicable plan). Conformity with growth forecasts may be established by demonstrating that the project is consistent with the land use plan that was used to generate the growth forecast. The proposed project would consist of a convenience store, an automotive fuel sales us and a car wash. The proposed fuel dispensing area would be located under a 6,944square-foot canopy and consist of ten (10) pumps with a total of twenty (20) fueling positions. The proposed convenience store would have a total floor area of 5,189 square feet and would include a sales area and quick service retail area inside the store. An automated car wash tunnel would consist of an additional 1,263 square feet of floor area.

Projects that are consistent with the projections of employment and population forecasts identified in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prepared by SCAG are considered consistent with the SCAQMD growth projections, since the RTP/SCS forms the basis of the land use and transportation control portions of the SCAQMD. According to the Growth Forecast Appendix prepared by SCAG for the 2016-2040 RTP/SCS, unincorporated areas of San Bernardino County, which includes the community of Bloomington, are projected to add a total of 48,500 new residents and 33,700 new employees through the year 2040.7 The proposed project will not introduce new residents since it is a commercial project. Therefore, the proposed project is not in conflict with the growth projections established for the County by SCAG. The project's construction emissions would be below the thresholds of significance

established by the SCAQMD (refer to the analysis included in the next section where construction emissions are summarized in Table 1). In addition, the proposed project's long-term (operational) airborne emissions will be below levels that the SCAQMD considers to be a significant impact. Therefore, the project will not conflict with or obstruct implementation of the applicable air quality plan and as a result, the impacts will be less than significant.

b) **Less Than Significant Impact.** According to the SCAQMD, any project is significant if it triggers or exceeds the SCAQMD daily emissions threshold identified previously and noted at the bottom of Tables 1 and 2. In general, a project will have the potential for a significant air quality impact if any of the following are met:

- Generates total emissions (direct and indirect) that exceeds the SCAQMD thresholds (the proposed project emissions are less than the thresholds as indicated in Tables 1 and 2);
- Results in a violation of any ambient air quality standard when added to the local background (the proposed project will not result, in any violation of these standards);
- *Does not conform with the applicable attainment or maintenance plan(s); and,*
- Exposes sensitive receptors to substantial pollutant concentrations, including those resulting in a cancer risk greater than or equal to 10 in a million and/or a Hazard Index (HI) (non-cancerous) greater than or equal to 1 (the proposed project will not expose sensitive receptors to substantial pollutant concentrations nor is the site located near any sensitive receptors).

The proposed project's construction and operation will not lead to a violation of the above-mentioned criteria. The analysis of daily construction and operational emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod V.2016.3.2). For air quality modeling purposes, a ten-month period of construction for all five phases was assumed. As shown in Table 2 daily construction emissions will not exceed the SCAQMD significance thresholds. The short-term construction emissions will be limited to those emissions generated during project construction.

**Table 2 - Estimated Daily Construction Emissions**

Activity		Pollutant Emissions (pounds/day)					
		ROG	NOx	CO	SO <sub>2</sub>	PM10	PM2.5
Site Preparation	On-Site <sup>1</sup>	1.65	19.92	11.27	0.02	1.40	0.78
	Off-Site <sup>2</sup>	0.04	0.03	0.36	0.00	0.09	0.02
	Subtotal	1.70	19.95	11.63	0.03	1.49	0.81
Grading	On-Site <sup>1</sup>	1.92	21.34	9.94	0.02	3.55	2.22
	Off-Site <sup>2</sup>	0.05	0.04	0.45	0.00	0.11	0.03
	Subtotal	1.98	21.38	10.39	0.02	3.66	2.25
Building Construction	On-Site <sup>1</sup>	2.45	19.01	16.61	0.03	1.05	1.00
	Off-Site <sup>2</sup>	0.25	1.72	2.02	0.01	0.53	0.15
	Subtotal	2.70	20.73	18.62	0.04	1.58	1.15

Paving	On-Site <sup>1</sup>	1.57	10.65	11.78	0.02	0.58	0.54
	Off-Site <sup>2</sup>	0.08	0.05	0.62	0.00	0.17	0.05
	Subtotal	1.65	10.69	12.40	0.02	0.75	0.58
Architectural Coating	On-Site <sup>1</sup>	3.51	1.53	1.82	0.00	0.09	0.09
	Off-Site <sup>2</sup>	0.04	0.03	0.33	0.00	0.09	0.02
	Subtotal	3.55	1.55	2.15	0.00	0.18	0.12
Total for overlapping phases <sup>3</sup>		7.89	32.98	33.17	0.06	2.51	1.85
SCAQMD Thresholds		75	100	550	150	150	55
Exceeds Thresholds?		No	No	No	No	No	No

Notes:

Source: CalEEMod Version 2016.3.2

- (1) On-site emissions from equipment operated on-site that is not operated on public roads. On-site demolition, site preparation, and grading PM-10 and PM-2.5 emissions show mitigated values for fugitive dust for compliance with SCAQMD Rule 403.
- (2) Off-site emissions from equipment operated on public roads.
- (3) Construction, painting and paving phases may overlap.

**Table 3 - Maximum Number of Acres Disturbed Per Day**

Activity	Equipment	Number	Acres/8hr-day	Total Acres
Site Preparation	Crawler Tractors <sup>1</sup>	1	0.5	0.5
	Graders	1	0.5	0.5
	Scrapers	1	1	1
Total for phase		-	-	<b>2</b>
Grading	Rubber Tired Dozers	1	0.5	0.5
	Graders	1	0.5	0.5
	Crawler Tractors <sup>1</sup>	2	0.5	1
Total for phase		-	-	<b>2</b>

Notes:

Source: South Coast AQMD, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2011b.

- (1) Tractor/loader/backhoe is a suitable surrogate for a crawler tractor per SCAQMD staff.

Long-term emissions refer to those air quality impacts that will occur once the proposed project has been constructed and is operational. These impacts will continue over the operational life of the project. The two main sources of operational emissions include mobile emissions and area emissions related to off-site electrical generation. The analysis of long-term operational impacts summarized in Table 3 also used the CalEEMod V.2016.3.2 computer model. The analysis summarized in Table 4 indicates that the operational (long-term) emissions will be below the SCAQMD daily emissions thresholds.

**Table 4 - Local Operational Emissions at the Nearest Receptors<sup>1</sup>**

On-site Emission Source	On-Site Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Area Sources <sup>2</sup>	0.00	0.01	0.00	0.00
Energy Usage <sup>3</sup>	0.01	0.01	0.00	0.00
Vehicle Emissions <sup>4</sup>	4.67	6.69	1.58	0.43
<b>Total Emissions</b>	<b>4.68</b>	<b>6.71</b>	<b>1.58</b>	<b>0.44</b>
SCAQMD Thresholds <sup>5</sup>	<b>170</b>	<b>972</b>	<b>2</b>	<b>1</b>
Exceeds Threshold?	No	No	No	No

Notes:

- (1) Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 2 acres in SRA 34.
- (2) Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
- (3) Energy usage consists of emissions from on-site natural gas usage.
- (4) On-site vehicular emissions based on 1/10 of the gross vehicular emissions and road dust.
- (5) The nearest sensitive receptor is the existing single-family detached residential dwelling unit located adjacent to the western boundary of the project site; therefore, the 25 meter threshold was used.

The analysis presented in Tables 2, 3, and 4 reflect projected emissions that are typically higher during the summer months and represent a worse-case scenario. As indicated in Tables 2, 3 and 4, the impacts are considered to be less than significant. In addition, the SCAQMD Rule Book contains numerous regulations governing various activities undertaken within the District. Among these regulations is Rule 403.2 – Fugitive Dust Control for the South Coast Planning Area, which was adopted in 1996 for the purpose of controlling fugitive dust. Adherence to Rule 403.2 regulations is required for all projects undertaken within the District. Future construction truck drivers must also adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel-powered vehicles to less than five minutes.<sup>3</sup> Adherence to the aforementioned standard condition will minimize odor impacts from diesel trucks. Adherence to Rule 403 Regulations and Title 13 - §2485 of the California Code of Regulations will reduce potential impacts to levels that are less than significant.

**Table 5 - Local Construction Emissions at the Nearest Receptors**

Activity	On-Site Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Site Preparation	19.92	11.27	1.40	0.78
Grading	21.34	9.94	3.55	2.22
Building Construction	19.01	16.61	1.05	1.00
Paving	10.65	11.78	0.58	0.54
Architectural Coating	1.53	1.82	0.09	0.09
<b>SCAQMD Thresholds<sup>1</sup></b>	<b>170</b>	<b>972</b>	<b>7</b>	<b>4</b>



Exceeds Threshold?	No	No	No	No
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**Notes:**

Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 2 acres, at a distance of 25 m in SRA 34 Central San Bernardino Valley.

- (1) The nearest sensitive receptor is the existing single-family detached residential dwelling unit located adjacent to the western boundary of the project site; therefore, the 25 meter threshold was used.

Note: The project will disturb up to a maximum of 2 acres a day during grading (see Table 7).

- c) **Less Than Significant Impact.** According to the SCAQMD, residences, schools, daycare centers, playgrounds, and medical facilities are considered sensitive receptor land uses. Furthermore, fugitive dust emission, which is responsible for PM10 and PM2.5 emissions, will further be reduced through the implementation of SCAQMD regulations related to fugitive dust generation and other construction-related emissions. These SCAQMD regulations are standard conditions required for every construction project undertaken in Bloomington as well as in the cities and counties governed by the SCAQMD.

The pollutants that are the focus of the LST analysis include the conversion of NOx to NO2; carbon monoxide (CO) emissions from construction; PM10 emissions from construction; and PM2.5 emissions from construction. For purposes of the LST analysis, the receptor distance used was 50 meters since sensitive receptors are located approximately 75 meters from the site. The thresholds for five acres were selected for the project even though the project site encompasses only 2.02 acres. Based on the analysis of LST impacts summarized above in Table 5, the potential impacts will be less than significant.

**Table 6 - Local Operational Emissions at the Nearest Receptors<sup>1</sup>**

On-site Emission Source	On-Site Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Area Sources <sup>2</sup>	0.00	0.01	0.00	0.00
Energy Usage <sup>3</sup>	0.01	0.01	0.00	0.00
Vehicle Emissions <sup>4</sup>	4.67	6.69	1.58	0.43
<b>Total Emissions</b>	<b>4.68</b>	<b>6.71</b>	<b>1.58</b>	<b>0.44</b>
SCAQMD Thresholds <sup>5</sup>	<b>170</b>	<b>972</b>	<b>2</b>	<b>1</b>
Exceeds Threshold?	No	No	No	No

**Notes:**

- (1) Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 2 acres in SRA 34.
- (2) Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
- (3) Energy usage consists of emissions from on-site natural gas usage.
- (4) On-site vehicular emissions based on 1/10 of the gross vehicular emissions and road dust.
- (5) The nearest sensitive receptor is the existing single-family detached residential dwelling unit located adjacent to the western boundary of the project site; therefore, the 25 meter threshold was used.

- d) **Less Than Significant Impact.** According to the SCAQMD CEQA *Air Quality Handbook*, land uses associated with odor issues include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting activities, refineries, landfills,

dairies, and fiberglass molding operations. The proposed Project would implement mechanization to the existing manufacturing functions that would not emit objectionable odors affecting a substantial number of people. In addition, odors generated by land uses are required to comply with SCAQMD Rule 402 to prevent odor nuisances on sensitive land uses. SCAQMD Rule 402, Nuisance, states:

*A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.*

The Project proposes a commercial gas station with a convenience store and a car wash, which is a land use not typically associated with emitting objectional odors. During construction, emissions from diesel equipment, use of volatile organic compounds from architectural coatings (parking lot striping), and paving activities may generate some nuisance odors. However, these odors would be temporary and are not expected to affect a substantial number of people. Operation of the commercial uses would generate limited odors from vehicle and truck operations. However, these are not considered objectionable odors. In addition, the Project site is not near a residential tract, and any odors would not affect a substantial number of people. Furthermore, as discussed above, the proposed Project would also be required to comply with SCAQMD Rule 402 to prevent odor nuisances on sensitive land uses. Thus, with compliance with SCAQMD Rule 402, impacts related to odors would be less than significant.

**No significant impacts are identified or anticipated. The Project would be conditioned to comply with all applicable SCAQMD requirements, the County of San Bernardino Conditions of Approval, and the mitigation measures listed below.**

### **Conditions of Approval**

**AQ - SCAQMD Rule 403:** The Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 403, which includes the following:

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.
- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project are watered, with complete coverage of disturbed areas, at least 3 times daily during dry weather; preferably in the mid-morning, afternoon, and after work is done for the day.
- The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 miles per hour or less.

**AQ - SCAQMD Rule 1113:** The Project is required to comply with the provisions of South Coast Air Quality Management District Rule (SCAQMD) Rule 1113. Only “Low-Volatile Organic Compounds” paints (no more than 50 gram/liter of VOC) and/or High Pressure Low Volume (HPLV) applications shall be used.

**AQ - SCAQMD Rule 402:** The Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 402. The Project shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

<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>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 type="checkbox"/>	<input checked="" 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 state or federally protected wetlands (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 ):

**Biological Resource Assessment prepared by First Carbon Solutions (BIO 2020) (Appendix B)**

- a) **No Impact.** The development area is currently vacant and contains undeveloped-yet-disturbed habitat, which has been impacted by human activities in the area and consists of compacted disturbed areas. A Biological Resource Assessment (BIO 2020) was completed to identify the potential for the Project to impact sensitive species and related habitat.

Information on special status rare plant species within the Project area was gathered from several sources, including California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants of California, CNDDDB, and CalFlora. General reconnaissance and habitat assessment surveys were also completed to determine habitat suitability for listed species and special status plants. According to the CNDDDB, no special-status species have been documented on the Project site. However, two special-status species have been documented within one mile of the Project site. Overall, no special status plant species were detected onsite (BIO 2020). Therefore, impacts related to special status plant species would not occur.

The Biological Resource Assessment also indicates that no special status avian species have been documented within one mile of the vicinity of the site. However, special-status avian species that have been documented in the Fontana Quadrangle of the site and USFWS list of migratory birds (BIO 2020). Thus, Mitigation Measure BIO-2 would be implemented to require nesting bird surveys to be conducted by a qualified biologist if construction is to occur during the MBTA nesting cycle. With implementation of Mitigation Measure BIO-2, impacts related to migratory birds would be less than significant.

Therefore, impacts related to candidate, sensitive, or special status species from implementation of the Project would be less than significant with implementation of mitigation.

- b) **No Impact.** Riparian habitats are those occurring along the banks of rivers and streams. Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies, known to provide habitat for sensitive animal or plant species, or known to be important wildlife corridors. As described above, the Project site is within a developed area and does not contain any natural habitats, including riparian. The Project site is adjacent to the Etiwanda-San Sevaine Flood Control Channel; however, the flood control channel does not include any riparian habitat or other sensitive natural community. Additionally, the Project site and adjacent areas are not included in any local or regional plans, policies, and regulations that identify riparian habitat or other sensitive natural community. Therefore, no impact would occur.
- c) **No Impact.** Wetlands are defined under the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, and bogs. As detailed previously, the Project site is within a developed area and it does not contain any wetlands. In addition, the adjacent areas, including the Etiwanda-San Sevaine Flood Control Channel do not contain wetlands. Therefore, the redevelopment of the Project site would not result in impacts to wetlands.

- d) **No Impact.** The project site has no utility as a wildlife migration corridor due to the proposed site location in the midst of an urban area. The project area is surrounded on all sides by urban development. Given the urban character of the adjacent parcels and the disturbed character of the project site, no impacts will occur.
- e) **No Impact.** There are no trees located within the project site boundaries. As a result, there would not be any tree removal impacts associated with the site's development. Furthermore, there would not be any tree replacement or preservation requirements that would be applicable to the proposed project. As a result, no impacts on this issue would result from the project's implementation.
- f) **No Impact.** The project site and the surrounding areas are urban. The proposed project's implementation would not be in conflict with the provisions of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plans. Therefore, no impacts will occur.

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

#### **Mitigation Measures**

**BIO-1: Pre-construction Nesting Bird Survey.** If construction of the proposed project is planned within the general nesting season, a preconstruction nesting bird survey should be conducted by a qualified Biologist. The nesting season is generally considered February 15 through August 31, with a peak from March-June; however, these dates vary by year depending on prey availability, weather, and other factors. If an active nest is present, a qualified biologist will determine appropriate minimum disturbance buffers or other adaptive mitigation techniques (e.g., biological monitoring of active nests during construction-related activities, staggered schedules, etc.) to ensure that impacts to nesting birds are avoided until the nest is no longer active.

**BIO-2: Excavation.** Contractors should plan work so excavated holes are filled by the end of the workday. If an excavation exists at the end the day, contractors shall cover all holes and trenches (with plywood boards and plastic sheeting) at the end of each day to prevent wildlife from becoming trapped within the excavation. Prior to the start of work on the next day, contractors should look in holes that have been covered to determine if wildlife has fallen in overnight. If wildlife has become trapped and the contractor is unable to remove it safely, a Biologist shall be contacted for assistance.

<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>V. CULTURAL RESOURCES - Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

***Phase I Cultural Resources Investigation, McKenna et. al. (CUL 2020) (Appendix C)***

- a) **No Impact.** On March 30, 2020, a records search for the project area (CUL 2020) and a 0.5-mile radius beyond the project boundaries was conducted at the SCCIC located at California State University, Fullerton. To identify any historic properties or resources, the current inventories of the NRHP, the CRHR, the CHL list, the CPHI list, and the HRI for San Bernardino County were also reviewed to determine the existence of previously documented local historical resources.

The results from the SCCIC indicate that two cultural resources have been recorded within 0.5 mile of the project area. The prehistoric resource (P-36-060213) is approximately 0.4 mile south of the project area boundary; and the historic resource (P-36-027338) is 0.4 mile northwest of the project area boundary (Table 1). While these resources are located within the 0.5-mile search radius, none are located in close proximity to areas of proposed development, and will remain unaffected by the project as designed. In addition, six area-specific survey reports are on file with the SCCIC for the search radius; two reports (SB-03999 and SB-04375) are within the project boundary indicating that the project area has previously been surveyed for cultural resources (Table 2). SCCIC records search result can be found in Appendix C. Thus, the proposed Project would not result in any adverse environmental impact as it relates to cultural or historical resources, and no impacts would occur.

Table7: Recorded Cultural Resources within a 0.50-mile Radius of the Project Area

Site Number	Resource Name/Description	Date Recorded
P-36-027338	CA-SBR-017152H: AH06 Water Conveyance System	2014
P-36-060213	SBCM-1492, Sayles Home: AP16 Other	1939

Source: SCCIC Record Search. March 30, 2020

Table 8: Previous Investigations within 0.5-mile of the Project Area

Report No.	Report Title/Project Focus	Author	Date
SB-00439	Archaeological- Historical Resources Assessment of Bloomington Park and Recreation District – Two Locations	Joseph E. Hearn	1976
SB-01499	Cultural Resources Overview: California Portion, Proposed Pacific Texas Pipeline Project	John M. Foster and Roberta S. Greenwood	1985
SB-03999	Verizon Site Larch, Bloomington, CA 9PP	Fred Budinger	2001
SB-04375	Cultural Resource Assessment for ATT&T Wireless Facility 950-003-035, Located at 10974 Cedar Ave, City of Bloomington, San Bernardino County, CA. 23PP	Carolyn Kyle	2004

- b) **Less Than Significant Impact with Mitigation Incorporated.** A review of 15 historic aerials depicting the project site from 1938 until 2016 indicate that from the earliest aerial in 1938 and sometime before 1968 the project site and the surrounding general land areas were undeveloped and used for agricultural purposes (Historic Aerials 2020). The 1980 image depicts residential development in the southern portion of Bloomington, California which is northeast of the project site. Sometime between 1968 and 1994 the area became more urbanized and residential development was prevalent throughout the area surrounding the project location. Aerials from 1994 to 2016 do exhibit the progressive development of the area. The Phase I Cultural Resources Investigation prepared for the Project did not identify any previously recorded resources within the Project area and the field survey yielded negative results for newly discovered resources. Thus, the proposed Project would not result in any adverse environmental impact as it relates to archaeological resources, and no impacts would occur.
- c) **Less Than Significant Impact.** The Project site has not been previously used as a cemetery. Thus, human remains are not anticipated to be uncovered during Project construction. In addition, California Health and Safety Code Section 7050.5, CEQA Section 15064.5, and Public Resources Code Section 5097.98 mandate the process to be followed in the event of an accidental discovery of any human remains. Specifically, California Health and Safety Code Section 7050.5 requires that if human remains are discovered, disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of death, and made recommendations concerning the treatment and disposition of the human remains to



the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code and included as a County Condition of Approval. If the coroner determines that the remains are not subject to his or her authority and if the coroner has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Compliance with existing law would ensure that significant impacts to human remains would not occur.

**No significant adverse impacts are identified or anticipated and no mitigation measures are required. The Project would be conditioned to comply with all applicable County of San Bernardino regulations and Mitigation Measures.**

### **Mitigation Measures**

**CUL-1: Inadvertent Discoveries.** 1. In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed within TCR-1, regarding any pre-contact finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.

**CUL-2:** If significant pre-contact cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to SMBMI for review and comment, as detailed within TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

**CUL-3:** If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.

<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. ENERGY – Would the project:</b>				
a) Result in potentially significant environmental impact due to wasteful, efficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**SUBSTANTIATION:** *Bloomington Circle K Store Air Quality, Global Climate Change, And Energy Impact Analysis, (AQ 2020d) CalEEDMod 2016.3.2 (Appendix A)*

- a) **Less than Significant Impact.** Implementation of the Project would result in increases in demand for electricity and natural gas as compared to the currently undeveloped Project site, which does not have any energy consuming uses.

The proposed project would consist of a 5,187-square foot convenience store and a 1,234-square foot car wash facility. The proposed fuel dispensing area would be located under a 6,944 square-foot canopy and consist of ten (10) pumps with a total of twenty (20) fueling positions. The proposed convenience store would include a sales area and quick service retail area inside the store. An automated car wash tunnel would consist of an additional 1,263 square feet of floor area. The project site is served by Southern California Edison (electricity) and the Southern California Gas Company. The proposed project is anticipated to consume 82,111 kWh/year of electricity and 43,742 KBTU/year of natural gas daily. The project Applicant will work with the local electrical utility company to identify existing and future strategies that will be effective in reducing energy consumption. As a result, the impact will be less than significant.

- b) **Less than Significant Impact.** On January 12, 2010, the State Building Standards Commission adopted updates to the California Green Building Standards Code (Code) which became effective on January 1, 2011. The California Code of Regulations (CCR) Title 24, Part 11: California Green Building Standards (Title 24) became effective to aid efforts to reduce GHG emissions associated with energy consumption. Title 24 now requires that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. The proposed project will conform to all pertinent energy conservation requirements. As a result, the potential impacts will be 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>VII.</b>	<b>GEOLOGY AND SOILS - Would the project:</b>				

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

ii. Strong seismic ground shaking?

iii. Seismic-related ground failure, including liquefaction?

iv. Landslides?

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

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

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

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

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

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

**Geotechnical Engineering Investigation, Moore Twining Associates, Inc. (GEO 2020) (Appendix D)**

a) i) **No Impact.** The proposed Project site is not located within an Alquist-Priolo Earthquake Fault Zone based upon a review of the County's Geologic Hazards Overlays Map for the subject area. While the potential for onsite ground rupture cannot be totally discounted (e.g., unmapped faults could conceivably underlie the project site), the likelihood of such an occurrence is considered low due to the absence of known faults within the property. There is no impact related to the exposure of persons or structures to rupture of a known earthquake fault.

ii) **Less Than Significant Impact.** The Project site is within a seismically active region and is potentially subject to strong ground acceleration from earthquake events along major regional faults in southern California. Known regionally active and potentially active faults could produce the most significant ground shaking at the site.

The design of any structures on-site would incorporate measures to accommodate projected seismic loading, pursuant to existing California Building Code (CBC) and local building regulations. Specific measures that may be used for the proposed Project include proper fill composition and compaction; anchoring (or other means for securing applicable structures); and the use of appropriate materials and flexible joints.

iii) **Less Than Significant Impact.** Liquefaction is the phenomenon whereby soils lose shear strength and exhibit fluid-like flow behavior. The Project site is not identified as an area susceptible to liquefaction or subsidence on the County's Geologic Hazard Overlays exhibit for the area. As a standard measure, all construction activities are subject to the building standards of the California Building Codes with respect to potential liquefaction conditions with the Project site.

iv) **No Impact.** The Project site is relatively flat and adjacent to the Santa Avenue and Cedar Avenues. The County's Geologic Hazard Overlays exhibit for the area does not display the area as susceptible to 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.

b) **No Impact.** *Topsoil:* The *Soils Survey* from the Department of the Interior identifies the surface soils as silty fine to coarse sand (Tujunga (TvC) soil series). The proposed structure is not large and would not require extensive trenching.

*Erosion*

A Preliminary Water Quality Management Plan (PWQMP) has been prepared and accepted by the County Land Development Division for the Project site. The Plan identifies the method of retaining the incremental increase in stormwater runoff and reducing off-site erosion potential. Based upon this design, off-site discharge of stormwater runoff and associated pollutants would be properly controlled.

- c, d) **No Impact.** The project is not identified as being located on a geologic unit or soil (Tujunga (TvC) soil series) that has been identified as being unstable or containing expansive soils as defined in Table 18-1-B of the California Building Code, based upon a review of geotechnical study prepared by Moore Twining Associates, Inc. for the project site.

The Project site is not located in an area that is susceptible to liquefaction or subsidence. Adherence to the standards and requirements in the Building Code for design of the proposed structures would reduce potential adverse effects.

- e) **No Impact.** No septic tanks will be used for the proposed project since the new development will be connected to the sanitary sewer system. As a result, no impacts associated with the use of septic tanks will occur as part of the proposed project's implementation.
- f) **No Impact.** The project will not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature because the site and surrounding area surface is characterized as loose to medium dense silty sands with layers of higher gravel content to depths of about 3 to 10 feet, underlain by dense silty sands and poorly graded sands within deeper medium dense layers to about 20 feet. Sediments from this more recent era of geologic activity do not typically contain fossil or other paleontological resources. While later aged sediments may exist beneath the surface deposits on the site, the minimal amount of grading (if any) proposed for the project is not anticipated to disturb any potential paleontological resources that may exist beneath the surface. To further reduce the potential for impacts, the project will be subject to the County's standard condition which requires the developer to contact the County Museum for determination of appropriate mitigation measures if any finds are made during project construction. This project will not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, because no such resources have been identified on the site.

**No significant adverse impacts are identified or anticipated and no mitigation measures are required. The project would be conditioned to comply with all applicable County of San Bernardino regulations and Conditions of Approval.**

#### **Conditions of Approval**

**GEO-1:** Once project grading and foundation plans are prepared and available, the project geotechnical consultant shall review the grading and foundation plans relative to the geotechnical recommendations in the above referenced report and provide an updated report and/or supplement if determined to be necessary. The geotechnical consultant shall stamp and wet sign the grading and foundation plans which shall be submitted to the County for review and approval as part of the plan check process.

**GEO-2:** The project geotechnical consultant shall perform inspection and density testing during grading. Upon completion of rough grading, the geotechnical consultant shall prepare a grading/compaction report that includes the results of compaction testing and a plat or other suitable site plan map showing the location of compaction tests. In addition, the report shall summarize the results of in-grading inspections and shall indicate that the grading has been conducted in accordance with the recommendations of the approved geotechnical report and the 2019 CBC. The report shall be submitted to Building and Safety with appropriate fees for review and approval.

**GEO-3:** The project geotechnical consultant shall inspect and approve footing excavations prior to placement of forms, steel, or pouring of concrete.

<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. 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 checked="" type="checkbox"/>	<input 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: Bloomington Circle K Store Air Quality, Global Climate Change, And Energy Impact Analysis (AQ 2020) CalEEMod 2016.3.2 (Appendix A)***

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

The proposed project has garnered 103 points on the Screening Tables through the application of Commercial/Industrial Energy Efficiency Development measures, Commercial/Industrial Building Efficiencies measures, New Commercial/Industrial Renewable Energy measures, Per Capita Water Use Reduction Commercial/Industrial, and 75% Percent Solid Waste Diversion Program, and as a result, the project is considered to be consistent with the GHG Plan and is therefore determined to have a less than significant individual and cumulative impact for GHG emissions. The GHG reduction measures proposed by the developer through the Screening Tables Review Process have been included in the project design or will be included as Conditions of Approval for the project.

- b) **No Impact.** The proposed project would consist of a convenience store, an automotive fuel sales use, and a car wash. The proposed fuel dispensing area would be located under a 6,999 square-foot canopy and consist of 10 (ten) pumps with a total of twenty (20) fueling positions. The proposed convenience store would have a total floor area of 5,200 square feet and would include a sales area and quick service retail area inside the store. An automated car wash tunnel would consist of an additional 1,263 square feet of floor area. Additionally, Governor Edmund G. Brown signed into law Executive Order (E.O.) B-30-15 on April 29, 2015, the Country's most ambitious policy for reducing Greenhouse Gas Emissions. Executive Order B-30-15 calls for a 40% reduction in greenhouse gas emissions below 1990 levels by 2030. The proposed project will not involve or require any variance from an adopted plan, policy, or regulation governing GHG emissions. Further, 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. As a result, no potential conflict with an applicable greenhouse gas policy plan, policy, or regulation will occur and no impacts will occur.

**No significant adverse impacts are identified or anticipated and no mitigation measures are required. The project would be conditioned to comply with all applicable County of San Bernardino regulations and Conditions of Approval.**

### **Conditions of Approval**

**GHG-1:** The Condition of Approval shall incorporate the 103 points from the Screening Tables through the application of Commercial/Industrial Energy Efficiency Development measures, Commercial/Industrial Building Efficiencies measures, New Commercial/Industrial Renewable Energy measures, Per Capita Water Use Reduction Commercial/Industrial, and 75% Percent Solid Waste Diversion Program.



<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. 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 type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

***SUBSTANTIATION: California Fire Hazard Severity Zone Map***

- a) **Less than Significant Impact.** The proposed project would consist of a commercial use that would include a convenience store, an automotive fuel sales use, and a car wash. The proposed fuel dispensing area would be located under a 6,944-square-foot canopy and consist of ten (10) pumps with a total of twenty (20) fueling positions. The proposed convenience

store would have a total floor area of 5,187 square feet and an automated car wash tunnel would consist of an additional 1,263-square feet of floor area. .

Given the nature of the proposed development, the use of any hazardous materials will be limited to those that are commercially available and typically used in a retail or commercial setting for routine cleaning and maintenance. The United States Environmental Protection Agency's (EPA's) multi-system search was consulted to determine whether the project site is identified on any Federal or State hazardous site list. The project site is not listed on the California Department of Toxic Substances Control's Hazardous Waste and Substances database. The chemicals that will be transported and stored on-site are regulated by the US EPA and the CalEPA. As a result, the potential impacts are considered to be less than significant.

- b) **Less than Significant.** Due to the nature of the proposed project, the use of any hazardous materials will be limited to those that are commercially available and typically used in a retail or commercial setting and will be used in accordance with all applicable laws and regulations. Therefore, the proposed project will not create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment through the routine use or transport of hazardous materials.

The project's construction would require the use of diesel fuel to power the construction equipment. The diesel fuel would be properly sealed in tanks and would be transported to the site by truck. Other hazardous materials that would be used on-site during the project's construction phase include, but are not limited to, gasoline, solvents, architectural coatings, and equipment lubricants. The retail fuel sales area will include eight dispensers with sixteen fueling positions. The dispensers will be located under a 17-foot-high canopy. Three underground storage tanks (USTs) will be provided. One UST is a 20,000-gallon tank that will contain 87 octane unleaded gasoline. The second UST will contain 10,000 gallons of 91 octane unleaded premium fuel. Finally, the third, UST will be a 12,000-gallon UST that will contain diesel fuel. The chemicals that will be transported and stored on-site are regulated by the US EPA and the CalEPA. As a result, the potential impacts are considered to be less than significant.

- c) **Less Than Significant.** The proposed project would not involve the transport, use, or disposal of any hazardous materials. The nearest school is Walter Zimmerman Elementary School, located at 11041 Linden Avenue, approximately 1,705 feet west of the project site. The retail fuel sales area will include ten dispensers with twenty fueling positions. The dispensers will be located under a 17-foot-high canopy. Three underground storage tanks (USTs) will be provided. One UST is a 20,000-gallon tank that will contain 87 octane unleaded gasoline. The second UST will contain 10,000 gallons of 91 octane unleaded premium fuel. Finally, the third, UST will be a 12,000-gallon UST that will contain diesel fuel. The chemicals that will be transported and stored on-site are regulated by the US EPA and the CalEPA. As a result, the potential impacts are considered to be less than significant. As a result, the proposed project will not create a hazard to any local school and no impacts are anticipated.
- d) **No Impact.** Government Code Section 65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List. The Cortese List is a

planning document used by the State and other local agencies to comply with CEQA requirements that require the provision of information regarding the location of hazardous materials release sites. A search of the California Department of Toxic Substances Control EnviroStor website determined that the project site is not identified as a Cortese site.<sup>27</sup> Therefore, no impacts will occur.

- e) **No Impact.** The project site is not located within two miles of a public use airport. The nearest airport is the Riverside Municipal Airport, located approximately 7 miles to the southwest of the project site. As a result, the proposed project will not present a safety or noise hazard related to aircraft or airport operations at a public use airport to people working in the project site. As a result, no impacts related to this issue will occur.
- f) **No Impact.** The nearest potential emergency evacuation routes in proximity to the project site include Cedar Avenue and Jurupa Avenue. At no time will the aforementioned emergency evacuation routes or any adjacent streets be completely closed to traffic during the proposed project's construction. As a result, no impacts are associated with the proposed project's implementation.
- g) **No Impact.** The project site is currently vacant and undeveloped. According to the Cal FIRE Fire Hazard Severity Zone Database, the project site is not located within a severe fire hazard zone. As a result, no impacts will occur.

**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. HYDROLOGY AND WATER QUALITY - Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<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 or through the addition of impervious surfaces, in a manner which would:				
i. result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. 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"/>
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**SUBSTANTIATION:**

***Preliminary Drainage Study prepared by Blue Peak Engineering (HYDRO 2020) (Appendix E); Preliminary Water Quality Management Plan prepared by Blue Peak Engineering (WQMP 2020) (Appendix F)***

- a) **Less Than Significant Impact.** The proposed project would consist of a commercial facility that would include a convenience store, an automotive fuel sales use and a car wash. The proposed fuel dispensing area would be located under a 5,187-square-foot canopy and consist of ten (10) pumps with a total of sixteen (20) fueling positions. The proposed convenience store would have a total floor area of 5,187 square feet and

would include a sales area and quick service retail area inside the store and an automated car wash tunnel would consist of an additional of 1,263 square feet of floor area.

The Clean Water Act (CWA) established regulations governing the discharge of pollutants to waters of the U.S. from any point source. The CWA also has established a framework for regulating nonpoint source stormwater discharges under the National Pollutant Discharge Elimination System (NPDES). The proposed project would be required to implement storm water pollution control measures pursuant to the NPDES requirements. The contractors would also be required to prepare a Water Quality Management Plan (WQMP) utilizing Best Management Practices to control or reduce the discharge of pollutants to the maximum extent practicable. The WQMP will also identify post-construction best management practices (BMPs) that will be the responsibility of the contractors to implement over the life of the project.

Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Storm Water Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the County Engineer. In addition, the contractors would be required to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would be submitted to the Chief Building Official and County Engineer prior to the issuance of a grading permit. With the above-mentioned standard conditions, the impacts would be reduced to levels that are considered to be less than significant.

- b) **Less Than Significant Impact.** A search was conducted through the Regional Water Quality Control Board's on-line database Geotracker to identify the presence of any natural underground water wells within the project site. The search yielded no results. In addition, the proposed project will be connected to the existing water lines and will not deplete groundwater supplies. Since there are no underground wells on-site that would be impacted by the proposed development, no impacts will occur.

No new direct construction-related impacts to groundwater supplies, or groundwater recharge activities would occur as part of the proposed project's implementation. Water used to control fugitive dust will be transported to the site via truck. No direct ground water extraction will occur. Furthermore, the construction and post-construction BMPs will address contaminants of concern from excess runoff, thereby preventing the contamination of local groundwater. Water used for indoor irrigation will be transported to the project site and will be stored in an above ground water reservoir tank. As a result, there would be no direct groundwater withdrawals associated with the proposed project's implementation. As a result, the impacts are considered to be less than significant.

- c, i -  
iv) **Less Than Significant Impact.** The project's construction will be restricted to the designated project site and the project will not alter the course of any stream or river

that would lead to on- or off-site siltation or erosion. There is no run-on from adjacent properties for this project. No significant grading and/or excavation into the local aquifer will occur. No additional undisturbed land will be affected. As a result, the potential impacts will be less than significant.

- d) **No Impact.** As indicated previously, the impervious surfaces (asphalt, building slabs, etc.) that will be constructed will result in the generation of storm water runoff. However, the project will be properly drained and is not expected to result in flooding on-or off-site. A County-approved drainage plan will be used, which will ensure that the site will be designed so that storm water runoff will continue to be directed to the curbs and gutters on the adjacent roadways or storm drain inlets. According to the Federal Emergency Management Agency (FEMA) flood insurance maps obtained for the unincorporated community of Bloomington, the proposed project site is located in Zone X. Thus, properties located in Zone X are not located within a 100-year flood plain. No natural channels are located adjacent to the site or in the immediate vicinity. The proposed project site is not located in an area that is subject to inundation by seiche or tsunami. In addition, the project site is located inland approximately 42 miles from the Pacific Ocean and, as a result, the project site would not be exposed to the effects of a tsunami.<sup>31</sup> As a result, no impacts are anticipated.
- e) **No Impact.** The proposed project's construction and operation will comply with the San Bernardino County's Stormwater Management and Discharge Control requirements. Compliance with the ordinance will help minimize the discharge and transport of pollutants associated with the new development through the control of volume and rate stormwater runoff, therefore preventing any potential violations or inconsistencies with the local requirements. As a result, the construction impacts will be less than significant. In addition, the project's operation will not interfere with any groundwater management or recharge plan because there are no active groundwater management recharge activities on-site or in the vicinity. As a result, no impacts are anticipated.

**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. 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) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

***SUBSTANTIATION:***

- a) **No Impact.** The Project site is currently vacant and is surrounded by residential to the west and commercial uses to the north and south of the project site. The proposed Project would develop the site with commercial uses, which are consistent with the existing zoning, as well as commercial uses to the north, and south of the site. Therefore, the Project would not physically divide an established community. In addition, the Project would not change roadways or install any infrastructure that would result in a physical division. Thus, the proposed Project would not result in impacts related to physical division of an established community.
- b) **No Impact.** The project includes no amendment or design feature that would circumvent County policies and standards designed to protect the environment. The project will comply with all land use regulations designed to protect the environment. No impact will occur.

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

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

- a) **No Impact.** The Project site is designated MRZ-2 by the County of San Bernardino General Plan, meaning that the site is in an area containing mineral deposits whose significance cannot be evaluated from available data. As described previously, the Project site is surrounded by developed areas, which do not include mining. Thus, implementation of the proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the state, and impacts would not occur.
- b) **No Impact.** The County of San Bernardino General Plan designates the Project site as MRZ-2. As discussed in the General Plan Conservation Element, if an area is designated as MRZ-2, adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists. This designation will be applied to known mineral deposits or where well-developed lines of reasoning, based upon economic geologic principles and adequate data, demonstrate that the likelihood for occurrence of significant mineral deposits is high. However, as described in the previous response, the Project site is surrounded by developed areas, which do not include mining. Therefore, no impacts related to the loss of availability of a locally important mineral resource recovery site, as delineated on a local general plan, specific plan, or other land use plan, would occur as a result of the Project.

**No significant adverse impacts are identified, 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. NOISE</b> - Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or 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 type="checkbox"/>	<input checked="" type="checkbox"/>

**San Bernardino County Noise Ordinance**

Noise generated on the Project site that crosses the boundary of an adjoining use is regulated by the noise standards in the San Bernardino County Development Code Section 83.01.080(C), *Stationary Noise Regulations*. Table 8 shows the sound level standards established in the County's Code of Ordinances.

Table 8  
 Noise Standards for Stationary Noise Sources

<b>Land Uses</b>	<b>Maximum Decibel Level (Leq)</b>	
	<b>7 am—10 pm</b>	<b>10 pm—7 am</b>
Residential	55 dBA	45 dBA
Professional Services	55 dBA	55 dBA
Other Commercial	60 dBA	60 dBA
Industrial	70 dBA	70 dBA
Source: Appendix D		

*Noise Limit Categories*

No person shall operate or cause to be operated a source of sound at a location or allow the creation of noise on property owned, leased, occupied, or otherwise controlled by the person, which causes the noise level, when measured on another property, either incorporated or unincorporated, to exceed any one of the following:

- a) The noise standard for the receiving land use as specified in Subdivision (b) (Noise-Impacted Areas), above, for a cumulative period of more than 30 minutes in any hour.

- b) The noise standard plus five dB(A) for a cumulative period of more than 15 minutes in any hour.
- c) The noise standard plus ten dB(A) for a cumulative period of more than five minutes in any hour.
- d) The noise standard plus 15 dB(A) for a cumulative period of more than one minute in any hour.
- e) The noise standard plus 20 dB(A) for any period of time.

#### *Exempt Noise*

The following sources of noise shall be exempt from the regulations of Section 83.01.080:

- Motor vehicles not under the control of the commercial or industrial use.
- Emergency equipment, vehicles, and devices.
- Temporary construction, maintenance, repair, or demolition activities between 7:00 a.m. and 7:00 p.m., except Sundays and Federal holidays.

#### **Federal Transit Administration**

The construction noise threshold from *Transit Noise and Vibration Impact Assessment* (2018), identifies a significant construction noise impact if construction noise exceeds 80 dBA Leq over an eight-hour period during the daytime at the nearby sensitive receivers (e.g. residential, etc.).

The *Transit Noise and Vibration Impact Assessment* (2018) provide thresholds for increases in ambient noise from vehicular traffic based on increases to ambient noise. An impact would occur if existing noise levels at noise-sensitive land uses (e.g. residential, etc.) are less than 60 dBA CNEL and the project creates an increase of 3 dBA CNEL or greater project-related noise level increase; or if existing noise levels range from 60 to 65 dBA CNEL and the project creates 2 dBA CNEL or greater noise level increase.

#### **Caltrans Transportation and Construction Vibration Guidance Manual**

The City does not have vibration standards that are applicable to the proposed project, hence, California Department of Transportation's (Caltrans) Transportation and Construction Vibration Guidance Manual guidelines are used as a screening tool for assessing the potential for adverse vibration effects related to structural damage and human perception.

Caltrans identifies a building damage vibration level threshold for older residential structures of 0.3 in/sec PPV; and a distinctly perceptible human annoyance vibration level threshold of 0.04 in/sec PPV at nearby sensitive receiver locations.

#### **Existing Traffic Noise Levels**

Existing traffic noise levels along selected roadway segments in the project vicinity were modeled using the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108). The daily traffic volumes were obtained from the Traffic Impact Study prepared for the project by First Carbon Solution. The traffic volumes described here correspond to the existing without project conditions traffic scenario as described in the Traffic Impact Study. The model inputs and outputs—including the 60 dBA, 65 dBA, and 70 dBA CNEL noise contour distances—are provided in Appendix D. A summary of the modeling results is shown in Table 9.

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**TABLE 9 – Existing Traffic Noise Levels**

Roadway Segment	Approximate ADT	Centerline to 70 CNEL (feet)	Centerline to 65 CNEL (feet)	Centerline to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane
Santa Ana Avenue - west of Cedar Avenue	5,700	< 50	51	110	64.4
Cedar Avenue - south of Santa Ana Avenue	18,000	56	112	238	67.9

Notes:  
<sup>1</sup> Modeling results do not take into account mitigating features such as topography, vegetative screening, fencing, building design, or structure screening. Rather it assumes a worst case of having a direct line of site on flat terrain.  
 ADT = average daily traffic  
 Source: FCS 2020.

**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 ):

**Noise Impact Study prepared by First Carbon Solutions (NOI 2020) (Appendix G)**

a) **Less Than Significant Impact with Mitigation.**

**Construction**

Noise generated by construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. Construction is expected to occur in the following stages: demolition, excavation and grading, building construction, architectural coating, paving.

The site preparation phase, which includes excavation and grading of the site, tends to generate the highest noise levels because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery and compacting equipment, such as bulldozers, draglines, backhoes, front loaders, roller compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 or 4 minutes at lower power settings.

Construction of the project is expected to require the use of scrapers, bulldozers, water trucks, haul trucks, and pickup trucks. Based on the information provided in Table 2, the maximum noise level generated by each scraper is assumed to be 85 dBA Lmax at 50 feet from this equipment. Each bulldozer would also generate 85 dBA Lmax at 50 feet. The maximum noise level generated by graders is approximately 85 dBA Lmax at 50 feet. A characteristic of sound is that each doubling of sound sources with equal strength increases a sound level by 3 dBA. Assuming that each piece of construction equipment operates at some distance from the other equipment, a reasonable worst-case combined noise level during this phase of construction would be 90 dBA Lmax at a distance of 50 feet from the acoustic center of a construction area. This would result in a reasonable

worst-case hourly average of 86 dBA Leq, at a distance of 50 feet from the acoustic center of a construction area when multiple pieces of heavy equipment operate simultaneously in relatively the same location for an hour period.

The closest noise-sensitive receptors to the project site is the single-family residence located approximately 225 feet west of the project site on Santa Ana Avenue. The façade of this closest home would be located approximately 275 feet from the acoustic center of construction activity where multiple pieces of heavy construction equipment would operate simultaneously. At this distance, construction noise levels could range up to approximately 75 dBA Lmax, with a relative worst-case hourly average of 71 dBA Leq at this receptor. These noise levels could occur temporarily under the reasonable worst-case scenario of multiple pieces of heavy construction equipment operating simultaneously in relatively the same locations at the nearest project boundary for an hour period.

Although there could be a relatively high single event noise exposure potential causing an intermittent noise nuisance, the effect of construction activities on longer-term (hourly or daily) ambient noise levels would be small but could result in a temporary increase in ambient noise levels in the project vicinity that could result in annoyance or sleep disturbance of nearby sensitive receptors. However, Chapter 83.01.080, (g) (3), . of the San Bernardino County Municipal Code restricts permissible hours of construction to between the hours of 7:00 a.m. and 7:00 p.m. Monday through Saturday, excluding federal holidays. Therefore, compliance with the County's permissible hours of construction, as well as implementing the best management noise reduction techniques and practices outlined in Mitigation Measure (MM) NOI-1, would ensure that construction noise would not result in a substantial temporary increase in ambient noise levels that would result in annoyance or sleep disturbance of nearby sensitive receptors. With implementation of MM NOI-1, temporary construction noise impacts would be less than significant.

- Construct a six (6) foot high CMU block, tilt-up concrete or stack wall along the south and west property line, adjacent to the residential uses.
- The construction contractor shall ensure that all equipment driven by internal combustion engines shall be equipped with mufflers, which are in good condition and appropriate for the equipment.
- The construction contractor shall ensure that unnecessary idling of internal combustion engines (i.e., idling in excess of 5 minutes) is prohibited.
- The construction contractor shall utilize "quiet" models of air compressors and other stationary noise sources where technology exists.
- At all times during project grading and construction, the construction contractor shall ensure that stationary noise-generating equipment shall be located as far as practicable from sensitive receptors and placed so that emitted noise is directed away from adjacent residences.

- The construction contractor shall ensure that the construction staging areas shall be located to create the greatest feasible distance between the staging area and noise-sensitive receptors nearest the project site.
  - The construction contractor shall ensure that all on-site construction activities, including the operation of any tools or equipment used in construction, drilling, repair, alteration, grading or demolition work, are limited to between the hours of 7:00 a.m. and 7:00 p.m. Monday through Saturday, excluding federal holidays.
- b) **Less Than Significant Impact.** Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

The types of construction vibration impact include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. The vibration produced by construction equipment is presented in Table 10 – Vibration Noise Study.

**Table 10 - Vibration Noise Study**

Construction Equipment	PPV at 25 Feet (inches/second)	rms Velocity in Decibels (VdB) at 25 Feet
Water Trucks	0.001	57
Scraper	0.002	58
Bulldozer—small	0.003	58
Jackhammer	0.035	79
Concrete Mixer	0.046	81
Concrete Pump	0.046	81
Paver	0.046	81
Pickup Truck	0.046	81
Auger Drill Rig	0.051	82
Backhoe	0.051	82
Crane (Mobile)	0.051	82
Excavator	0.051	82
Grader	0.051	82

Construction Equipment	PPV at 25 Feet (inches/second)	rms Velocity in Decibels (VdB) at 25 Feet
Loader	0.051	82
Loaded Trucks	0.076	86
Bulldozer—Large	0.089	87
Caisson drilling	0.089	87
Vibratory Roller (small)	0.101	88
Compactor	0.138	90
Clam shovel drop	0.202	94
Vibratory Roller (large)	0.210	94
Pile Driver (impact-typical)	0.644	104
Pile Driver (impact-upper range)	1.518	112

Source: Compilation of scientific and academic literature, generated by the Federal Transit Administration (FTA) and FHWA.

The nearest structures to the project site are the residential uses located to the west 225 feet of the project site. Groundborne vibration decreases rapidly with distance. As indicated in Table 10, above, based on the Federal Transit Administration (FTA) data, vibration velocities from typical heavy construction equipment operation that would be used during project construction range from 0.003 to 0.089 inch-per-second peak particle velocity (PPV) at 25 feet from the source of activity. For the proposed development, groundborne vibration would be generated primarily during grading activities. As

construction activities would be limited and would not be concentrated to nearby structures for an extended period of time, vibration impacts would be less than significant.

- c) **No Impact.** The proposed Project is not located within an airport land use plan. The closest airport is the Ontario International Airport, located approximately seven miles to the west of the Project site. The proposed Project would not expose people residing or working in the area to excessive noise levels. Therefore, no impacts associated with aircraft noise exposure would occur.

**No significant adverse impacts are identified or anticipated and no mitigation measures are required. The project would be conditioned to comply with all applicable County of San Bernardino regulations and Conditions of Approval.**

### **Conditions of Approval**

**NOI-1: Block Wall:** Construct a six (6) foot high CMU block, tilt-up concrete or stack wall along the south and west property line, adjacent to the residential uses.

**NOI-2:** The construction contractor shall ensure that all equipment driven by internal combustion engines shall be equipped with mufflers, which are in good condition and appropriate for the equipment.

**NOI-3:** The construction contractor shall ensure that unnecessary idling of internal combustion engines (i.e., idling in excess of 5 minutes) is prohibited.

**NOI-4:** The construction contractor shall utilize “quiet” models of air compressors and other stationary noise sources where technology exists.

**NOI-5:** At all times during project grading and construction, the construction contractor shall ensure that stationary noise-generating equipment shall be located as far as practicable from sensitive receptors and placed so that emitted noise is directed away from adjacent residences.

**NOI-6:** The construction contractor shall ensure that the construction staging areas shall be located to create the greatest feasible distance between the staging area and noise-sensitive receptors nearest the project site.

**NOI-7:** The construction contractor shall ensure that all on-site construction activities, including the operation of any tools or equipment used in construction, drilling, repair, alteration, grading or demolition work, are limited to between the hours of 7:00 a.m. and 7:00 p.m. Monday through Saturday, excluding federal holidays.

<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>XIV. POPULATION AND HOUSING - Would the project:</b>				
a) Induce substantial unplanned 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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

***SUBSTANTIATION:***

a) **No Impact.** The proposed Project would develop the Project site with commercial uses. The proposed development is consistent with the County's land use and zoning designation of the Project site. The Southern California Association of Governments (SCAG) projects regional population growth and forecasts their projections based on planned land use. The Project is would not change the existing land use of the Project site. Thus, the development of the Project for the proposed uses have been planned for and would not result in substantial unplanned population growth. Similarly, during construction, workers are anticipated to come from the local region and travel from job site to job site, and do not typically relocate. The temporary need for construction workers on the Project site would not induce substantial unplanned population growth in the Project area.

In addition, the proposed Project does not include the extension of roads or other infrastructure. The Project would be served by the existing adjacent roadway system, and utilities would be provided by the existing infrastructure that is located with the adjacent roadways. Therefore, the proposed Project would not extend roads or other infrastructure that could indirectly induce unplanned population growth. Overall, no direct and indirect impacts related to unplanned population growth would occur.

b) **No Impact.** The Project site is currently vacant. The site does not include housing and no people are located onsite. Therefore, the Project would not displace any people or housing, and no impacts would occur.

**No significant adverse impacts are identified, 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. PUBLIC SERVICES</b>				
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:***

**Fire Protection – Less Than Significant Impact.** The San Bernardino County Fire Department (SBCFD) serves Bloomington from two fire stations. The nearest stations include Stations No. 76 and 77. The SBCFD currently reviews all new development plans. The proposed project will be required to conform to all fire protection and prevention requirements, including, but not limited to, building setbacks, emergency access, and fire flow (or the flow rate of water that is available for extinguishing fires). The proposed project would only place an incremental demand on fire services since the project will be constructed with strict adherence to all pertinent building and fire codes. In addition, the proposed project would be required to implement all pertinent Fire Code Standards including the installation of fire hydrants and sprinkler systems inside all of the new buildings the buildings. Furthermore, the project will be reviewed by Fire officials to ensure adequate fire service is provided. As a result, the potential impacts to fire protection services will be less than significant.

**Police Protection – Less Than Significant Impact.** Law enforcement services in Bloomington is provided by the San Bernardino County Sheriff’s Department (SBCSD) which operates out of the Fontana station located at 17780 Arrow Boulevard, in the City of Fontana. The SBCSD will review security and site plans to ensure the proposed project conforms to the Department’s security regulations. The proposed development will also be required to comply with the SBCSD requirements. In order to maintain adequate security once the project is operational, the following mitigation is required:

- The convenience store windows must remain un-obstructed and free from any window signs or writing. This is to allow for clear visibility of the store’s interior from the patrol vehicles outside.
- Internal security cameras must be installed throughout the proposed convenience store and fast-food restaurant to provide a comprehensive view of the buildings’ interior and exterior. Cameras will be monitored by the cashiers.

- A silent alarm system that will be monitored at a central station must be installed.
- Hold up buttons or remote transmitters must be provided.
- Doorway access to the restrooms must be visible to the cashiers or security cameras monitored by the cashiers.
- No long-term parking (more than one hour), other than that required by employees, will be permitted. This provision will be monitored by employees with appropriate signage posted within the parking area.
- Appropriate signage must be posted indicating that loitering and/or the drinking of alcoholic beverages on-site are prohibited.
- The site frontage from Cedar Avenue and Santa Ana Avenue and the parking and circulation areas must be visible to outside surveillance. Landscaping and other architectural treatments must not inhibit surveillance of the site from these areas.
- The site must be properly illuminated, and the storage building and carwash tunnel must be secured when not in use.

Implementation of the aforementioned mitigation measures will reduce potential impacts to levels that are less than significant.

**Schools – Less than Significant Impact.** The proposed project site is located within the attendance boundaries of the Colton Joint Union School District. The proposed project will not involve any development and/or uses that could potentially affect school enrollments. The proposed project will not directly result in an increase in population and therefore will not create a significant incremental demand for school services. In addition, the proposed project will be required to pay all pertinent development fees, \$0.66 per square foot for nonresidential development, to the Colton Joint Unified School District. As a result, less than significant impacts on school services will result from the proposed project's implementation.

**Parks – Less than Significant Impact.** The proposed project will not result in any local increase in residential development (directly or indirectly) which could potentially impact the local recreational facilities. As a result, less than significant impacts on parks will result from the proposed project's implementation.

**Other Public Facilities – Less than Significant Impact.** The proposed project will not create direct local population growth which could potentially create demand for other public facilities. As a result, less than significant impacts will result from the proposed project's implementation.

**No significant adverse impacts are identified or anticipated and no mitigation measures are required. The Project would be conditioned to comply with all applicable County of San Bernardino regulations and Mitigation Measures.**

**Mitigation Measures:**

**PS-1:** The convenience store windows must remain un-obstructed and free from any window signs or writing. This is to allow for clear visibility of the store's interior from the patrol vehicles outside.

**PS-2:** Internal security cameras must be installed throughout the proposed convenience store and fast-food restaurant to provide a comprehensive view of the buildings' interior and exterior. Cameras will be monitored by the cashiers.

**PS-3:** A silent alarm system that will be monitored at a central station must be installed.

**PS-4:** Hold up buttons or remote transmitters must be provided.

**PS-5:** Doorway access to the restrooms must be visible to the cashiers or security cameras monitored by the cashiers.

**PS-6:** No long-term parking (more than one hour), other than that required by employees, will be permitted. This provision will be monitored by employees with appropriate signage posted within the parking area.

**PS-7:** Appropriate signage must be posted indicating that loitering and/or the drinking of alcoholic beverages on-site are prohibited.

**PS-8:** The site frontage from Cedar Avenue and Santa Ana Avenue and the parking and circulation areas must be visible to outside surveillance. Landscaping and other architectural treatments must not inhibit surveillance of the site from these areas.

**PS-9:** The site must be properly illuminated, and the storage building and carwash tunnel must be secured when not in use.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
<b>XVI. 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 will occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

***SUBSTANTIATION:***

- a) **No Impact.** No parks are located adjacent to the site. The nearest public park to the project site is Kessler Park located at 18401 Jurupa Avenue. This park is located approximately 1,425 feet to the west of the project site. Due to the commercial nature of the proposed project, no significant increase in the use of County parks and recreational facilities is anticipated to occur. The proposed project would not result in any improvements that would potentially significantly physically alter any public park facilities and services. As a result, no impacts are anticipated.
- b) **No Impact.** As previously indicated, the implementation of the proposed project would not affect any existing parks and recreational facilities in the County. No such facilities are located adjacent to the project site and, as a result, no impacts will occur.

**No significant adverse impacts are identified, 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>XVII. TRANSPORTATION – Would the project:</b>				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric 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"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

***SUBSTANTIATION: Santa Ana Avenue/Cedar Avenue Circle K Project Traffic Impact Study (TRA 2020) RK Engineering Group, Inc. (Appendix H)***

a) **Less Than Significant with Mitigation Incorporated.** The Project area is served by the I-10 (San Bernardino) Freeway which is an east/west freeway that begins in the City of Santa Monica in Los Angeles County and runs across the entire State of California and connects to the State of Arizona and beyond. The segment of the I-10 Freeway in the vicinity of the project area consists of four mixed-flow travel lanes in each direction. East and westbound on/off ramps that provide access to and from the project are located on Cedar Avenue. The project area is served by the following surrounding roadways with street classifications that are defined in the San Bernardino County Policy Plan Transportation & Mobility Element:

- *Cedar Avenue* is a north-south Major Highway that provides access to the City of Rialto to the north and terminates at El Rivino Road to the south and becomes Rubidoux Boulevard in Crestmore Heights. Within the study area, Cedar Avenue consists of two travel lanes in each direction separated by a raised median island with exclusive left-turn lanes at major intersections. Parking is prohibited on both sides of the street. There are east and westbound I-10 Freeway on and off-ramps at Cedar Avenue.
- *Santa Ana Avenue* is an east-west Secondary Highway that connects to the City of Fontana to the west and the Rialto Water Service Wastewater Treatment Plant to the east. In the vicinity of the project, Santa Ana Avenue is basically a two-lane undivided roadway. Parking is allowed on either side of the street at selected locations only.

Manual traffic counts were obtained for vehicular turning movements on October 2019 at the following seven study intersections:

- Cedar Avenue and I-10 Freeway westbound ramps;
- Cedar Avenue and I-10 Freeway eastbound ramps;
- Cedar Avenue and Slover Avenue;
- Project Driveway 1 and Santa Ana Avenue;
- Cedar Avenue and Santa Ana Avenue;
- Cedar Avenue and Project Driveway 2;
- Cedar Avenue and Jurupa Avenue.

Traffic counts were obtained during typical commuter hours to determine peak traffic volumes. The findings show that typical peak traffic for morning and afternoon hours occur during the hours of 7:00 - 9:00 A.M. and 4:00 – 6:00 P.M. respectively. In addition, manual turning movement traffic counts were conducted and were then converted to Passenger Car Equivalents (PCE) using the factors recommended by San Bernardino Associated Governments (SANBAG). Trip rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual 10th Edition were used in this analysis. The proposed project is forecast to result in 232 a.m. peak-hour trips, 220 p.m. peak-hour trips and 4,184 daily trips.

To determine if the project would cause a significant impact in traffic, the County of San Bernardino Traffic Impact Study Guidelines dated July 9, 2019, Section 3.4.2 provides the following criteria for signalized intersections. The Project generates more than 50 trips during either the AM or PM peak periods and either of the following occur:

- Any signalized intersection in the Valley Region that is operating at an acceptable LOS D or better without project traffic in which the addition of project traffic causes the intersection to degrade to an LOS E or F shall identify improvements to improve operations to LOS D or better; or
- Any signalized intersection in the Valley Region that is operating at LOS E or F without project traffic where the project increases delay by 5.0 or more seconds shall identify improvements to offset the increase in delay.

The traffic study determined that all the study intersections are currently operating at acceptable Levels of Service (LOS D or better) during the AM and PM peak hours. See Table 11, below:

**Table-11: Existing Conditions: Study Intersection LOS Analysis Summary**

	Intersection	Traffic Control <sup>3</sup>	Delay (Secs) <sup>1,2</sup>		Level of Service	
			AM	PM	AM	PM
1.	Cedar Avenue (NS) / I-10 Westbound Ramps (EW)	TS	50.1	29.1	D	C
2.	Cedar Avenue (NS) / I-10 Eastbound Ramps (EW)	TS	41.7	27.3	D	C
3.	Cedar Avenue (NS) / Slover Avenue (EW)	TS	36.6	37.3	D	D
4.	Project Driveway 1 (NS) / Santa Ana Avenue (EW)	CSS	N/A	N/A	N/A	N/A
5.	Cedar Avenue (NS) / Santa Ana Avenue (EW)	TS	<b>65.2</b>	<b>100.4</b>	<b>E</b>	<b>F</b>
6.	Cedar Avenue (NS) / Project Driveway 2 (EW)	CSS	N/A	N/A	N/A	N/A
7.	Cedar Avenue (NS) / Jurupa Avenue	TS	<b>64.6</b>	<b>185.5</b>	<b>E</b>	<b>F</b>

<sup>1</sup> Deficient operation shown in **Bold**.

<sup>2</sup> HCM Analysis Software: Synchro, Version 10.0. Per the Highway Capacity Manual 6th Edition, overall average intersection delay and level of service are shown for intersections with traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

<sup>3</sup> TS = Traffic Signal

CSS = Cross-Street Stop

**Existing Conditions Level of Services:** Of all study area intersections are forecast to continue to operate at an acceptable level of service (LOS D or better) during the peak hours for Existing Conditions Level of Service with the exception of the following study intersections which are forecast to operate at a deficient LOS (LOS E or F):

- Cedar Avenue / Santa Ana Avenue (both AM & PM peak hours)
- Cedar Avenue/Jurupa Avenue (both AM & PM peak hours)

	Intersection	Traffic Control <sup>3</sup>	Existing Conditions				Existing Plus Project Conditions							
			Delay (Secs) <sup>1,2</sup>		Level of Service		Delay (Secs) <sup>1,2</sup>		Level of Service		Increase in Delay (Secs)		Improvement Required?	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1.	Cedar Avenue (NS) / I-10 Westbound Ramps (EW)	TS	50.1	29.1	D	C	<b>55.8</b>	30.7	<b>E</b>	C	<b>5.7</b>	1.6	Yes	No
	<i>With Mitigation</i>	TS	--	--	--	--	21.1	18.8	C	B	-29.0	-10.3	No	No
2.	Cedar Avenue (NS) / I-10 Eastbound Ramps (EW)	TS	41.7	27.3	D	C	44.5	28.3	D	C	2.8	1.0	No	No
3.	Cedar Avenue (NS) / Slover Avenue (EW)	TS	36.6	37.3	D	D	37.2	37.7	D	D	0.6	0.4	No	No
4.	Project Driveway 1 (NS) / Santa Ana Avenue (EW)	CSS	N/A	N/A	N/A	N/A	18.2	18.4	C	C	N/A	N/A	No	No
5.	Cedar Avenue (NS) / Santa Ana Avenue (EW)	TS	<b>65.2</b>	<b>100.4</b>	<b>E</b>	<b>F</b>	<b>436.1</b>	<b>543.1</b>	<b>F</b>	<b>F</b>	<b>370.9</b>	<b>442.7</b>	Yes	Yes
	<i>With Mitigation</i>	TS	--	--	--	--	40.1	28.3	D	C	-25.1	-72.1	No	No
6.	Cedar Avenue (NS) / Project Driveway 2 (EW)	CSS	N/A	N/A	N/A	N/A	26.1	23.0	D	C	N/A	N/A	No	No
7.	Cedar Avenue (NS) / Jurupa Avenue	TS	<b>64.6</b>	<b>185.5</b>	<b>E</b>	<b>F</b>	<b>67.6</b>	<b>186.8</b>	<b>E</b>	<b>F</b>	3.0	1.3	No	No

<sup>1</sup> Deficient operation shown in **Bold**.

<sup>2</sup> HCM Analysis Software: Synchro, Version 10.0. Per the Highway Capacity Manual 6th Edition, overall average intersection delay and level of service are shown for intersections with traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

<sup>3</sup> TS = Traffic Signal

CSS = Cross-Street Stop

**Existing Plus Project conditions Level of Service:** Of all study area intersections are forecast to continue to operate at an acceptable level of service (LOS D or better) during the peak hours for Existing Condition with the exception of the following study intersections which are forecast to operate at a deficient LOS (LOS E or F):

- Cedar Avenue / I-10 Westbound Ramps (AM peak hours)
- Cedar Avenue/Santa Ana Avenue (both AM and PM peak hours)
- Cedar Avenue/Jurupa Avenue (both AM and PM peak hours)

Based on County's Current Traffic Study Guideline established thresholds of significance, the proposed project is forecast to result in a significant traffic impact at the above listed study intersection requiring to contribute to improvements at the following study intersections for Existing Plus Project Conditions:

- Cedar Avenue / I-10 Westbound Ramps (AM peak hours)
- Cedar Avenue/Santa Ana Avenue (both AM and PM peak hours)

The following improvements are identified to reduce the project traffic impact to a level considered less than significant for Existing Plus Project Conditions:

**Improvements No. 1** – Intersection 1 - Cedar Avenue / I-10 Westbound Ramps: Consistent with the Caltrans-planned future improvements, it may be appropriate for the project applicant to make a fair share contribution to implement the following:

- a) Widen the northbound Cedar Avenue approach from one left-turn lane and two through lanes to consist of two left-turn lanes and two through lanes. Implementation of this improvement might also require widening of the on-ramp to accommodate the dual left-turn lanes.
- b) Widen the westbound off-ramp from one shared left-turn/through/right-turn lane to consist of one left-turn lane, one shared left-turn/through lane and two right-turn lanes.

**Improvements No. 2** – Intersection 5 - Cedar Avenue / Santa Ana Avenue: It may be appropriate for the project applicant to make a fair share contribution to implement the following:

- a) Restripe the eastbound Santa Ana Avenue approach from one shared left-turn/through lane and one defacto right-turn lane to consist of one left-turn lane and one shared through/right-turn lane.
- b) Restripe the westbound Santa Ana Avenue approach from one shared left-turn/through lane and one defacto right-turn lane to consist of one left-turn lane and one shared through/right-turn lane.
- c) Modify the existing traffic signal to accommodate the improvement as needed.

**Opening Year (2021) Without Related Project Without Project Conditions:** All study area intersections are forecast to continue to operate at an acceptable level of service (LOS D or better) during the peak hours for Opening Year (2021) Without Related Projects Without Project Conditions with exception to the following study intersections which are forecast to operate at a deficient LOS (LOS E or F):



- Cedar Avenue / I-10 Westbound Ramps (AM peak hours)
- Cedar Avenue/Santa Ana Avenue (both AM and PM peak hours)
- Cedar Avenue/Jurupa Avenue (both AM and PM peak hours)

**Opening Year (2021) Without Related Project With Project Conditions:** All study area intersections are forecast to continue to operate at an acceptable level of service (LOS D or better) during the peak hours for Opening Year (2021) Without Related Projects With Project Conditions with exception to the following study intersections which are forecast to operate at a deficient LOS (LOS E or F):

- Cedar Avenue / I-10 Westbound Ramps (AM peak hours)
- Cedar Avenue/Santa Ana Avenue (both AM and PM peak hours)
- Cedar Avenue/Jurupa Avenue (both AM and PM peak hours)

Based on County's Current Traffic Study Guideline established thresholds of significance, the proposed project is forecast to result in a significant traffic impact at the above listed study intersection requiring to contribute to improvements at the following study intersections for Opening Year (2021) Without Related Project With Project Conditions:

- Cedar Avenue / I-10 Westbound Ramps (AM peak hours)
- Cedar Avenue/Santa Ana Avenue (both AM and PM peak hours)

The following improvements are identified to reduce the project traffic impact to a level considered less than significant for Opening Year (2021) Without Related Projects With Project Conditions:

**Improvements No. 3** – Intersection 1 - Cedar Avenue / I-10 Westbound Ramps (Identical to Intersection Improvement No. 1): Consistent with the Caltrans-planned future improvements, it may be appropriate for the project applicant to make a fair share contribution to implement the following:

- a) Widen the northbound Cedar Avenue approach from one left-turn lane and two through lanes to consist of two left-turn lanes and two through lanes. Implementation of this improvement might also require widening of the on-ramp to accommodate the dual left-turn lanes.
- b) Widen the westbound off-ramp from one shared left-turn/through/right-turn lane to consist of one left-turn lane, one shared left-turn/through lane and two right-turn lanes.

**Improvements No. 4** – Intersection 5 - Cedar Avenue / Santa Ana Avenue (Identical to Intersection Improvement No. 2): It may be appropriate for the project applicant to make a fair share contribution to implement the following:

- a) Restripe the eastbound Santa Ana Avenue approach from one shared left-turn/through lane and one defacto right-turn lane to consist of one left-turn lane and one shared through/right-turn lane.
- b) Restripe the westbound Santa Ana Avenue approach from one shared left-turn/through lane and one defacto right-turn lane to consist of one left-turn lane and one shared through/right-turn lane.
- c) Modify the existing traffic signal to accommodate the improvement as needed.

**Opening Year (2021) With Related Project Without Project Conditions:** All study area intersections are forecast to continue to operate at an acceptable level of service (LOS D or better) during the peak hours for Opening Year (2021) With Related Projects Without Project Conditions with exception to the following study intersections which are forecast to operate at a deficient LOS (LOS E or F):

- Cedar Avenue / I-10 Westbound Ramps (AM peak hours)
- Cedar Avenue/I-10 Eastbound Ramps (AM peak hours)
- Cedar Avenue/Slover Avenue (both AM and PM peak hours)
- Cedar Avenue/Santa Ana Avenue (both AM and PM peak hours)
- Cedar Avenue/Jurupa Avenue (both AM and PM peak hours)

**Opening Year (2021) With Related Project With Project Conditions:** All study area intersections are forecast to continue to operate at an acceptable level of service (LOS D or better) during the peak hours for Opening Year (2021) With Related Projects With Project Conditions with exception to the following study intersections which are forecast to operate at a deficient LOS (LOS E or F):

- Cedar Avenue / I-10 Westbound Ramps (AM peak hours)
- Cedar Avenue/I-10 Eastbound Ramps (AM peak hours)
- Cedar Avenue/Slover Avenue (both AM and PM peak hours)
- Cedar Avenue/Santa Ana Avenue (both AM and PM peak hours)
- Cedar Avenue/Jurupa Avenue (both AM and PM peak hours)

Based on County's Current Traffic Study Guideline established thresholds of significance, the proposed project is forecast to result in a significant traffic impact at the above listed study intersection requiring to contribute to improvements at the following study intersections for Opening Year (2021) With Related Project With Project Conditions:

- Cedar Avenue / I-10 Westbound Ramps (both AM and PM peak hours)
- Cedar Avenue/I-10 Eastbound Ramps (AM peak hours)
- Cedar Avenue/Santa Ana Avenue (both AM and PM peak hours)

The following improvements are identified to reduce the project traffic impact to a level considered less than significant for Opening Year (2021) With Related Projects With Project Conditions:

**Improvements No. 5** – Intersection 1 - Cedar Avenue / I-10 Westbound Ramps (Identical to Intersection Improvement No. 1 & No. 3): Consistent with the Caltrans-planned future improvements, it may be appropriate for the project applicant to make a fair share contribution to implement the following:

- a) Widen the northbound Cedar Avenue approach from one left-turn lane and two through lanes to consist of two left-turn lanes and two through lanes. Implementation of this improvement might also require widening of the on-ramp to accommodate the dual left-turn lanes.
- b) Widen the westbound off-ramp from one shared left-turn/through/right-turn lane to consist of one left-turn lane, one shared left-turn/through lane and two right-turn lanes.

**Improvements No. 6** – Intersection 2 - Cedar Avenue / I-10 Eastbound Ramps (Identical to Intersection Improvement No. 1 & No. 3): Consistent with the Caltrans-planned future improvements, it may be appropriate for the project applicant to make a fair share contribution to implement the following:

- a) Widen the northbound Cedar Avenue approach from three through lanes and one right-turn lane to consist of five through lanes and one right-turn lane.
- b) Widen the southbound Cedar Avenue approach from one left-turn lane and two through lanes to consist of two left-turn lanes and two through lanes. Implementation of this improvement might also require widening of the on-ramp to accommodate the dual left-turn lanes
- c) Widen the eastbound off-ramp from one left-turn lane and one shared left-turn/through/right-turn lane to consist of one left-turn lane, one shared left-turn/through lane and one right-turn lane.

**Improvements No. 7** – Intersection 5 - Cedar Avenue / Santa Ana (Identical to Intersection Improvement No. 2 & No. 4): It may be appropriate for the project applicant to make a fair share contribution to implement the following:

- a) Restripe the eastbound Santa Ana Avenue approach from one shared left-turn/through lane and one defacto right-turn lane to consist of one left-turn lane and one shared through/right-turn lane.
- b) Restripe the westbound Santa Ana Avenue approach from one shared left-turn/through lane and one defacto right-turn lane to consist of one left-turn lane and one shared through/right-turn lane.
- c) Modify the existing traffic signal to accommodate the improvement as needed.

**Improvements No. 8** – Intersection 1 - Cedar Avenue / I-10 Westbound (Identical to Intersection Improvement No. 1, No. 3 & No. 5): Consistent with the Caltrans-planned future improvements, it may be appropriate for the project applicant to make a fair share contribution to implement the following:

- a) Widen the northbound Cedar Avenue approach from one left-turn lane and two through lanes to consist of two left-turn lanes and two through lanes. Implementation of this improvement might also require widening of the on-ramp to accommodate the dual left-turn lanes.
- b) Widen the westbound off-ramp from one shared left-turn/through/right-turn lane to consist of one left-turn lane, one shared left-turn/through lane and two right-turn lanes.

**Improvements No. 9** – Intersection 2 - Cedar Avenue / I-10 Eastbound Ramps (Identical to Intersection Improvement No. 6): Consistent with the Caltrans-planned future improvements, it may be appropriate for the project applicant to make a fair share contribution to implement the following:

- a) Widen the northbound Cedar Avenue approach from three through lanes and one right-turn lane to consist of five through lanes and one right-turn lane.
- b) Widen the southbound Cedar Avenue approach from one left-turn lane and two through lanes to consist of two left-turn lanes and two through lanes. Implementation of this improvement might also require widening of the on-ramp to accommodate the dual left-turn lanes

- c) Widen the eastbound off-ramp from one left-turn lane and one shared left-turn/through/right-turn lane to consist of one left-turn lane, one shared left-turn/through lane and one right-turn lane.

**Improvements No. 10** – Intersection 3 - Cedar Avenue / Slover Avenue: Consistent with the Caltrans-planned future improvements, it may be appropriate for the project applicant to make a fair share contribution to implement the following:

- a) Widen the southbound Cedar Avenue approach from one left-turn lane, one through lane and one shared through/right-turn lane to consist of one left-turn lane, two through lanes and one right-turn lane.

**Improvements No. 11** – Intersection 5 - Cedar Avenue / Santa Ana (Identical to Intersection Improvement No. 2, No. 4 & No. 7): Consistent with the Caltrans-planned future improvements, it may be appropriate for the project applicant to make a fair share contribution to implement the following:

- a) Restripe the eastbound Santa Ana Avenue approach from one shared left-turn/through lane and one defacto right-turn lane to consist of one left-turn lane and one shared through/right-turn lane.  
 b) Restripe the westbound Santa Ana Avenue approach from one shared left-turn/through lane and one defacto right-turn lane to consist of one left-turn lane and one shared through/right-turn lane.  
 c) Modify the existing traffic signal to accommodate the improvement as needed.

Fair Share Calculations: Project fair share contribution calculations for the impacted study intersections along with estimated cost are summarized in Table 12:

**Table 12: Project Fair Share Calculations Summary:**

Opening Year (2020) With Related Projects With Project Conditions<sup>1</sup>

Intersection	Existing Conditions		Opening Year (2020) With Related Projects With Project Conditions		Total Growth in Traffic		Project Traffic		Project % of Trips		Estimated Total Cost	Project Share of Cost	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		AM	PM
Cedar Avenue / I-10 EB Ramps	3,675	3,460	4,690	4,436	1,015	976	128	122	12.61%	12.50%	\$25,000	\$3,153	\$3,125
Cedar Avenue / Slover Avenue	2,712	2,833	3,636	3,714	924	881	164	156	17.75%	17.71%	\$25,000	\$4,437	\$4,427
Cedar Avenue / Santa Ana Avenue	2,309	2,284	3,180	3,064	871	780	480	395	55.11%	50.64%	\$125,000	\$68,886	\$63,901

Forecast Long Range (2040) Analysis With Project Conditions

Intersection	Existing Conditions		Forecast Long Range (2040) Analysis With Project Conditions		Total Growth in Traffic		Project Traffic		Project % of Trips		Estimated Total Cost	Project Share of Cost	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		AM	PM
Cedar Avenue / I-10 EB Ramps	3,675	3,460	5,361	5,123	1,686	1,663	128	122	7.59%	7.34%	\$25,000	\$1,898	\$1,834
Cedar Avenue / Slover Avenue	2,712	2,833	4,214	4,321	1,502	1,488	164	156	10.92%	10.48%	\$25,000	\$2,730	\$2,621
Cedar Avenue / Santa Ana Avenue	2,309	2,284	3,636	3,519	1,327	1,235	480	395	36.17%	31.98%	\$125,000	\$45,215	\$39,980

<sup>1</sup> Project Fair-Share Traffic Contribution represents the project's traffic contribution at each study area intersection as a percentage of the overall growth in traffic for Opening Year (2020) With Related Projects With Project Conditions and Forecast Long Range (2040) Analysis With Project Conditions.

Additionally, per the County of San Bernardino guidelines, since the proposed project is a local-serving gas station, the project is exempt from preparation of VMT analysis. Implementation of the aforementioned mitigation measures/Improvements and fair shares will reduce potential impacts to levels that are less than significant.

- b) **Less Than Significant Impact.** CEQA Guidelines Section 15064.3 subdivision (b)(2) focuses on impacts that result from certain transportation projects. The proposed project is not a transportation project. As a result, no impacts on this issue will result. CEQA Guidelines Section 15064.3 subdivision (b)(3) and (b)(4) focuses on the evaluation of a project's VMT. As previously mentioned in Subsection A, the proposed project will not create a significant impact on the amount of traffic in the surrounding area. As a result, the proposed project will not result in a conflict or be inconsistent with Section 15064.3 subdivision (b) of the CEQA Guidelines and no impacts will occur.
- d) **Less Than Significant Impact.** The proposed project includes two driveways, one on Cedar Avenue and one on Santa Ana Avenue. All access points to the proposed project would be at a signalized intersection. All driveways and road improvements would be implemented consistent with County design standards. The proposed project would not substantially increase hazards due to a design feature or incompatible use because the project site is adjacent to an established road that is accessed at points with good site distance and properly controlled intersections.
- e) **No Impact.** The proposed project would not affect emergency access to any adjacent parcels. At no time during construction will Cedar Avenue or Santa Ana Avenue be completely closed to traffic. All construction staging would occur on-site. As a result, no impacts will occur.

**No significant impacts are identified or anticipated. The project would be conditioned to comply with all applicable regulations, and conditions of approval, and the mitigation measure listed below.**

**Mitigation Measures:**

**TRA-1: Improvements No. 1** – Intersection 1 - Cedar Avenue / I-10 Westbound Ramps: Consistent with the Caltrans-planned future improvements, it may be appropriate for the project applicant to make a fair share contribution to implement the following:

- a) Widen the northbound Cedar Avenue approach from one left-turn lane and two through lanes to consist of two left-turn lanes and two through lanes. Implementation of this improvement might also require widening of the on-ramp to accommodate the dual left-turn lanes.
- b) Widen the westbound off-ramp from one shared left-turn/through/right-turn lane to consist of one left-turn lane, one shared left-turn/through lane and two right-turn lanes.

**TRA-2: Improvements No. 2** – Intersection 5 - Cedar Avenue / Santa Ana Avenue: It may be appropriate for the project applicant to make a fair share contribution to implement the following:

- a) Restripe the eastbound Santa Ana Avenue approach from one shared left-turn/through lane and one defacto right-turn lane to consist of one left-turn lane and one shared through/right-turn lane.
- b) Restripe the westbound Santa Ana Avenue approach from one shared left-turn/through lane and one defacto right-turn lane to consist of one left-turn lane and one shared through/right-turn lane.
- c) Modify the existing traffic signal to accommodate the improvement as needed.

**TRA-3: Improvements No. 3** – Intersection 1 - Cedar Avenue / I-10 Westbound Ramps (Identical to Intersection Improvement No. 1): Consistent with the Caltrans-planned future improvements, it may be appropriate for the project applicant to make a fair share contribution to implement the following:

- a) Widen the northbound Cedar Avenue approach from one left-turn lane and two through lanes to consist of two left-turn lanes and two through lanes. Implementation of this improvement might also require widening of the on-ramp to accommodate the dual left-turn lanes.
- b) Widen the westbound off-ramp from one shared left-turn/through/right-turn lane to consist of one left-turn lane, one shared left-turn/through lane and two right-turn lanes.

**TRA-4: Improvements No. 4** – Intersection 5 - Cedar Avenue / Santa Ana Avenue (Identical to Intersection Improvement No. 2): It may be appropriate for the project applicant to make a fair share contribution to implement the following:

- a) Restripe the eastbound Santa Ana Avenue approach from one shared left-turn/through lane and one defacto right-turn lane to consist of one left-turn lane and one shared through/right-turn lane.
- b) Restripe the westbound Santa Ana Avenue approach from one shared left-turn/through lane and one defacto right-turn lane to consist of one left-turn lane and one shared through/right-turn lane.
- c) Modify the existing traffic signal to accommodate the improvement as needed.

**TRA-5: Improvements No. 5** – Intersection 1 - Cedar Avenue / I-10 Westbound Ramps (Identical to Intersection Improvement No. 1 & No. 3): Consistent with the Caltrans-planned future improvements, it may be appropriate for the project applicant to make a fair share contribution to implement the following:

- a) Widen the northbound Cedar Avenue approach from one left-turn lane and two through lanes to consist of two left-turn lanes and two through lanes. Implementation of this improvement might also require widening of the on-ramp to accommodate the dual left-turn lanes.
- b) Widen the westbound off-ramp from one shared left-turn/through/right-turn lane to consist of one left-turn lane, one shared left-turn/through lane and two right-turn lanes.

**TRA-6: Improvements No. 6** – Intersection 2 - Cedar Avenue / I-10 Eastbound Ramps (Identical to Intersection Improvement No. 1 & No. 3): Consistent with the Caltrans-planned future improvements, it may be appropriate for the project applicant to make a fair share contribution to implement the following:

- a) Widen the northbound Cedar Avenue approach from three through lanes and one right-turn lane to consist of five through lanes and one right-turn lane.
- b) Widen the southbound Cedar Avenue approach from one left-turn lane and two through lanes to consist of two left-turn lanes and two through lanes. Implementation of this improvement might also require widening of the on-ramp to accommodate the dual left-turn lanes
- c) Widen the eastbound off-ramp from one left-turn lane and one shared left-turn/through/right-turn lane to consist of one left-turn lane, one shared left-turn/through lane and one right-turn lane.

**TRA-7: Improvements No. 7** – Intersection 5 - Cedar Avenue / Santa Ana (Identical to Intersection Improvement No. 2 & No. 4): It may be appropriate for the project applicant to make a fair share contribution to implement the following:

- a) Restripe the eastbound Santa Ana Avenue approach from one shared left-turn/through lane and one defacto right-turn lane to consist of one left-turn lane and one shared through/right-turn lane.
- b) Restripe the westbound Santa Ana Avenue approach from one shared left-turn/through lane and one defacto right-turn lane to consist of one left-turn lane and one shared through/right-turn lane.
- c) Modify the existing traffic signal to accommodate the improvement as needed.

**TRA-8: Improvements No. 8** – Intersection 1 - Cedar Avenue / I-10 Westbound (Identical to Intersection Improvement No. 1, No. 3 & No. 5): Consistent with the Caltrans-planned future improvements, it may be appropriate for the project applicant to make a fair share contribution to implement the following:

- a) Widen the northbound Cedar Avenue approach from one left-turn lane and two through lanes to consist of two left-turn lanes and two through lanes. Implementation of this improvement might also require widening of the on-ramp to accommodate the dual left-turn lanes.
- b) Widen the westbound off-ramp from one shared left-turn/through/right-turn lane to consist of one left-turn lane, one shared left-turn/through lane and two right-turn lanes.

**TRA-9: Improvements No. 9** – Intersection 2 - Cedar Avenue / I-10 Eastbound Ramps (Identical to Intersection Improvement No. 6): Consistent with the Caltrans-planned future improvements, it may be appropriate for the project applicant to make a fair share contribution to implement the following:

- a) Widen the northbound Cedar Avenue approach from three through lanes and one right-turn lane to consist of five through lanes and one right-turn lane.
- b) Widen the southbound Cedar Avenue approach from one left-turn lane and two through lanes to consist of two left-turn lanes and two through lanes. Implementation of this improvement might also require widening of the on-ramp to accommodate the dual left-turn lanes
- c) Widen the eastbound off-ramp from one left-turn lane and one shared left-turn/through/right-turn lane to consist of one left-turn lane, one shared left-turn/through lane and one right-turn lane.

**TRA-10: Improvements No. 10** – Intersection 3 - Cedar Avenue / Slover Avenue: Consistent with the Caltrans-planned future improvements, it may be appropriate for the project applicant to make a fair share contribution to implement the following:

- a) Widen the southbound Cedar Avenue approach from one left-turn lane, one through lane and one shared through/right-turn lane to consist of one left-turn lane, two through lanes and one right-turn lane.

**TRA-11: Improvements No. 11** – Intersection 5 - Cedar Avenue / Santa Ana (Identical to Intersection Improvement No. 2, No. 4 & No. 7): Consistent with the Caltrans-planned future improvements, it may be appropriate for the project applicant to make a fair share contribution to implement the following:

- d) Restripe the eastbound Santa Ana Avenue approach from one shared left-turn/through lane and one defacto right-turn lane to consist of one left-turn lane and one shared through/right-turn lane.
- e) Restripe the westbound Santa Ana Avenue approach from one shared left-turn/through lane and one defacto right-turn lane to consist of one left-turn lane and one shared through/right-turn lane.
- f) Modify the existing traffic signal to accommodate the improvement as needed.

**TRA-13: Fair Shares:**

Opening Year (2020) With Related Projects With Project Conditions<sup>1</sup>

Intersection	Existing Conditions		Opening Year (2020) With Related Projects With Project Conditions		Total Growth in Traffic		Project Traffic		Project % of Trips		Estimated Total Cost	Project Share of Cost	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		AM	PM
Cedar Avenue / I-10 EB Ramps	3,675	3,460	4,690	4,436	1,015	976	128	122	12.61%	12.50%	\$25,000	\$3,153	\$3,125
Cedar Avenue / Slover Avenue	2,712	2,833	3,636	3,714	924	881	164	156	17.75%	17.71%	\$25,000	\$4,437	\$4,427
Cedar Avenue / Santa Ana Avenue	2,309	2,284	3,180	3,064	871	780	480	395	55.11%	50.64%	\$125,000	\$68,886	\$63,301

Forecast Long Range (2040) Analysis With Project Conditions

Intersection	Existing Conditions		Forecast Long Range (2040) Analysis With Project Conditions		Total Growth in Traffic		Project Traffic		Project % of Trips		Estimated Total Cost	Project Share of Cost	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		AM	PM
Cedar Avenue / I-10 EB Ramps	3,675	3,460	5,361	5,123	1,686	1,663	128	122	7.59%	7.34%	\$25,000	\$1,898	\$1,834
Cedar Avenue / Slover Avenue	2,712	2,833	4,214	4,321	1,502	1,488	164	156	10.92%	10.48%	\$25,000	\$2,730	\$2,621
Cedar Avenue / Santa Ana Avenue	2,309	2,284	3,636	3,519	1,327	1,235	480	395	36.17%	31.98%	\$125,000	\$45,215	\$39,980

<sup>1</sup> Project Fair-Share Traffic Contribution represents the project's traffic contribution at each study area intersection as a percentage of the overall growth in traffic for Opening Year (2020) With Related Projects With Project Conditions and Forecast Long Range (2040) Analysis With Project Conditions.



<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. TRIBAL CULTURAL RESOURCES**

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

- |     |  |                          |                                     |                                     |                          |
|-----|--|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| i)  | Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ii) | A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |

**SUBSTANTIATION:**

**Phase I Cultural Resources Assessment Bloomington Circle K Store Project. (CUL 2020) (Appendix C)**

a, b) **Less than Significant with Mitigation Incorporated.** A Tribal Resource is defined in Public Resources Code section 21074 and includes the following:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.
- A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

- A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “non-unique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms to the criteria of subdivision (a).

On May 26, 2020, the County of San Bernardino mailed project notification pursuant to AB-52 to the following tribes: San Gabriel Band of Mission Indians, Morongo Band of Mission Indians, San Manuel Band of Mission Indians, Soboba Band of Luiseno Indians, Fort Mojave Indian Tribe, Colorado River Indian Tribe, and Gabrieleno Band of Mission Indians - Kizh Nation. AB-52 consultation concluded with the San Manuel tribe after receiving recommended mitigation measures on July 22, 2020.

California Assembly Bill 52 (AB52) was approved by Governor Brown on September 25, 2014. AB52 specifies that CEQA projects with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource may have a significant effect on the environment. As such, the bill requires lead agency consultation with California Native American tribes traditionally and culturally affiliated with the geographic area of a proposed project, if the tribe requested to the lead agency, in writing, to be informed of proposed projects in that geographic area. The legislation further requires that the tribe-requested consultation be completed prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project

**No significant impacts are identified or anticipated. The project would be conditioned to comply with all applicable regulations, and conditions of approval, and the mitigation measure listed below.**

### **Mitigation Measures**

**TCR-1.** The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed in CR-1, of any pre-contact cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with SMBMI, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents SMBMI for the remainder of the project, should SMBMI elect to place a monitor on-site.

**TCR-2.** Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to SMBMI. The Lead Agency and/or applicant shall, in good faith, consult with SMBMI throughout the life of the project.

<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>XIX. UTILITIES AND SERVICE SYSTEMS - Would the project:</b>				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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 checked="" type="checkbox"/>
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

***SUBSTANTIATION:***

***CalRecycle Facility Database 2020***

- a) **Less than Significant Impact.** The proposed project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities as there is sufficient capacity in the existing system for the proposed use. The project will include installation of an 8" pipe water main across property frontage and connect to existing water mains in Cedar Avenue. It is not anticipated that the addition of 2.02-acre commercial site would adversely impact pipelines or water supply demand or require additional water or wastewater facilities within the City of Rialto Municipal Utilities Department.

- b) **Less Than Significant Impact.** The proposed project would have sufficient water supplies available to serve the project from existing entitlements and resources. City of Rialto Municipal Utilities Department has identified that it has adequate water service capacity to serve the projected demand for the project, in addition to the Water District's existing commitments. The Water District has issued a will serve letter for the provision of potable water.
- c) **Less Than Significant Impact.** As previously addressed, the proposed project would connect to the City of Rialto Municipal Utilities Department for sewer.
- d) **Less Than Significant Impact.** The solid waste collection and disposal services in the community of Bloomington are provided by Burrtec Waste Industries. Burrtec Waste Industries disposes waste at the West Valley Materials Recovery Facility in the City of Fontana. This facility is permitted to receive up to 7,500 tons of solid waste on a daily basis. The proposed project is anticipated to generate approximately 317 pounds per day of solid waste (refer to Table 14 shown below). This amount will be accommodated by the aforementioned transfer station. As a result, the potential impacts are considered to be less than significant.

**Table 14: Solid Waste Generation (lbs/day)**

<u>Use</u>	<u>Unit</u>	<u>Factor</u>	<u>Generation</u>
Convenience Store	5,200 sq. ft.	42 lbs/day/1,000 sq.	210 lbs/day
<b>TOTAL</b>			<b>210 lbs/day</b>

- e) **No Impact.** The proposed project, like all other development in San Bernardino County and the Community of Bloomington, will be required to comply with all pertinent Federal, State and local management and reduction statutes with respect to waste reduction and recycling. As a result, no impacts related to State and local statutes governing solid waste are anticipated.

**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>XX. WILDFIRE:</b> If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

***SUBSTANTIATION:***

- a) **No Impact.** According to the Cal FIRE Fire Hazard Severity Zone Database, the project site is not located within a severe fire hazard zone. Furthermore, the proposed project would not involve the closure or alteration of any existing evacuation routes that would be important in the event of a wildfire. As a result, no impacts will occur.
- b) **No Impact.** The proposed project may be exposed to particulate emissions generated by wildland fires in the surrounding region. However, the potential impacts would not be exclusive to the project site since criteria pollutant emissions from wildland fires may affect the entire Community as well as the surrounding cities and unincorporated county areas. As a result, no impacts will occur.
- c) **No Impact.** The project site is not located in an area that is classified as a high fire risk severity, and therefore will not require the installation of specialized infrastructure such as fire roads, fuel breaks, or emergency water sources. As a result, no impacts will occur.
- d) **No Impact.** There is no risk from wildfire within the project site or the surrounding area given the project site's distance from any area that may be subject to a wildfire event. Therefore, the project will not result in any impacts related to flooding or landslides

facilitated by runoff flowing down barren and charred slopes given the area's level topography and developed character and no impacts will occur.

**No significant adverse impacts are identified, 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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**XXI. MANDATORY FINDINGS OF SIGNIFICANCE:**

- |  |                          |                                     |                                     |                                     |
|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) Does the project have the potential to substantially 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, substantially 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 type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| c) Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

- a) **No Impact.** The project does not have the potential to significantly degrade the overall quality of the region’s environment, or substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population or drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. There are no rare or endangered species or other species of plants or animals or habitat identified by the Biological Resources Assessment (First Carbon Solutions, 2020) as being significantly and negatively impacted by this project. There are no known historic or prehistoric resources on this site. If any archaeological or paleontological resources are identified during construction the project, the project is conditioned to stop and identify appropriate authorities, who properly record and/or remove for classification any such finds.
- b) **Less than Significant with Mitigation Incorporated.** The proposed project will not have impacts that are individually limited, but cumulatively considerable. The proposed project is relatively small and the attendant environmental impacts will not lead to a cumulatively significant impact on any of the issues analyzed herein. Compliance with

mitigation measures and Conditions of Approval as outlined in sections 3-Air Quality (AQ), 4-Biological Resources (BR), 5-Cultural Resources (CR), 7-Geology and Soils, 8-Greenhouse Gas, 13-Noise (NOI), 15-Public Services (PS), 17-Traffic (TRA), and 18-Tribal Cultural Resources, (TCR) will reduce any impacts to a less than significant level.

- c) **Less Than Significant Impact.** The project would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly, as there are no such impacts identified by the studies conducted for this project or identified by review of other sources or by other agencies. Only minor increases in traffic, emissions and noise would be created by implementation of the proposed project. These potential impacts have been evaluated and have been deemed to be neither individually significant nor cumulatively considerable in terms of any adverse impact upon the region, the local community or its inhabitants. At a minimum, the project would be required to meet the conditions of approval for the project to be implemented. It is anticipated that all such conditions of approval would further ensure that no potential for adverse impacts would be introduced by construction activities, initial or future land uses authorized by the project approval.

**No significant impacts are identified or anticipated. The project would be conditioned to comply with all applicable regulations, County Conditions of Approval, and the mitigation measures listed previously.**



## **XXII. MITIGATION MEASURES**

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

**SELF MONITORING MITIGATION MEASURES:** (Condition compliance will be verified by existing procedure)

**BIO-1: Pre-construction Nesting Bird Survey.** If construction of the proposed project is planned within the general nesting season, a preconstruction nesting bird survey should be conducted by a qualified Biologist. The nesting season is generally considered February 15 through August 31, with a peak from March-June; however, these dates vary by year depending on prey availability, weather, and other factors. If an active nest is present, a qualified biologist will determine appropriate minimum disturbance buffers or other adaptive mitigation techniques (e.g., biological monitoring of active nests during construction-related activities, staggered schedules, etc.) to ensure that impacts to nesting birds are avoided until the nest is no longer active.

**BIO-2:** Contractors should plan work so excavated holes are filled by the end of the workday. If an excavation exists at the end the day, contractors shall cover all holes and trenches (with plywood boards and plastic sheeting) at the end of each day to prevent wildlife from becoming trapped within the excavation. Prior to the start of work on the next day, contractors should look in holes that have been covered to determine if wildlife has fallen in overnight. If wildlife has become trapped and the contractor is unable to remove it safely, a Biologist shall be contacted for assistance.

**CUL-1: Inadvertent Discoveries.** 1. In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed within TCR-1, regarding any pre-contact finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.

**CUL-2:** If significant pre-contact cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to SMBMI for review and comment, as detailed within TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

**CUL-3:** If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and hat code enforced for the duration of the project.

**PS-1:** The convenience store windows must remain un-obstructed and free from any window signs or writing. This is to allow for clear visibility of the store's interior from the patrol vehicles outside.

**PS-2:** Internal security cameras must be installed throughout the proposed convenience store and fast-food restaurant to provide a comprehensive view of the buildings' interior and exterior. Cameras will be monitored by the cashiers.

**PS-3:** A silent alarm system that will be monitored at a central station must be installed.

**PS-4:** Hold up buttons or remote transmitters must be provided.

**PS-5:** Doorway access to the restrooms must be visible to the cashiers or security cameras monitored by the cashiers.

**PS-6:** No long-term parking (more than one hour), other than that required by employees, will be permitted. This provision will be monitored by employees with appropriate signage posted within the parking area.

**PS-7:** Appropriate signage must be posted indicating that loitering and/or the drinking of alcoholic beverages on-site are prohibited.

**PS-8:** The site frontage from Cedar Avenue and Santa Ana Avenue and the parking and circulation areas must be visible to outside surveillance. Landscaping and other architectural treatments must not inhibit surveillance of the site from these areas.

**PS-9:** The site must be properly illuminated, and the storage building and carwash tunnel must be secured when not in use.

**TRA-1: Improvements No. 1** – Intersection 1 - Cedar Avenue / I-10 Westbound Ramps: Consistent with the Caltrans-planned future improvements, it may be appropriate for the project applicant to make a fair share contribution to implement the following:

- c) Widen the northbound Cedar Avenue approach from one left-turn lane and two through lanes to consist of two left-turn lanes and two through lanes. Implementation of this improvement might also require widening of the on-ramp to accommodate the dual left-turn lanes.
- d) Widen the westbound off-ramp from one shared left-turn/through/right-turn lane to consist of one left-turn lane, one shared left-turn/through lane and two right-turn lanes.

**TRA-2: Improvements No. 2** – Intersection 5 - Cedar Avenue / Santa Ana Avenue: It may be appropriate for the project applicant to make a fair share contribution to implement the following:

- d) Restripe the eastbound Santa Ana Avenue approach from one shared left-turn/through lane and one defacto right-turn lane to consist of one left-turn lane and one shared through/right-turn lane.
- e) Restripe the westbound Santa Ana Avenue approach from one shared left-turn/through lane and one defacto right-turn lane to consist of one left-turn lane and one shared through/right-turn lane.
- f) Modify the existing traffic signal to accommodate the improvement as needed.

**TRA-3: Improvements No. 3** – Intersection 1 - Cedar Avenue / I-10 Westbound Ramps (Identical to Intersection Improvement No. 1): Consistent with the Caltrans-planned future improvements,

it may be appropriate for the project applicant to make a fair share contribution to implement the following:

- c) Widen the northbound Cedar Avenue approach from one left-turn lane and two through lanes to consist of two left-turn lanes and two through lanes. Implementation of this improvement might also require widening of the on-ramp to accommodate the dual left-turn lanes.
- d) Widen the westbound off-ramp from one shared left-turn/through/right-turn lane to consist of one left-turn lane, one shared left-turn/through lane and two right-turn lanes.

**TRA-4: Improvements No. 4** – Intersection 5 - Cedar Avenue / Santa Ana Avenue (Identical to Intersection Improvement No. 2): It may be appropriate for the project applicant to make a fair share contribution to implement the following:

- d) Restripe the eastbound Santa Ana Avenue approach from one shared left-turn/through lane and one defacto right-turn lane to consist of one left-turn lane and one shared through/right-turn lane.
- e) Restripe the westbound Santa Ana Avenue approach from one shared left-turn/through lane and one defacto right-turn lane to consist of one left-turn lane and one shared through/right-turn lane.
- f) Modify the existing traffic signal to accommodate the improvement as needed.

**TRA-5: Improvements No. 5** – Intersection 1 - Cedar Avenue / I-10 Westbound Ramps (Identical to Intersection Improvement No. 1 & No. 3): Consistent with the Caltrans-planned future improvements, it may be appropriate for the project applicant to make a fair share contribution to implement the following:

- c) Widen the northbound Cedar Avenue approach from one left-turn lane and two through lanes to consist of two left-turn lanes and two through lanes. Implementation of this improvement might also require widening of the on-ramp to accommodate the dual left-turn lanes.
- d) Widen the westbound off-ramp from one shared left-turn/through/right-turn lane to consist of one left-turn lane, one shared left-turn/through lane and two right-turn lanes.

**TRA-6: Improvements No. 6** – Intersection 2 - Cedar Avenue / I-10 Eastbound Ramps (Identical to Intersection Improvement No. 1 & No. 3): Consistent with the Caltrans-planned future improvements, it may be appropriate for the project applicant to make a fair share contribution to implement the following:

- d) Widen the northbound Cedar Avenue approach from three through lanes and one right-turn lane to consist of five through lanes and one right-turn lane.
- e) Widen the southbound Cedar Avenue approach from one left-turn lane and two through lanes to consist of two left-turn lanes and two through lanes. Implementation of this improvement might also require widening of the on-ramp to accommodate the dual left-turn lanes
- f) Widen the eastbound off-ramp from one left-turn lane and one shared left-turn/through/right-turn lane to consist of one left-turn lane, one shared left-turn/through lane and one right-turn lane.

**TRA-7: Improvements No. 7** – Intersection 5 - Cedar Avenue / Santa Ana (Identical to Intersection Improvement No. 2 & No. 4): It may be appropriate for the project applicant to make a fair share contribution to implement the following:

- d) Restripe the eastbound Santa Ana Avenue approach from one shared left-turn/through lane and one defacto right-turn lane to consist of one left-turn lane and one shared through/right-turn lane.
- e) Restripe the westbound Santa Ana Avenue approach from one shared left-turn/through lane and one defacto right-turn lane to consist of one left-turn lane and one shared through/right-turn lane.
- f) Modify the existing traffic signal to accommodate the improvement as needed.

**TRA-8: Improvements No. 8** – Intersection 1 - Cedar Avenue / I-10 Westbound (Identical to Intersection Improvement No. 1, No. 3 & No. 5): Consistent with the Caltrans-planned future improvements, it may be appropriate for the project applicant to make a fair share contribution to implement the following:

- c) Widen the northbound Cedar Avenue approach from one left-turn lane and two through lanes to consist of two left-turn lanes and two through lanes. Implementation of this improvement might also require widening of the on-ramp to accommodate the dual left-turn lanes.
- d) Widen the westbound off-ramp from one shared left-turn/through/right-turn lane to consist of one left-turn lane, one shared left-turn/through lane and two right-turn lanes.

**TRA-9: Improvements No. 9** – Intersection 2 - Cedar Avenue / I-10 Eastbound Ramps (Identical to Intersection Improvement No. 6): Consistent with the Caltrans-planned future improvements, it may be appropriate for the project applicant to make a fair share contribution to implement the following:

- d) Widen the northbound Cedar Avenue approach from three through lanes and one right-turn lane to consist of five through lanes and one right-turn lane.
- e) Widen the southbound Cedar Avenue approach from one left-turn lane and two through lanes to consist of two left-turn lanes and two through lanes. Implementation of this improvement might also require widening of the on-ramp to accommodate the dual left-turn lanes
- f) Widen the eastbound off-ramp from one left-turn lane and one shared left-turn/through/right-turn lane to consist of one left-turn lane, one shared left-turn/through lane and one right-turn lane.

**TRA-10: Improvements No. 10** – Intersection 3 - Cedar Avenue / Slover Avenue: Consistent with the Caltrans-planned future improvements, it may be appropriate for the project applicant to make a fair share contribution to implement the following:

- b) Widen the southbound Cedar Avenue approach from one left-turn lane, one through lane and one shared through/right-turn lane to consist of one left-turn lane, two through lanes and one right-turn lane.

**TRA-11: Improvements No. 11** – Intersection 5 - Cedar Avenue / Santa Ana (Identical to Intersection Improvement No. 2, No. 4 & No. 7): Consistent with the Caltrans-planned future

improvements, it may be appropriate for the project applicant to make a fair share contribution to implement the following:

- g) Restripe the eastbound Santa Ana Avenue approach from one shared left-turn/through lane and one defacto right-turn lane to consist of one left-turn lane and one shared through/right-turn lane.
- h) Restripe the westbound Santa Ana Avenue approach from one shared left-turn/through lane and one defacto right-turn lane to consist of one left-turn lane and one shared through/right-turn lane.
- i) Modify the existing traffic signal to accommodate the improvement as needed.

**TRA-12: Fair Shares:**

Opening Year (2020) With Related Projects With Project Conditions<sup>1</sup>

Intersection	Existing Conditions		Opening Year (2020) With Related Projects With Project Conditions		Total Growth in Traffic		Project Traffic		Project % of Trips		Estimated Total Cost	Project Share of Cost	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		AM	PM
Cedar Avenue / I-10 EB Ramps	3,675	3,460	4,690	4,436	1,015	976	128	122	12.61%	12.50%	\$25,000	\$3,153	\$3,125
Cedar Avenue / Slover Avenue	2,712	2,833	3,636	3,714	924	881	164	156	17.75%	17.71%	\$25,000	\$4,437	\$4,427
Cedar Avenue / Santa Ana Avenue	2,309	2,284	3,180	3,064	871	780	480	395	55.11%	50.64%	\$125,000	\$68,886	\$63,301

Forecast Long Range (2040) Analysis With Project Conditions

Intersection	Existing Conditions		Forecast Long Range (2040) Analysis With Project Conditions		Total Growth in Traffic		Project Traffic		Project % of Trips		Estimated Total Cost	Project Share of Cost	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		AM	PM
Cedar Avenue / I-10 EB Ramps	3,675	3,460	5,361	5,123	1,686	1,663	128	122	7.59%	7.34%	\$25,000	\$1,898	\$1,834
Cedar Avenue / Slover Avenue	2,712	2,833	4,214	4,321	1,502	1,488	164	156	10.92%	10.48%	\$25,000	\$2,730	\$2,621
Cedar Avenue / Santa Ana Avenue	2,309	2,284	3,636	3,519	1,327	1,235	480	395	36.17%	31.98%	\$125,000	\$45,215	\$39,980

<sup>1</sup> Project Fair-Share Traffic Contribution represents the project's traffic contribution at each study area intersection as a percentage of the overall growth in traffic for Opening Year (2020) With Related Projects With Project Conditions and Forecast Long Range (2040) Analysis With Project Conditions.

**TCR-1.** The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed in CR-1, of any pre-contact cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with SMBMI, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents SMBMI for the remainder of the project, should SMBMI elect to place a monitor on-site.

**TCR-2.** Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to SMBMI. The Lead Agency and/or applicant shall, in good faith, consult with SMBMI throughout the life of the project.

## **GENERAL REFERENCES**

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Preliminary Drainage Study, Cedar Santa Ana Avenue 26, LLC (HYDRO 2020), March 30, 2020 Blue Peak Engineering (Appendix D).

Water Quality Management Plan for Circle K, Santa Ana Avenue 26, LLC, (WQMP 2020). January 2, 2020 Blue Peak Engineering (Appendix E).

Geotechnical Engineering Investigation, Proposed Circle K Store, (GEO 2020), November 19, 2019, MTA Moore Twining Associates, Inc. (Appendix F).

Noise Impact Analysis, Bloomington Circle K Project (NOI 2020), March 27, 2020, FirstCarbon Solutions (Appendix G).

Santa Ana Avenue / Cedar Avenue Circle K Project Traffic Impact Study (TRA 2020), November 18, July 18, 2020. RK Engineering Group, Inc. (Appendix H).