SAN BERNARDINO COUNTY
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
ENVIRONMENTAL CHECKLIST FORM

This form and the descriptive information in the application package constitute the contents of Initial Study pursuant to County Guidelines under Ordinance 3040 and Section 15063 of the State CEQA Guidelines.

PROJECT LABEL:

APNs:	0257-031-12	***USGS Quad:***	Fontana 7.5
Applicant:	David Wiener	***T, R, Section:***	T1S R5W Sec. 27
Location	10746 Cedar Ave., Bloomington CA	***Thomas Bros***	Page 605, Grid E7, San Bernardino and Riverside Counties (2013)
Project No:	PROJ-2020-00035	***Community Plan:***	Community of Bloomington
Rep	Scott Beard	***LUC:*** ***Zone:***	Commercial (C) General Commercial (CG)
Proposal:	Zone Change from General Commercial to Service Commercial. Approval of a Conditional Use Permit to allow for the development a truck terminal facility on 8.94 acres.	***Overlays:***	Biological Resource for burrowing owl

PROJECT CONTACT INFORMATION:

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

Contact person: Anthony DeLuca, Senior Planner
Phone No: (909) 387-3067 ***Fax No:*** (909) 387-3223
E-mail: Anthony.DeLuca@lus.sbcounty.gov

PROJECT DESCRIPTION:

Summary

David Wiener (Applicant) is proposing the development of a truck terminal facility in the unincorporated community of Bloomington, County of San Bernardino (see Figure 1-Regional Map). The facility would provide storage for trailers during delivery off seasons and/or between deliveries. Storage typically ranges from a couple of days to months and these types of sites are typically at a maximum of 80% occupancy. The Project Site is an 8.94-acre existing vacant parcel described as Assessor's Parcel No. 0257-031-12; it is located on the west side of Cedar Avenue, between Slover Avenue and Santa Ana Avenue (see Figure 2-Vicinity Map).

The Proposed Project requires the approval of a Conditional Use Permit (CUP) and Zone Change to change the existing zoning from General Commercial (CG) to Service Commercial (CS). Access into the site would be via a 50-foot wide driveway at a new signalized intersection on Cedar Avenue (see Figure 3-Site Plan). Secure access to the facility would then be via rolling gates at the guard shack. The facility would include 275 parking spaces in total: 260 spaces each

at 12' by 55', 14 standard car spaces, and 1 handicap accessible space. The Proposed Project includes a 2,400 square-foot building for office use and storage, an approximate 250 square-foot guard shack, and a 4,800 square-foot maintenance shop with four repair bays. The Proposed Project is planned to operate 24 hours a day, seven days a week, and requires less than 10 office and maintenance employees and one full-time employee on-site at all times. The Proposed Project includes 330,035 square-feet of impervious surface and 59,327 square-feet of pervious surface. A stormwater retention basin would be constructed in the southernmost portion of the Project Site. Two 8-foot block walls are proposed, one along the northern boundary and the other along the southern boundary of the Project Site.

Surrounding Land Uses and Setting

The Project Site is within the boundaries of the unincorporated Community of Bloomington, County of San Bernardino. As shown on the County of San Bernardino Land Use Map, the Project Site is within a Commercial land use category. The following table lists the existing adjacent land uses and zoning.

Existing Land Use and Land Use Category			
Location	**Existing Land Use**	**Land Use Category**	**Zoning**
Project Site	Undeveloped and Vacant	Commercial	General Commercial (CG)
North	Single-Family Residential	Commercial Low Density Residential	General Commercial (CG) Single-Family Residential (RS)
South	Commercial and Institutional	Commercial Medium Density Residential	General Commercial (BL/CG-SCp) Multiple Residential (RM)
East	Residential (Mobile Home Park)	Medium Density Residential	Multiple Residential (RM)
West	Undeveloped flood control easement;	Medium Density Residential	Multiple Residential (RM)

Project Site Location, Existing Site Land Uses and Conditions

The Project Site is located approximately 0.5 miles south of Interstate 10 in the unincorporated Community of Bloomington in the County of San Bernardino. It lies along Cedar Avenue, between Santa Ana Avenue and Slover Avenue. The 8.94-acre site is currently vacant, consisting of ruderal grassland and a pile of broken concrete on the north end. Power poles exist along the eastern boundary in the Cedar Avenue right-of-way. Chain link fencing currently blocks entry to the Project Site from the north, east and west boundaries. The Project Site is relatively flat and elevation ranges from approximately 1037 feet to 1050 feet. The Project Site occurs in the Land Use Category of Commercial and zoning of General Commercial (CG). The Proposed Project is pending approval of a Zone Change to Service Commercial (CS). Surrounding land uses are single-family residences to the north; institutional and vacant commercial land uses to the south; undeveloped flood control easement to west, and a mobile home park to the east.

ADDITIONAL APPROVAL REQUIRED BY OTHER PUBLIC AGENCIES

Federal: None.

State of California: Caltrans

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

Regional: South Coast Air Quality Management District.

Local: None

N

0 1.75

MileS

Source: Lilburn Corp., November, 2020.

LILBURN CORPORATION

REGIONAL LOCATION

Cedar Avenue Trucking Facility

Bloomington, California

FIGURE 1

N

0 200

Feet

Source: Lilburn Corp., November, 2020.

LILBURN CORPORATION

PROJECT VICINITY

Cedar Avenue Trucking Facility

Bloomington, California

FIGURE 2

PRELIMINARY SITE PLAN
CEDAR AVE TRUCKING STORAGE
BLOOMINGTON, CA 92316

APN: 0257-031-12

LEGAL DESCRIPTION

TRACT 1:
PARCEL 1:
THE WEST ONE-HALF OF FARM LOT 37I, ACCORDING TO MAP SHOWING SUBDIVISION OF LANDS BELONGING TO SEMI-TROPIC LAND AND WATER COMPANY AS PER MAP RECORDED IN BOOK 11, PAGE 12 OF MAPS IN THE OFFICE OF THE RECORDER OF SAID COUNTY.
EXCEPTING THEREFROM THE WESTERLY 300 FEET THEREOF MEASURED FROM THE CENTER LINE OF LINDEN AVENUE.
ALSO EXCEPTING THEREFROM THE EASTERLY 25 FEET THEREOF FOR RAILROAD RIGHT OF WAY PURPOSES AS GRANTED TO THE RIVERSIDE RIALTO AND PACIFIC RAILROAD COMPANY, A RAILROAD CORPORATION, BY DEED RECORDED JUNE 21, 1916, IN BOOK 631, PAGE 338 OF DEEDS IN THE OFFICE OF THE RECORDER OF SAID COUNTY.
AREAS AND DISTANCES OF THE PROPERTY HEREIN DESCRIBED ARE COMPUTED TO THE CENTERS OF ADJOINING STREETS AND HIGHWAYS AS SHOWN ON SAID MAP.
PARCEL 2:
THE WESTERLY 300 FEET OF FARM LOT 37I, ACCORDING TO MAP SHOWING SUBDIVISION OF LANDS BELONGING TO SEMI-TROPIC LAND AND WATER COMPANY AS PER MAP RECORDED IN BOOK 11, PAGE 12 OF MAPS IN THE OFFICE OF THE RECORDER OF SAID COUNTY.
EXCEPTING THEREFROM THE SOUTH 500 FEET THEREOF.
ALSO EXCEPTING THEREFROM THE NORTH 100 FEET THEREOF.
AREAS AND DISTANCES OF THE PROPERTY HEREIN DESCRIBED ARE COMPUTED TO THE CENTERS OF ADJOINING STREETS AND HIGHWAYS AS SHOWN ON SAID MAP.
TRACT 2:
PARCEL NO. 4 OF PARCEL MAP NO. 186, AS PER PLAT RECORDED IN BOOK 2, PAGE 34 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
EXCEPT THEREFROM THE SOUTH 8632 FEET OF THE WEST 215.00 FEET.

LEGEND

ASPH ASPHALTIC CONCRETE SURFACE
BT BOTTOM OF TRENCH
CB CATCH BASIN
C&G CURB AND GUTTER
CL CENTER LINE
DDC DOUBLE DETECTOR CHECK
DWY DRIVEWAY
(E) EXISTING
FF FINISH FLOOR
FG FINISH GRADE
FL FLOWLINE
FS FINISHED SURFACE
GB GRADE BREAK
GW GUY WIRE
INV INVERT OF PIPE
MH MANHOLE
NTS NOT TO SCALE
PP POWER POLE
ST STREET
TC TOP OF CURB
TF TOP OF FOOTING
TW TOP OF WALL
TYP TYPICAL
WI WROUGHT IRON
WM WATER METER

EXISTING CONCRETE SURFACE
PROPOSED CONCRETE SURFACE
EXISTING AC PAVEMENT TO BE REMOVED
RIGHT OF WAY
PROPERTY LINE
CENTERLINE
FLOWLINE
FILL SLOPE
INDICATES DIRECTION OF FLOW
CONTOUR ELEVATION (FEET)
ADA PATH OF TRAVEL
PROPOSED SITE LIGHTING

BENCHMARK

DESIGNATION: CITY OF RIALTO BENCHMARK NUMBER 017-88
ELEVATION: 1040.785'

BASIS OF BEARINGS

BASIS OF BEARINGS: CENTERLINE OF CEDAR AVENUE PER RECORD OF SURVEY 95/60
BEARING BEING: N 00°18'01" W (S 00°18'01" E PER RS)

FEMA FLOOD ZONE

ALL PROPERTY IS LOCATED WITHIN FEMA ZONE X: "AREAS WITH MINIMAL FLOOD HAZARD."

EARTHWORK ESTIMATE QUANTITIES:

CONSTRUCTION MAY VARY.

CUT 4,885 CUBIC YARDS
FILL 13,007 CUBIC YARDS

EARTH WORK QUANTITIES NOTE: THE ABOVE LISTED QUANTITIES REFLECT THE ENGINEER'S ESTIMATE OF THE RAW VOLUMES OF MATERIAL CUT AND FILLED. THESE QUANTITIES ARE FOR ESTIMATING AND BONDING PURPOSE ONLY. THE CONTRACTOR IS RESPONSIBLE FOR COMPUTING HIS OWN QUANTITIES FOR CONTRACT PURPOSES.

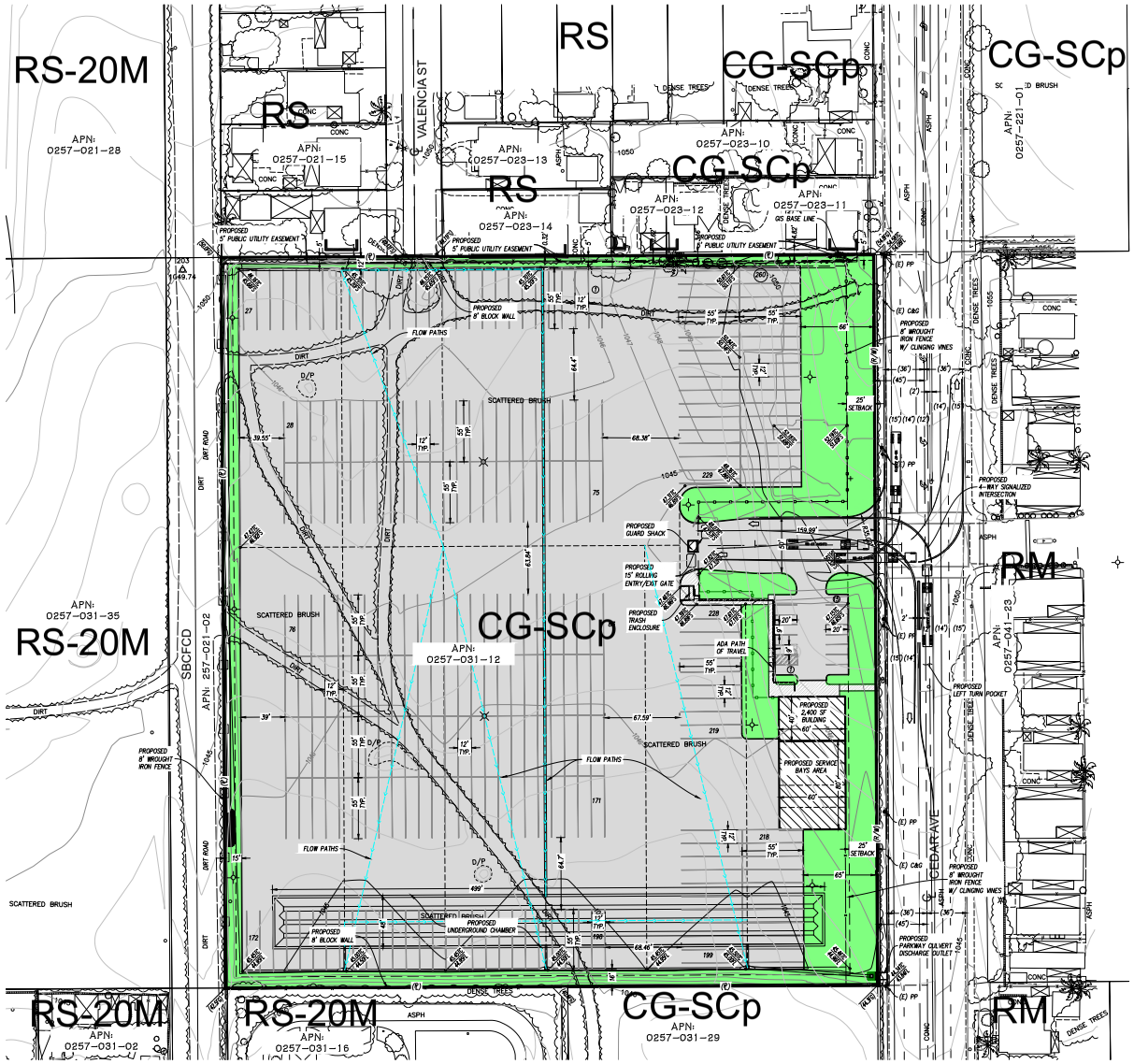
BUILDING SETBACKS

GENERAL COMMERCIAL (CG):

FRONT	25 FT. MIN.
REAR	10 FT. MIN.
SIDE-INTERIOR	10 FT. MIN.
SIDE-STREET	15 FT. MIN.

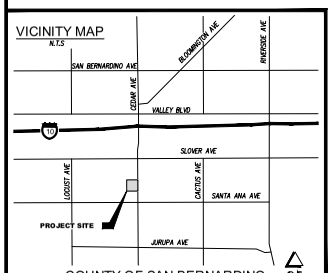
PER SAN BERNARDINO COUNTY DEVELOPMENT CODE 82.05.060 TABLE 82-1.39.

40 0 40 80 120
SCALE: 1"=40'



VICINITY MAP

N.T.S



APPROVAL STAMP

PROJECT INFORMATION

ASSESSOR'S PARCEL NO:	0257-031-12
EXISTING ZONING:	GENERAL COMMERCIAL (CG)
EXISTING LAND USE:	VACANT
PROPOSED LAND USE:	TRUCKING FACILITY
APPLICATION TYPE:	PROJECT INCLUDES A GENERAL PLAN AMENDMENT FROM GENERAL COMMERCIAL (CG) TO SERVICE COMMERCIAL (CS) AND A CONDITIONAL USE PERMIT FOR A TRUCK TERMINAL
CABLE	AT&T (800) 288-2020
WATER PURVEYOR:	MARYGOLD MUTUAL WATER CO (909) 875-1804
GAS PURVEYOR:	SOUTHERN CALIFORNIA GAS COMPANY (800) 427-2200
ELECTRICITY PURVEYOR:	SOUTHERN CALIFORNIA EDISON (800) 655-4555
TELEPHONE PURVEYOR:	AT&T (800) 288-2020

PROJECT DESCRIPTION

TRUCKING AND TRAILER FACILITY TO PARK TRUCKS AND TRAILERS FOR LOGISTICS. PROJECT WILL INCLUDE SMALL OFFICE BUILDING W/SERVICE BAYS, GUARD SHACK, SITE LIGHTING AND W.Q.M.P. CHAMBERS.

HOURS OF OPERATION: MON-SUNDAY, 24 HOURS
NUMBER OF EMPLOYEES: 1
MINIMUM NUMBER OF EMPLOYEES: 1
MAXIMUM NUMBER OF EMPLOYEES: 10
OPERATIONAL ACTIVITY: TRUCKERS WILL DROP-OFF AND PICK UP TRAILERS AT SITE

PROPERTY OWNER

DAVID WIENER
118 S BEVERLY DR STE. # 215
BEVERLY HILLS, CA 90212

APPLICANT

DAVID WIENER
118 S BEVERLY DR STE. # 215
BEVERLY HILLS, CA 90212

TOTAL PARCEL COVERAGE

SUBJECT	AREA	%
IMPERVIOUS	330,035 S.F.	84.6%
PERVIOUS (LANDSCAPE)	59,327 S.F.	15.2%
TOTALS	389,362 S.F.	100% (8.94 AC.)

PARKING REQUIRED

DESCRIPTION OF USE	CALCULATION	PARKING REQUIRED
WAREHOUSE/SERVICE AREA	4800/1000 SF	5
OFFICE	1 PER 250 SF GROSS LEASABLE AREA (GLA): 2,400 SF/250	10
	TOTAL REQUIRED	15

PARKING PROVIDED

STANDARD CAR	14 SPACES
ACCESSIBLE	1 SPACE
12' X 55'	260 SPACES

BONADIMAN

PRELIMINARY SITE PLAN
CEDAR AVE
BLOOMINGTON, CA 92316
APN 0257-031-12

REVISIONS

NO	DESCRIPTION	BY	APPROVED	DATE

PREPARED FOR: DAVID WIENER

DRAWN BY:		SCALE:	1" = 40'
CHECKED BY:	JTS	JOB NO:	194680
DEPARTURES FROM PRIOR DATED PLANS BEARING EARLIER REVISION DATES		11-09-20	

SHEET: 1 OF 1 SP

SITE PLAN

Cedar Avenue Trucking Facility

Bloomington, California

FIGURE 3

LILBURN CORPORATION

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 confidentially, etc.?

On July 31, 2020, the County of San Bernardino mailed notification pursuant to AB52 to the following tribes: San Gabriel Band of Mission Indians, Twenty-Nine Palms Band of Mission Indians, Morongo Band of Mission Indians, San Manuel Band of Mission Indians and Gabrieleno Band of Mission Indians - Kizh Nation. Requests for consultations were due to the County by October 30, 2020. The table below shows a summary of comments and responses.

AB 52 Consultation

Tribe	Comment Letter Received	Summary of Response	Conclusion
Morongo Band of Mission Indians	August 13, 2020	Project is within ancestral land. Request consultation. Consultation took place on January 14, 2021.	Mitigation measures to be included in MND
San Manuel Band of Mission Indians	August 12, 2020	Request consultation. Consultation took place on December 3, 2020	Mitigation measures to be included in MND
Gabrieleno Band of Mission Indians - Kizh Nation	July 31, 2020	Request consultation. Consultation took place on January 7, 2021	Mitigation measures to be included in MND

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

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.

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

DETERMINATION: Based on this initial evaluation, the following finding is made:

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

ADeLuca Jr — 1/12/21
Signature: (Anthony DeLuca, Planner) — Date

1/12/21
Signature: (Heidi Duron, Planning Director) — Date

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
I.	***AESTHETICS*** – Except as provided in Public Resources Code Section 21099, would the project:				
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b)	Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c)	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?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare, which will adversely affect day or nighttime views in the area?	☐	☐	☒	☐

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

San Bernardino Countywide Plan, approved October 27, 2020, adopted November 27, 2020; San Bernardino Countywide Plan Draft EIR; San Bernardino County Development Code

a) Have a substantial adverse effect on a scenic vista?

The Project Site is located within the City of Rialto Sphere of Influence, in the unincorporated Community of Bloomington, San Bernardino County. It is surrounded by an undeveloped flood control easement to the west, residential uses to the north and east, and commercial and institutional uses to the south. The Countywide Plan (adopted November 27, 2020) does not identify a scenic vista within the vicinity of the Project Site.[1] The Project Site has a land use category of Commercial and is zoned General Commercial (CG). With approval of the CUP and zone change to Service Commercial

[1] San Bernardino Countywide Plan. Adopted November 27, 2020. http://countywideplan.com/wp-content/uploads/2020/08/CWP_PolicyPlan_PubHrngDraft_HardCopy_2020_July.pdf.Accessed November 6, 2020.

(CS), the Proposed Project would be an allowable use. The Proposed Project would be required to maintain the maximum height limit of 60 feet, as is allowed within the CS Zone.[2] Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

b) *Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?*

The Project Site is adjacent to Cedar Avenue, and located between Slover Avenue and Santa Ana Avenue. These three roads are neither designated State scenic routes nor County Scenic Routes.[3] The closest Scenic Highway is Route 38, located approximately 12 miles east of the Project Site. The Proposed Project would be required to maintain the maximum height limit of 60 feet, as is allowed within the CS Zone. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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?*

The Project Applicant is requesting a Zone Change to change the existing designation from General Commercial (CG) to Service Commercial (CS). Under the CS Zone, structures of the Proposed Project cannot exceed 60 feet. Compliance with this height limit will minimize potential obstruction of views of the surrounding mountains and other public views. Moreover, the Project Site is currently vacant and dominated by ruderal grassland. The Project Applicant will be required to provide a minimum landscape area of 15% of the lot area[4], which will make the Project Site more aesthetically pleasing. A majority of the landscaped surface would cover the frontage of the Project Site. Development of the Proposed Project would remain consistent with the CS zoning development standards. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

[2]San Bernardino County. Development Code. http://www.sbcounty.gov/Uploads/lus/DevelopmentCode/DCWebsite.pdf. Accessed November 19
[3] San Bernardino County. San Bernardino Countywide Plan Draft EIR. Figure 5.1-1. Accessed November 6, 2020.
[4] San Bernardino County Development Code. Page 3-102. http://www.sbcounty.gov/Uploads/lus/DevelopmentCode/DCWebsite.pdf#PAGE=97

d) Create a new source of substantial light or glare, which will adversely affect day or nighttime views in the area?

The nearest sensitive receptors to the Project Site are the single-family residences to the north and mobile home park to the east. According to the San Bernardino County Development Code, Section 83.07.030(a) Glare and Outdoor Lighting, outdoor lighting must be fully shielded to preclude light pollution or light trespass on an abutting residential land use zoning district, a residential parcel or public right-of-way. Currently, there are no streetlights along Cedar Avenue adjacent to the Project Site. The Proposed Project will be designed to adhere to these lighting standards, and demonstration of compliance will be required prior to issuance of a building permit. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
II.	**AGRICULTURE AND FORESTRY RESOURCES** - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public	☐	☐	☐	☒

	Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

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

Countywide Plan; California Department of Conservation Farmland Mapping and Monitoring Program; San Bernardino County Agricultural Resources GIS Map; Submitted Project Materials

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?

The California Department of Conservation's Farmland Mapping and Monitoring Program identifies the Project Site as "Urban and Built-Up Land" in its California Important Farmland Finder.[5] "Urban and Built-Up Land" is occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures. No prime farmland, unique farmland, or farmland of statewide importance occurs at the Project Site or within the immediate vicinity.[6] The Proposed Project would not convert farmland to a non-agricultural use. No impacts are identified or are anticipated, and no mitigation measures are required.

No Impact

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

The Project Site is not under or adjacent to any lands under a Williamson Contract.[7][8] The parcel has a current zoning of General Commercial (CG-SCp). With the approval of

[5] https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed January 28, 2020
[6] San Bernardino County. San Bernardino Countywide Plan Draft EIR. Figure 5.2-1 "Agricultural Resources." Accessed November 11, 2020.
[7] San Bernardino County. San Bernardino Countywide Plan Draft EIR. Figure 5.2-1 "Agricultural Resources." Accessed November 6, 2020.
[8] https://www.arcgis.com/apps/webappviewer/index.html?id=fcb9bc427d2a4c5a981f97547a0e3688. Accessed March 24, 2020.

the Zone Change and CUP, the Proposed Project would be consistent with the Countywide Plan and would not conflict with existing zoning for agricultural uses or a Williamson Contract. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

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))?*

The Project Site is currently zoned General Commercial (CG). Approval of the Proposed Project would include a zone change to Service Commercial (CS). Implementation of the Proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned for Timberland Production. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

d) *Result in the loss of forest land or conversion of forest land to non-forest use?*

The Project Site is currently vacant and does not support forest land. Implementation of the Proposed Project would not result in loss of forest land or conversion of forest land to non-forest use. Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.

No Impact

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?*

The Project Site is currently zoned CG-SCp. The Proposed Project includes a Zone Change to change the existing designation to CS. Implementation of the Proposed Project would not result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. No impacts are identified or are anticipated, and no mitigation measures are required.

No Impact

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

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
III.	**AIR QUALITY -** Where available, the significance criteria established by the applicable air quality management 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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d)	Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	☐	☐	☒	☐

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

Countywide Plan*; *Submitted Project Materials; CalEEMod Output

a) Conflict with or obstruct implementation of the applicable air quality plan?

The Project Site is located in the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) has jurisdiction over air quality issues and regulations within the SCAB. The Air Quality Management Plan (AQMP) for the basin establishes a program of rules and regulations administered by SCAQMD to obtain attainment of the state and federal air quality standards. The most recent AQMP (2016 AQMP) was adopted by the SCAQMD on March 3, 2017. The 2016 AQMP incorporates the latest scientific and technological information and planning assumptions, including transportation control measures developed by the Southern California Association of Governments (SCAG) from the 2016 Regional Transportation Plan/Sustainable Communities Strategy, and updated emission inventory methodologies for various source categories.

A project is inconsistent with the AQMP if: (1) it does not comply with the approved general plan; or (2) it uses a disproportionately large portion of the forecast growth increment (change population or employment levels). The County of San Bernardino currently designates the Project Site as General Commercial (CG) under which the Proposed project is not an allowable use. The Proposed Project will require a Zone Change to Service Commercial (CS).

An evaluation of potential air quality impacts related to the buildout under the current General Plan (i.e., General Commercial-General Office) and the Proposed Project (i.e., Service Commercial) was prepared. Table 1 and Table 2 illustrate operational emissions associated with the current General Plan Zoning designations and the Proposed Project. As shown in Table 1 and Table 2, operational impacts resulting from either the existing General Plan zoning designations or the Proposed Project would not exceed SCAQMD thresholds. Consequently, the Proposed Project would not result in a conflict or obstruction to the implementation of the AQMP.

Table 1
Operational Emissions
(Pounds per Day)

Source	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
General Office	10.32	33.98	62.54	0.23	16.70	4.59
Proposed Project	1.94	53.74	12.88	0.17	5.42	1.56
SCAQMD Threshold	55	55	550	150	150	55
Significance	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod.2016.3.2 Summer Emissions

Table 2
Greenhouse Gas Operational Emissions
(Metric Tons per Year)

Source/Phase	CO_2	CH_4	N_20
General Office	3,781.58	3.89	0.04
MTCO2e	**3,890.08**		
Proposed Project	3,037.74	0.36	0.00
MTCO2e	**3,047.22**		

Source: CalEEMod.2016.3.2 Annual Emissions.

Additionally, large population or employment increases could affect transportation control strategies, which are among the most important in the air quality plan, since transportation is a major contributor to particulates and ozone for which the SCAB is not in attainment. Because the Proposed Project does not include activities that would change population or employment levels within the air basin, the Proposed Project would not conflict with or obstruct implementation of the applicable air quality plan. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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?*

Construction and operational emissions were screened using CalEEMod version 2016.3.2. The emissions incorporate Rule 402 and 403 by default as required during construction. The criteria pollutants screened for include reactive organic gases (ROG), nitrous oxides (NOx), carbon monoxide (CO), sulfur dioxide (SO2), and particulates (PM_{10} and $PM_{2.5}$). Two of the analyzed pollutants, ROG and NOx, are ozone precursors. Both summer and winter season emission levels were estimated.

The Project Site occurs in the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) has jurisdiction over air quality issues and regulations within the SCAB. The Air Quality Management Plan (AQMP) for the basin establishes a program of rules and regulations administered by SCAQMD to obtain attainment of the state and federal air quality standards. The most recent AQMP (2016 AQMP) was adopted by the SCAQMD on March 3, 2017. The 2016 AQMP incorporates the latest scientific and technological information and planning assumptions, including transportation control measures developed by the Southern California Association of Governments (SCAG) from the 2016 Regional Transportation Plan/Sustainable Communities Strategy, and updated emission inventory methodologies for various source categories.

Construction Emissions

Construction emissions are considered short-term, temporary emissions and were modeled with the following construction parameters: site preparation, grading (fine and mass grading), building construction, paving, and architectural coating. Construction is anticipated to begin in late 2021 and be completed in early 2022. The resulting emissions generated by construction of the Proposed Project are shown in Table 3 and Table 4, which represent summer and winter construction emissions, respectively.

Table 3
Summer Construction Emissions Summary
(Pounds per Day)

Source/Phase	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Site Preparation	3.98	40.56	21.90	0.04	5.41	3.67
Grading	2.37	24.79	16.48	0.03	2.48	1.71
Building Construction	2.89	24.11	24.49	0.07	3.21	1.52
Paving	2.15	11.16	15.15	0.02	0.74	0.57
Architectural Coating	9.01	1.50	3.07	0.00	0.45	0.18
Highest Value (lbs./day)	**9.01**	**40.56**	**24.49**	**0.07**	**5.41**	**3.67**
SCAQMD Threshold	75	100	550	150	150	55
Significant	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod.2016.3.2 Summer Emissions
Phases do not overlap and represent the highest concentration.

Table 4
Winter Construction Emissions Summary
(Pounds per Day)

Source/Phase	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Site Preparation	3.98	40.56	21.76	0.04	5.41	3.67
Grading	2.37	24.79	16.37	0.03	2.48	1.71
Building Construction	2.90	24.07	23.47	0.06	3.21	1.52
Paving	2.15	11.16	15.05	0.02	0.74	0.57
Architectural Coating	9.01	1.51	2.84	0.00	0.45	0.18
Highest Value (lbs./day)	**9.01**	**40.56**	**23.47**	**0.06**	**5.41**	**3.67**
SCAQMD Threshold	75	100	550	150	150	55
Significant	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod.2016.3.2 Winter Emissions.
Phases do not overlap and represent the highest concentration.

Compliance with SCAQMD Rules 402 and 403

Although the Proposed Project does not exceed SCAQMD thresholds for construction emissions, the Project Proponent would be required to comply with all applicable SCAQMD rules and regulations as the SCAB is in non-attainment status for ozone and suspended particulates (PM_{10} and $PM_{2.5}$).

The Project Proponent would be required to comply with Rules 402 nuisance, and 403 fugitive dust, which require the implementation of Best Available Control Measures (BACMs) for each fugitive dust source, and the AQMP, which identifies Best Available Control Technologies (BACTs) for area sources and point sources. The BACMs and BACTs would include, but not be limited to the following:

1. The Project Proponent shall ensure that any portion of the site to be graded shall be pre-watered prior to the onset of grading activities

   (a) The Project Proponent shall ensure that watering of the site or other soil stabilization method shall be employed on an on-going basis after the initiation of any grading activity on the site. Portions of the site that are actively being graded shall be watered regularly (3x daily) to ensure that a crust is formed on the ground surface and shall be watered at the end of each workday.

   (b) The Project Proponent shall ensure that all disturbed areas are treated to prevent erosion until the site is constructed upon.

   (c) The Project Proponent shall ensure that landscaped areas are installed as soon as possible to reduce the potential for wind erosion.

   (d) The Project Proponent shall ensure that all grading activities are suspended during first and second stage ozone episodes or when winds exceed 25 miles per hour.

During construction, exhaust emissions from construction vehicles and equipment and fugitive dust generated by equipment traveling over exposed surfaces, would increase NOX and PM10 levels in the area. Although the Proposed Project does not exceed SCAQMD thresholds during construction, the Applicant/Contractor would be required to implement the following conditions as required by SCAQMD:

2. To reduce emissions, all equipment used in grading and construction must be tuned and maintained to the manufacturer's specification to maximize efficient burning of vehicle fuel.
3. The Project Proponent shall ensure that existing power sources are utilized where feasible via temporary power poles to avoid on-site power generation during construction.
4. The Project Proponent shall ensure that construction personnel are informed of ride sharing and transit opportunities.
5. All buildings on the Project Site shall conform to energy use guidelines in Title 24 of the California Administrative Code.
6. The operator shall maintain and effectively utilize and schedule on-site equipment in order to minimize exhaust emissions from truck idling.
7. The operator shall comply with all existing and future California Air Resources Board (CARB) and SCAQMD regulations related to diesel-fueled trucks, which may include among others: (1) meeting more stringent emission standards; (2) retrofitting existing engines with particulate traps; (3) use of low sulfur fuel; and (4) use of alternative fuels or equipment.

Operational Emissions

The operational mobile source emissions were calculated using the Traffic Analysis prepared by Urban Crossroads, in June 2020. The Traffic Analysis (TA) determined that the Proposed Project would generate approximately 716 total daily trips. Emissions associated with the Proposed Project's estimated total daily trips were modeled using a modified fleet mix that is more representative of the Proposed Project's actual uses, based on data obtained from similar operations. Operational emissions are listed in Table 5 and Table 6, which represent summer and winter operational emissions, respectively.

Table 5
Summer Operational Emissions Summary
(Pounds per Day)

Source	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Area	0.33	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.06	0.05	0.00	0.00	0.00
Mobile	1.61	53.68	12.83	0.17	5.42	1.56
Totals (lbs./day)	**1.94**	**53.74**	**12.88**	**0.17**	**5.42**	**1.56**
SCAQMD Threshold	55	55	550	150	150	55
Significance	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod.2016.3.2 Summer Emissions.

Table 6
Winter Operational Emissions Summary
(Pounds per Day)

Source	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Area	0.33	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.06	0.05	0.00	0.00	0.00
Mobile	1.63	53.02	13.71	0.17	5.42	1.56
Totals (lbs./day)	**1.96**	**53.08**	**13.76**	**0.17**	**5.42**	**1.56**
SCAQMD Threshold	55	55	550	150	150	55
Significance	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod.2016.3.2 Winter Emissions.

As shown, both summer and winter season operational emissions are below SCAQMD thresholds. The Proposed Project does not exceed applicable SCAQMD regional thresholds either during construction or operational activities. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

c) *Expose sensitive receptors to substantial pollutant concentrations?*

SCAQMD has developed a methodology to assess the localized impacts of emissions from a proposed project as outlined within the Final Localized Significance Threshold (LST) Methodology report; completed in June 2003 and revised in July 2008. The use of LSTs is voluntary, to be implemented at the discretion of local public agencies acting as a lead agency pursuant to CEQA. LSTs apply to projects that must undergo CEQA or the National Environmental Policy Act (NEPA) and are five acres or less. LST methodology is incorporated to represent worst-case scenario emissions thresholds. CalEEMod version 2016.3.2 was used to estimate the on-site and off-site construction emissions. The LSTs were developed to analyze the significance of potential air quality impacts of Proposed Projects to sensitive receptors (i.e. schools, single family residences, etc.) and provide screening tables for small projects (one, two, or five acres). Projects are evaluated based on geographic location and distance from the sensitive receptor (25, 50, 100, 200, or 500 meters from the site).

For the purposes of a CEQA analysis, the SCAQMD considers a sensitive receptor to be a receptor such as a residence, hospital, convalescent facility or anywhere that it is possible for an individual to remain for 24 hours. Additionally, schools, playgrounds, childcare centers, and athletic facilities can also be considered as sensitive receptors. Commercial and industrial facilities are not included in the definition of sensitive receptor because employees do not typically remain on-site for a full 24 hours, but are usually present for shorter periods of time, such as eight hours.

The Project Site is approximately 8.94 acres and therefore the “five-acre” LSTs were utilized for the analysis and represents a worst-case scenario as the larger the site the larger the screening threshold. The nearest sensitive receptor is the residential development located adjacent to the Project Site; therefore, LSTs are based on a 25-meter

distance. The Proposed Project's construction and operational emissions with the appropriate LST are presented in Table 7.

Table 7
Localized Significance Thresholds
(Pounds Per Day)

Source	NO_x	CO	PM_{10}		$PM_{2.5}$	
Construction Emissions (Max. from Table 3 and Table 4)	40.56	24.49	5.41		3.67	
Operational Emissions (Max. Total from Table 5 and Table 6)[1]	53.74	13.76	0.54		1.56	
Highest Value (lbs/day)	**53.74**	**24.49**	**5.41**	**0.54**	**3.67**	**1.56**
LST	270	2,075	14*	9†	4*	3†
Greater Than Threshold	**No**	**No**	**No**	**No**	**Yes**	**No**

Sources: CalEEMod.2016.3.2 Summer and Winter Emissions; SCAQMD Final Localized Significance Threshold Methodology; SCAQMD Mass Rate Look-up Tables for a one-acre site in SRA No. 35, distance of 25 meters.
Note: PM10 and PM2.5 emissions are separated into construction and operational thresholds in accordance with the SCAQMD Mass Rate LST Look-up Tables.
* Construction emissions LST
† Operational emissions LST
[1] Per LST Methodology (AEP-SCAQMD Annual Workshop), mobile source emissions are not to be included. Land use emissions and on-site vehicle emissions present onsite emissions. It is estimated that approximately 10 percent of the total mobile emissions would occur on the Project Site. (ONLY USE AS NEEDED)

As shown in Table 7, the Proposed Project's emissions are not anticipated to exceed the LSTs. Therefore, the Proposed Project is not anticipated to expose sensitive receptors to substantial pollutant concentrations. No mitigation measures are required.

Less Than Significant Impact

d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?

The Proposed Project is the development of a truck terminal facility. Potential odor sources associated with the Proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities as well as the temporary storage of domestic solid waste associated with the Proposed Project's long-term operational uses. Standard construction requirements would minimize odor impacts resulting from construction activity. It should be noted that any construction odor emissions generated would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction activity. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with County of San Bernardino solid waste regulations. The Proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
IV.	**BIOLOGICAL RESOURCES -** Would the project:				
a)	Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☒	☐
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?	☐	☐	☒	☐
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	☐	☐	☐	☒

SUBSTANTIATION:	*(Check if project is located in the Biological Resources Overlay or contains habitat for any species listed in the California Natural Diversity Database ☒):*
Countywide Plan*; *Submitted Project Materials; General Biological Assessment, Natural Resources Assessment, Inc, May 1, 2020	

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?

A General Biological Resources Assessment (BRA), dated May 1, 2020, was prepared for the Proposed Project by Natural Resources Assessment, Inc. (NRAI). NRAI completed a data search for information on common and protected plants and wildlife species known occurrences within the vicinity of the Project Site. The review included biological texts on general and specific biological resources, and those resources considered to be sensitive by various wildlife agencies, local government agencies and interest groups. NRAI used the data to focus their survey efforts in the field.

The plant community on site is ruderal grassland. Dominant species observed during the survey included long heron's bill (*Erodium botrys*), common fiddleneck (*Amsinckia intermedia*), slender oats (*Avena barbata*) and ripgut brome (*Bromus diandrus*). Other weedy species scattered throughout include mouse barley (*Hordeum murinum*), cheeseweed (*Malva parviflora*), iron hedge mustard (*Sisymbrium orientale*) and Sahara mustard (*Brassica tournefortii*). Scattered pockets of angel's gilia (*Gilia angelensis*) were also observed. Tree species around the perimeter of the property included Mexican fan palm (*Washingtonia robusta*) and chinaberry tree (*Melia azedarach*).

No amphibians were observed because of a lack of suitable habitat. Side-blotched lizard (*Uta stansburiana*) was the only reptile species observed. Bird species observed included rock pigeon (*Columbia livia*), Say's phoebe (*Sayornis saya*), western meadowlark (*Sturnella neglecta*) and lark sparrow (*Chondestes grammacus*). Sign of mammals include the burrows belonging to Botta's pocket gopher (*Thomomys bottae*) and California ground squirrel (*Otospermophilus beecheyi*).

All sensitive species were considered as potentially present on the Project Site if its known geographical distribution encompassed all or part of the Project Site or if its distribution was near the site and its general habitat requirements were present. There is no habitat for sensitive plants, fish, amphibians, reptiles, mammals or insects that were listed as potentially present in the vicinity of the Project Site. There is suitable foraging and/or nesting habitat on site for the bird species listed in Table 8, which includes suitable habitat (such as landscape trees) on the adjacent properties.

Table 8
Sensitive Bird Species Possible Use of Property Habitats

Species	Foraging Habitat	Nesting Habitat
Sharp-shinned Hawk	Sparse	None
Cooper's Hawk	Sparse	None
Golden Eagle	Sparse	None
Ferruginous Hawk	Sparse	None
Merlin	Limited/Seasonal	None
American Peregrine	Limited/Seasonal	None
Prairie Falcon	Limited/Seasonal	None
Burrowing Owl	Low	Marginally suitable
Loggerhead Shrike	Low	None
California Horned Lark	Low	None

Impacts to foraging habitat for sensitive but not formally listed species is generally not addressed except when foraging areas include or are adjacent to nesting sites. Therefore, loss of foraging habitat on this property would not be deemed significant.

The Project Site is located within a Countywide Plan mapped area of the "Biological Resource Overlay" and identified as containing suitable burrowing owl (*Athene cunicularia hypogea*) habitat. This species prefers large flat open areas for nesting and hunting. They live in burrows constructed by other ground-dwelling species in grassy or sparse shrubby habitat. The Project Site has potentially suitable soils and plant cover for burrowing owl. A few ground squirrel burrows were found at the time of the survey, but none were occupied or deemed suitable for burrowing owl. The Project Site is subject to disturbance from nearby development and people and is located in a somewhat developed area. As a result, the quality of the burrowing owl habitat on site is marginal. Because suitable habitat is present Mitigation Measure BIO-1 is recommended to ensure that potential impacts on burrowing owls are reduced to less than significant level.

As a group, raptors are of concern to state and federal agencies. Raptors and all migratory bird species, whether listed or not, receive protection under the Migratory Bird Treaty Act (MBTA) of 1918.[9] The MBTA prohibits individuals to kill, take, possess or sell any migratory bird and bird parts (including nests and eggs) except per regulations prescribed by the Secretary of the Department (16 U. S. Code 703).[10]

Additional protection is provided to all bald and golden eagles under the Bald and Golden Eagle Protection Act of 1940, as amended.[11] State protection is extended to all birds of prey by the California Fish and Game Code, Section 2503.5.[12] No take is allowed under these provisions except through the approval of the agencies or their designated representatives.

At the time of the survey, there was suitable nesting habitat on and around the property for nesting birds. Mitigation Measure BIO-2 is recommended to reduce potential impacts to nesting birds to less than significant.

Mitigation Measure BIO-1:

Implement a focused burrow survey during the breeding season (approximately February 15 through August 31) followed by a burrowing owl breeding bird survey as appropriate. The surveys should be conducted following the guidelines of the CDFW 2012 Staff Report. "Construction" includes selection of staging areas, demolition, tree, trash and debris removal, placement of equipment and machinery on to the site preparatory to grading, and any other project-related activity that increases noise and human activity on the project site beyond existing levels. Emergency measures are exempt from this definition.

Mitigation Measure BIO-2:

If start of construction occurs between February 1 and August 31, then a qualified biologist shall conduct a breeding bird survey no more than three days prior to the start of construction to determine if nesting is occurring. This survey can be conducted as part of the burrowing owl surveys. If occupied nests are found, they shall not be disturbed unless the qualified biologist verifies through non-invasive methods that either (a) the adult birds have not begun egg-laying and incubation; or (b) the juveniles from the occupied nests are capable of independent survival. If the biologist is not able to verify one of the above conditions, then no disturbance shall occur within a distance specified by the qualified biologist for each nest or nesting site. The qualified biologist will determine the appropriate distance in consultation with the California Department of Fish and Wildlife and the U.S. Fish and Wildlife Service.

With implementation of Mitigation Measures BIO-1 and BIO-2, the Proposed Project would not have a substantial adverse effects on any species identified as a candidate, sensitive or special status species.

Less than Significant with Mitigation

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?*

Three key agencies regulate activities within inland streams, wetlands, and riparian areas in California. The U.S. Army Corps of Engineers (ACOE) Regulatory Branch regulates discharge of dredge or fill materials into waters of the United States. These watersheds include wetlands and non-wetland bodies of water that meet specific criteria. The California Department of Fish and Wildlife (CDFW), through provisions of State of California Administrative Code, is empowered to issue agreements for any alteration of a river, stream or lake where fish or wildlife resources may adversely be affected. Streams (and rivers) are defined by the presence of a channel bed and banks, and at least an intermittent flow of water. The use of a 404 permit in California is regulated by the State Water Resources Control Board (SWRCB) under Section 401 of the Clean

[9] https://www.fws.gov/birds/policies-and-regulations/laws-legislations/migratory-bird-treaty-act.php
[10] https://www.fws.gov/le/USStatutes/MBTA.pdf
[11] https://www.fws.gov/le/USStatutes/MBTA.pdf
[12] https://www.fws.gov/le/USStatutes/BEPA.pdf

Water Act regulations. The Board has authority to issue a 401 permit that allows the use of a 404 permit in the state.

NRAI concluded that the Project Site does not have any drainages or areas that support riparian habitat. Implementation of the Proposed Project would not result in impacts to riparian habitat. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less Than Significant Impact

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*

The ACOE regulates discharge of dredge or fill materials into waters of the United States. These watersheds include wetlands and non-wetland bodies of water that meet specific criteria. CDFW regulates wetland areas only if those wetlands are part of a river, stream or lake as defined by CDFW. The Project Site does not have any drainages or areas that support wetland, as stated in the BRA. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less Than Significant Impact

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?*

Wildlife movement and the fragmentation of wildlife habitat are recognized as critical issues that must be considered in assessing impacts to wildlife. Habitat fragmentation is the division or breaking up of larger habitat areas into smaller areas that may or may not be capable of independently sustaining wildlife and plant populations. Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. The Project Site is surrounded by commercial and institutional uses to the south, single family residences to the north, a mobile home park to the east, and an undeveloped flood control easement to the west.

The foothill areas of the San Gabriel and San Bernardino Mountains and associated washes are considered habitat linkage and wildlife corridors in the Valley Region of the County.[13] The Project Site is located within a relatively developed area at least 10 miles away from the foothills.[14] Therefore, the Project Site would not be suitable as a native resident or migratory wildlife corridor or for facilitating the movement of any native resident or migratory wildlife species. No significant impacts are identified or anticipated, and no mitigation measures are required.

[13] San Bernardino Countywide Plan Draft EIR. Biological Resources.
[14] http://cms.sbcounty.gov/Portals/5/Planning/ZoningOverlaymaps/OpenSpaceCountywide.pdf. Accessed May 5, 2020.

Less Than Significant Impact

e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

The Project Site is currently vacant and undeveloped. There are no prominent geologic features occurring on or near the Project Site. The plant community on site is ruderal grassland. Tree species around the perimeter of the Project Site include Mexican fan palm and chinaberry tree. The Project Site is located within a mapped area of the "Biological Resource Overlay" and identified as containing suitable burrowing owl habitats of concern. Implementation of Mitigation Measure **BIO-1** would reduce potential impacts on burrowing owls to less than significant level.

Less than Significant with Mitigation

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?*

The Project Site is not located within the planning area of an adopted Habitat Conservation Plan, Natural Community Plan, or other approved local, regional, or state habitat conservation plan as identified in the California Department of Fish and Wildlife's California Natural Community Conservation Plans Map (April 2019).[15] No impacts are identified or are anticipated, and no mitigation measures are required.

No Impact

Therefore, no significant adverse impacts are identified or anticipated with the implementation of mitigation measures.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
V.	**CULTURAL RESOURCES** - Would the project:				
a)	Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☒	☐
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c)	Disturb any human remains, including those outside of formal cemeteries?	☐	☒	☐	☐

[15] https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline. Accessed May 5, 2020.

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., February 22, 2020; South Central Coast Information Center, California State University Fullerton, Department of Anthropology-MH 426	

a,b) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

A Phase I Cultural Resources Investigation, dated February 22, 2020, was prepared for the Proposed Project by McKenna et al. The purpose of the assessment was to identify and document any cultural resources that may potentially occur within the Project Site. The investigation was completed for compliance with the California Environmental Quality Act (CEQA), as amended, the San Bernardino County policies and guidelines, and the City of Rialto policies and guidelines. Historic land use data was compiled by McKenna et al. through research conducted at the Bureau of Land Management General Land Office records (on-line); the San Bernardino County Archives, the San Bernardino County Assessor's Office and Recorder's offices, the San Bernardino County Surveyor's Office, and local historic data from the McKenna et al. in-house library.

An archaeological records search was completed for this investigation at the California State University, Fullerton, South Central Coastal Information Center (January 14, 2020). The research confirmed 35 resources investigations within a one-mile radius of the Project Site. Of these, one directly involved the Project Site; Tang and Hogan (2015) reported the presence of a single resource, a weir box outside the current Project Site boundaries. This resource was determined to be insignificant.

Research also confirms no federally listed historical resources are identified in the immediate vicinity, but the historic Bloomington Garage (and Shop) – on the periphery of the one-mile radius - is identified as California Point of Historic Interest No. 115. The structure site will not be impacted by the Proposed Project.

Mckenna et al. reviewed historic maps and aerial photographs. These sources confirmed the property was dominated during the historic period by citrus orchard development incorporated as part of the larger (consolidated) holdings of Vincent and Alice Zimmerman. Evidence of the Zimmerman orchard may be present, but not expected, given the extent of post-1980 project disking and clearing.

The field survey involved paralleling north/south transects at average intervals of 15 meters (45-50 feet) and traversing the property from west to east. All areas of the property were accessible and subjected to visual examination. The field survey was

documented by a photographic record and field notes (on file, McKenna et al.). The property was found to be vacant, with some trees on the peripheries (oak, eucalyptus, palms, etc.). Some scant evidence of vehicular and pedestrian activity was noted.

No physical evidence of the earlier orchard remains. Disk scarring was evident (weed abatement) within property, indicating post-orchard maintenance of the property (and possible uses not requiring surface alterations or paving). Although the area was owned by a "storage" company in the early 2000s, there is no physical evidence of the property being used as a storage facility.

The Project Site yielded no physical evidence of prehistoric archaeological resources, historic archaeological resources, built environments (standing structures), or ethnic resources. No significant historical events or persons have been associated with this property and there are no standing structures to evaluate. McKenna et al. has concluded the current Wiener Truck Terminal project area is clear of any physical evidence of historic or prehistoric archaeological resources. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Mitigation Measure CR-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 and/or historic-era 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.

Mitigation Measure CR-2:

If significant pre-contact and/or historic-era 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.

Less than Significant with Mitigation

c) Disturb any human remains, including those outside of formal cemeteries?

Construction activities, particularly grading, could potentially disturb human remains interred outside of a formal cemetery. Field surveys conducted as part of the Cultural Resource Investigation did not encounter any evidence of human remains. The Project Site is not located on or near a known cemetery. However, to insure adequate and compliant management of any buried remains that may be identified during project

development, the following mitigation measure is required as a condition of project approval to reduce any potential impacts to a less than significant level.

Mitigation Measure CR-3:

If evidence of human remains is identified, the County Coroner will be contacted immediately and permitted to inspect the remains. The County of San Bernardino and the Project Applicant shall also be informed of the discovery. The Coroner will determine if the bones are historic/archaeological or a modern legal case. The Coroner will immediately contact the Native American Heritage Commission (NAHC) in the event that remains are determined to be human and of Native American origin, in accordance with California Public Resources Code Section § 5097.98.

All discovered human remains shall be treated with respect and dignity. California state law (California Health & Safety Code § 7050.5) and federal law and regulations ([Archaeological Resources Protection Act (ARPA) 16 USC 470 & 43 CFR 7], [Native American Graves Protection & Repatriation Act (NAGPRA) 25 USC 3001 & 43 CFR 10] and [Public Lands, Interior 43 CFR 8365.1-7]) require a defined protocol if human remains are discovered in the State of California regardless if the remains are modern or archaeological.

With implementation of Mitigation Measure CR-1, CR-2 and CR-3, the Proposed Project would not have a significant impact on human remains.

Less than Significant with Mitigation

Therefore, no significant adverse impacts are identified or anticipated with the implementation of mitigation measures.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
VI.	**ENERGY** – Would the project:				
a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

SUBSTANTIATION: ***California Energy Consumption Database; Title 24 Building Energy Efficiency Standards; Submitted Project Materials***

a) *Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

Electricity: The Proposed Project is the development of a truck terminal facility. Southern California Edison (SCE) would provide electricity to the Project Site. In 2019, the Industry sector of the Southern California Edison planning area consumed 17806.763595 GWh of electricity.[16] The Project Site is currently vacant and does not use electricity. The implementation of the Proposed Project would result in an increase in electricity demand. The estimated electricity demand for the Proposed Project is 0.186358 GWh per year. The Proposed Project's estimated annual electricity consumption compared to the 2019 annual electricity consumption of the overall Industry Sector in the SCE Planning Area would account for approximately 0.001047 percent of total electricity consumption. The existing SCE electrical facilities are sufficient to meet this increased demand. Total electricity demand in SCE's service area is estimated to increase by approximately 12,000 GWh between the years 2015 and 2026. The increase in electricity demand from the Proposed Project is insignificant compared to the projected electricity demand for SCE's entire service area. Therefore, projected electrical demand would not significantly impact SCE's level of service.

The Proposed Project has been designed to comply with the 2019 Building Energy Efficiency Standards. The County of San Bernardino would review and verify that the Proposed Project plans would be in compliance with the most current version of the Building and Energy Efficiency Standards. The Proposed Project would also be required adhere to CALGreen, which establishes planning and design standards for sustainable developments and energy efficiency. The Proposed Project would not result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. No significant impacts are identified or required, and no mitigation measures are recommended.

Natural Gas: The Project Site would be serviced by Southern California Gas Company (SoCalGas). The Project Site is currently vacant and has no demand for natural gas. Therefore, the development of the Proposed Project will create a permanent increase demand for natural gas. According to the California Energy Commission's Energy Report, the Industry Sector was responsible for 1724.870500 million Therms of natural gas consumption in the SoCalGas Planning Area in 2019.[17] Despite the ever-growing demand for electric power, the overall gas demand for electric generation is expected to decline at 1.4 percent per year for the next 17 years due to more efficient power plants, statewide efforts to reduce GHG emissions, and use of power generation resources that produce little to no carbon emissions. The Proposed Project's estimated annual natural gas demand is 2,339.28 therms. The Proposed Project's estimated annual electricity consumption compared to the 2019 annual natural gas consumption of the overall Industry Sector in the SoCalGas Planning Area would account for

[16] https://ecdms.energy.ca.gov/Default.aspx. Accessed January 29, 2020.

[17] https://ecdms.energy.ca.gov/Default.aspx. Accessed December 1, 2020.

approximately 0.000135 percent of total natural gas consumption. The Proposed Project would not result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. Therefore, the existing SoCalGas facilities is expected to meet the increased demand for natural gas.

Less Than Significant Impact

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The Proposed Project would be designed to comply with the County of San Bernardino Greenhouse Gas Emissions Reduction Plan, and the State Building Energy Efficiency Standards (Title 24). Project development would not cause inefficient, wasteful and unnecessary energy consumption, and no adverse impacts would occur.

The Proposed Project would not conflict with any applicable plan, policy or regulation of an agency adopted to reduce GHG emissions, including Title 24, AB 32, and SB 32; therefore, the Project is consistent with AB 32, which aims to decrease emissions statewide to 1990 levels by to 2020. The Proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, no impacts are identified or anticipated, and no mitigation measures are recommended.

No Impact

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

Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
VII. GEOLOGY AND SOILS - Would the project:				
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):*

Countywide Plan; Submitted Project Materials; Fault Activity Map of California, 2010; California Important Land Finder; Phase I Cultural Resources Investigation

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

A Report of Soils and Foundation Evaluations and soil infiltrations testing (soils report), dated July 7, 2020, was prepared for the Proposed Project by Soils Southwest, Inc. The Project Site does not occur within an Alquist-Priolo Earthquake Fault Zone[18] or County Fault Hazard Zone.[19] As stated in the soils report, the San Jacinto Fault is 5.06 miles from the Project Site. Although the potential for rupture on-site cannot be dismissed, it is considered low due to the absence of known faults within the immediate vicinity.

[18]Department of Conservation Fault Activity Map of California (2010). http://maps.conservation.ca.gov/cgs/fam/. Accessed January 30, 2020.

[19] San Bernardino Countywide Plan Draft EIR. Geology and Soils. Figure 5.6-1 "Alquist-Priolo Fault Zones and County Fault Hazard Zones."

Nonetheless, the Proposed Project would be required to comply with the California Building Code requirements and the Uniform Fire Code requirements and all applicable statutes, codes, ordinances, and standards of the San Bernardino County Fire Department. Compliance with these codes and standards would address potential impacts resulting from an earthquake event. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

ii) Strong seismic ground shaking?

No active faults pass through Bloomington.[20] As is the case for most areas of Southern California, ground shaking resulting from earthquakes associated with nearby and more distant faults may occur at the Project Site. The design of any structures on-site would incorporate measures to accommodate projected seismic ground shaking in accordance with the California Building Code (CBC) and local building regulations. The CBC is designed to preclude significant adverse effects associated with strong seismic ground shaking. Compliance can ensure that the Proposed Project would not expose people or structures to substantial adverse effects, including loss, injury or death, involving seismic ground shaking. Implementation of mitigation measure GEO-1 below would ensure that seismic impacts due to seismic activity are reduced to less than significant level.

Mitigation Measure GEO-1:

The recommendations highlighted in Section 5 of the soils report and any other geotechnical requirements provided by the County Geologist shall be incorporated into design and construction.

With implementation of Mitigation Measures GEO-1, the Proposed Project would not cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.

Less than Significant with Mitigation

iii) Seismic-related ground failure, including liquefaction?

Liquefaction is a process in which cohesion-less, saturated, fine-grained sand and silt soils lose shear strength due to ground shaking and behave as fluid. Areas overlying groundwater within 30 to 50 feet of the surface are considered susceptible to liquefaction hazards. Ground failure associated with liquefaction can result in severe damage to structures. The Project Site is not located in an area susceptible to liquefaction.[21] As reported in the soils report, no groundwater shallower than 100 feet below grade was encountered. The report concluded that the Project Site is considered

[20] San Bernardino Countywide Plan Draft EIR. Geology and Soils. Figure 5.6-1 "Alquist-Priolo Fault Zones and County Fault Hazard Zones.
[21] San Bernardino Countywide Plan Draft EIR. Geology and Soils. Figure 5.6-3 "Liquefaction and Landslide Susceptibility."

non-susceptible to seismically induced soils liquefaction. Therefore, no significant impacts are identified or are anticipated, and no mitigation measures are required.

Less Than Significant Impact

iv) Landslides?

Seismically induced landslides and other slope failures are common occurrences during or soon after earthquakes. The Project Site is not located within an area susceptible to landslides.[22] Furthermore, the Project Site is near level with the surrounding area. As concluded in the soils report, the potential for seismically induced landslides to occur is considered low. Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.

No Impact

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

Implementation of the Proposed Project would disturb more than one acre of soil. Therefore, the Proposed Project is subject to requirements of the State Water Resources Control Boards General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-2009-DWQ). Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation. The Construction General Permit requires the development and implementation of a Storm Water Pollution and Prevention Plan (SWPPP). The SWPPP must list Best Management Practices (BMPs) to avoid and minimize soil erosion. Adherence to BMPs would ensure that the Proposed Project does not result in substantial soil erosion or the loss of topsoil. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less Than Significant Impact

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?

The Project Site is relatively flat with no prominent geologic features occurring on or within the vicinity of the Project Site. The elevation of the Project Site ranges from approximately 1037 feet to 1050 feet. The Project Site is not within an area susceptible to liquefaction or landslides.[23] As stated in the soils report, the proposed structures are expected to withstand predicted vertical and lateral ground spreading/displacements to an acceptable level of risk. Seismically induced lateral spreading involves lateral movement of soils due to ground shaking. Because the Project Site is relatively level, Southwest concludes that the potential for seismically induced lateral ground spreading

[22] San Bernardino Countywide Plan Draft EIR. Geology and Soils. Figure 5.6-3 “Liquefaction and Landslide Susceptibility.”
[23] San Bernardino Countywide Plan Draft EIR. Geology and Soils. Figure 5.6-3 “Liquefaction and Landslide Susceptibility.”

should be considered low. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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?*

Expansive soils (shrink-swell) are fine-grained clay silts subject to swelling and contracting in relation to the amount of moisture present in the soil. Structures built on expansive soils may incur damage due to differential settlement of the soil as expansion and contraction takes place. A high shrink-swell potential indicates a hazard to structures built on or with material having this rating. According to the soils report, there is a presence of upper loose fine to medium silty sands with pebbles and rock fragments with occasional small rocks, overlying natural deposits of gravely fine to coarse sands with traces of silts with pebbles and minor rock fragments to the maximum 31 feet depth explored. The Project Site soils are considered “very low” in expansion characteristics with Expansion Index (EI) less than 20. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less Than Significant Impact

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?*

There is a presence of upper loose fine to medium silty sands with pebbles and rock fragments along with occasional small rocks, overlying natural deposits of gravely fine to coarse sands with traces of silts with pebbles and minor rock fragments to the maximum 31 feet depth explored. The Proposed Project will utilize an on-site septic tank and leach lines to the west of the office building. Implementation of Mitigation Measure GEO-1 can reduce impacts associated with installation of septic tanks to less than significant level.

Less Than Significant Impact

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

As part of the Phase I Cultural Resources Investigation, a paleontological overview was completed through the Natural History Museum of Los Angeles County. The report concluded that the Project Site is dominated by surficial sediments consisting of younger and older Quaternary alluvium derived from the San Gabriel Mountains and possibly wind deposited sands. While fossil specimens are not associated with the younger Quaternary deposits, the older deposits have been known to yield specimens that include elephants, bear, dog, horse, camel, and bison. The potential for identifying fossil specimens is low to moderate, depending on the extent of excavations for site development. There is a sensitivity for paleontological resources at relatively shallow depths.

The following mitigation measure is recommended to insure adequate and compliant management of any resources that may be identified within the Project Site during project development:

Mitigation Measure GEO-2:

Any excavations exceeding 5 feet and into the older Quaternary alluvium shall be monitored by a qualified paleontologist to detect and professionally collect any fossils uncovered.

Implementation of Mitigation Measure GEO-2 would ensure that no significant impacts to paleontological resources occur.

Less than Significant with Mitigation

Therefore, potential impacts can be reduced to less than significant level with implementation of mitigation measures above.

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

SUBSTANTIATION:
Countywide Plan; Submitted Project Materials; Greenhouse Gas Emissions (GHG) Reduction Plan (September 2011)

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

In September 2011, the County adopted a Greenhouse Gas Emissions (GHG) Reduction Plan (September 2011) (GHG Plan). The GHG Plan presents a comprehensive set of actions to reduce the County's internal and external GHG emissions to 15% below current levels (2007 levels) by 2020, consistent with the AB 32 Scoping Plan. GHG emissions impacts are assessed through the GHG Development Review Process (DRP) by applying appropriate reduction requirements as part of the discretionary approval of new development projects. Through its development review process, the County will implement CEQA requiring new development projects to

quantify project GHG emissions and adopt feasible mitigation to reduce project emissions below a level of significance. A review standard of 3,000 metric tons of CO_2 equivalent ($MTCO_2e$) per year is used to identify projects that require the use of Screening Tables or a project-specific technical analysis to quantify and mitigate project emissions. The purpose of the Screening Tables is to provide guidance in measuring the reduction of greenhouse gas emissions attributable to certain design and construction measures incorporated into development projects.

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.

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 developments are required to quantify the project's GHG emissions and adopt feasible mitigation to reduce project emissions below a level of significance. A review standard of 3,000 metric tons of carbon dioxide equivalent (MTCO2e) per year is used to identify and mitigate project emissions.

GHG emissions were screened using CalEEMod version 2016.3.2. The emissions incorporate certain design reduction strategies. Such design reduction strategies included improved walkability by providing sidewalks, improve destination and pedestrian network accessibility. Refer to Tables 9 and 10 for GHG screening.

Table 9
Greenhouse Gas Construction Emissions
(Metric Tons per Year)

Source/Phase	**CO_2**	**CH_4**	**N_20**	**CO_2e**
Site Preparation	17.54	0.00	0.00	17.67
Grading	27.41	0.00	0.00	27.63
Building Construction (2021)	341.77	0.05	0.00	342.88
Building Construction (2022)	278.67	0.03	0.00	279.58
Paving	21.35	0.00	0.00	21.51
Architectural Coating	5.44	0.00	0.00	5.45
Total MTCO2e	**694.72**			
Amortized over 30 years	**23.2**			

Source: CalEEMod.2016.3.2 Annual Emissions.

Table 10
Greenhouse Gas Operational Emissions
(Metric Tons per Year)

Source/Phase	**CO_2**	**CH_4**	**N_20**	**CO_2e**
Area	0.00	0.00	0.00	0.00
Energy	71.86	0.00	0.00	72.15
Mobile	2,957.55	0.20	0.00	2,962.52
Waste	1.81	0.11	0.00	4.49
Water	6.52	0.05	0.00	8.06
Construction amortized	**23.2**			
Total MTCO2e	**3,070.4**			
County Screening Threshold	3,000			

Source: CalEEMod.2016.3.2 Annual Emissions.

The Proposed Project would generate approximately 3,070.22 MTCO2e per year and would be exceed the County screening threshold of 3,000 MTCO2e. Therefore, project operational activities were evaluated compared to the San Bernardino County GHG Reduction Plan Screening Tables.

The Proposed Project is anticipated to provide overflow or excess truck trailer storage for nearby warehouses. Although the specific end user(s) are unknown at this time, it is reasonable to assume that the future tenant will select this location at least in part as to how it effects their transportation costs. Businesses who have shipping as a significant part of their operations are sensitive to transportation costs and by extension their relative proximity to customers and suppliers. Therefore, the Proposed Project is anticipated to serve nearby warehouse and distribution facilities that would be looking to locate overflow trailer storage as close as possible to the primary warehouse or distribution facility. As a result, the trips are expected to be local serving and therefore the Proposed Project would tend to shorten vehicle trips (consistent with Reduction Measure R2T6).

There are existing commercial and institutional uses to the south of the Project Site. In addition, the Project Site is located approximately 0.4 miles south of warehouses surrounding the I-10. The Project Site is located within 0.2 miles from intersections and areas with numerous opportunities for employment. Therefore, the Proposed Project includes design features to improve walkability design and improve destination accessibility. The Proposed Project would provide sidewalks on-site and connecting off-site, which will improve pedestrian network (consistent with Reduction Measure R2T2). In addition, the Proposed Project would remove the existing trucks parked on local roadway segments and residential streets. As a result, the Proposed Project's modeled operational emissions include emissions from existing local sources. Mitigation Measures GHG-1 to GHG-5 shall be implemented to ensure that operational emissions comply with the County's GHG reduction measures as refenced in the screening tables.

Mitigation Measure GHG-1:

During construction, unpaved areas shall be watered twice per day.

Mitigation Measure GHG-2:

Low VOC paint shall be applied to interiors and exteriors of building and to the parking lot.

Mitigation Measure GHG-3:

The Project Applicant shall require that bathroom faucets installed in the proposed structure utilize low-flow fixtures that would reduce flow by 32% per CALGreen Standards (consistent with Reduction Measure R2WC-1) or comply with the County's Uniform Building Code (UBC).

Mitigation Measure GHG-4:

The Project Applicant shall require that toilets installed in the proposed structure utilize low-flow fixtures that would reduce flow by 20% per CALGreen Standards (consistent with Reduction Measure R2WC-1) or comply with the County's UBC.

Mitigation Measure GHG-5:

Prior to final inspection and issuance of occupancy permits, the Project Proponent shall implement a 75 percent Solid Waste Diversion Program by providing separated recycling bins.

With implementation of these Mitigation Measures and design features, the Proposed Project would be in compliance with the County's GHG reduction plan. Less than significant impact is anticipated.

No Impact

b) *Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?*

The Proposed Project would comply with applicable County GHG Plan strategies. Any project that does not exceed 3,000 MTCO2e per year will be considered to be consistent with the SCAQMD's AQMP and determined to have a less than significant individual and cumulative impact for GHG emissions. With implementation of Mitigation Measures GHG-1 to GHG-5, the Proposed Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

Less than Significant with Mitigation

Therefore, with implementation of Mitigation Measures GHG-1 to GHG-5, impacts would be less than significant.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
IX.	**HAZARDS AND HAZARDOUS MATERIALS –** Would the project:				
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

SUBSTANTIATION:

Submitted Project Materials; EnviroStor Database; San Bernardino Countywide Plan Draft EIR: Hazards and Hazardous Materials

a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

The Proposed Project is the development of a truck terminal facility that includes office space, landscaping, and parking for automobiles and tractors/trailers. The uses of the Proposed Project would not create a significant hazard to the public or environment due to the use of hazardous materials. All materials required during construction would be kept in compliance with State and local regulations and will comply with Best Management Practices.

Development of the Proposed Project would disturb more than one acre and would therefore be subject to the NPDES permit requirements. Requirements of the permit would include development and implementation of a SWPPP, which is subject to Santa Ana Regional Water Quality Control Board (RWQCB) review and approval. The purpose of an SWPPP is to: 1) identify pollutant sources that may affect the quality of discharges of stormwater associated with construction activities; and 2) identify, construct and implement stormwater pollution control measures to reduce pollutants in stormwater discharges from the construction site during and after construction. The SWPPP would include BMPs to control and abate pollutants. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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?*

Hazardous or toxic materials transported in association with construction of the Proposed Project may include items such as oils, paints, and fuels. All construction materials would be kept in compliance with State and local regulations. Operational activities include standard maintenance that involve the use of commercially available productions, which would not create significant hazard to the public or the environment through reasonably foreseeable upset and accidental release of hazardous materials into the environment. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.
Less Than Significant Impact

c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

Slover Mountain High School is the nearest school to the Project Site. It occurs approximately 0.26 miles northeast of the Project Site at 18829 Orange Street. No hazardous materials would be emitted as a result of the construction and operation of the Proposed Project. Therefore, no impacts associated with emission of hazardous or acutely hazardous materials, substances, or waste within 0.25-mile of a school are anticipated. No impacts or anticipated and no mitigation measures are required.

No Impact

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?*

The Proposed Project has received a Hazardous Waste Site Certification certifying that the Proposed Project is not located on a site that is included on the Cortese list dated February 2, 2020. The Project Site was not found on the list of hazardous materials sites complied pursuant to Government Code Section 65962.5 by the California Department of Toxic Substances Control's EnviroStor data management system.[24] EnviroStor tracks cleanup, permitting, enforcement and investigation efforts at hazardous waste facilities and sites with known or suspected contamination issues. No hazardous materials sites are located within or in the immediate vicinity of the Project Site. Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.

No Impact

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?*

The Project Site is not within an airport safety review area or Airport Runaway Protection Zone.[25] The Project Site is not located within the vicinity of a private or public airstrip. The nearest airport to the Project Site is Rialto Airport, approximately 4.23 miles northwest of the Project Site. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

f) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

The Project Site does not contain any emergency facilities The I-10 freeway is an evacuation route within the Valley Region of the County.[26] The Project Site is approximately 0.25 miles south of Slover Ave and approximately 0.57 miles south of I-10. The Proposed Project is the development of a truck terminal facility; it would reduce the number of trucks parked illegally on the streets of Bloomington. Therefore, it would facilitate, rather than interfere with, the use of evacuation routes. Furthermore, adequate on-site access for emergency vehicles would be verified during the County's plan review process. During construction, the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the County. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

[24]California Department of Toxic Substances Control. EnviroStor. Accessed January 31, 2020.

[25] San Bernardino Countywide Plan Draft EIR. Hazards and Hazardous Materials. Figure 5.8-2 "Airport Safety Zones."
[26] San Bernardino Countywide Plan Draft EIR. Hazards and Hazardous Materials. Table 5.8-10 "Evacuation Routes in San Bernardino County."

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

The Project Site is not located within a High or Very High Fire Hazard Severity Zone.[27] In addition, there are no intermixed wildland areas within the vicinity of the Project Site. The nearest wildland areas would be Jurupa Hills, located approximately 1.5 miles southwest of the Project Site. The Proposed Project is the development of a truck terminal facility, including landscaping and office space. It would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. The Proposed Project is subject to review and approval from the San Bernardino County Fire Marshal. All new construction shall comply with the current Uniform Fire Code requirements and all applicable statues, codes, ordinances, and standards of the San Bernardino County Fire Department. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
X.	**HYDROLOGY AND WATER QUALITY -** Would the project:				
a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
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;	☐	☒	☐	☐

[27] San Bernardino Countywide Plan Draft EIR. Hazards and Hazardous Materials. Figure 5.8-4 ”Fire Severity and Growth Areas in the Valley and Mountain Regions.”

ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite;	☐	☒	☐	☐
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	☐	☒	☐	☐
iv. impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

SUBSTANTIATION:

Countywide Plan; Submitted Project Materials; Preliminary WQMP; Hydrology and Hydraulics Report

a) *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

The Proposed Project would disturb approximately 8.94 acres and would therefore be subject to the National Pollutant Discharge Elimination System (NPDES) permit. The State of California is authorized to administer various aspects of the NPDES. Construction activities covered under the State's General Construction permit include the removal of vegetation, grading, excavating, or any other activity that causes the disturbance of one acre or more. The General Construction permit requires recipients to reduce or eliminate non-storm water discharges into stormwater systems, and to develop and implement a SWPPP. The SWPPP is based on the principles of Best Management Practices (BMPs) to control and abate pollutants. The SWPPP must include BMPs to prevent project-related pollutants from impacting surface waters.

The RWQCB has issued an area-wide NPDES Storm Water Permit for the County of San Bernardino, the San Bernardino County Flood Control District and the unincorporated areas of San Bernardino County. The implementation of NPDES permits ensures that the State and Federal mandatory standards for the maintenance of clean water are met.

In addition, the County requires the preparation of a Water Quality Management Plan (WQMP) for development projects that involve the creation of 10,000 ft^2 or more of impervious surface collectively over the entire site and parking lots of 5,000 ft^2 or more exposed to storm water. A preliminary WQMP, dated September 2, 2020, was prepared for the Proposed Project by Joseph E. Bonadiman & Associates, Inc. The WQMP is intended to comply with the requirements of the County of San Bernardino and the NPDES Area wide Stormwater Program requiring the preparation of a WQMP. All BMPs

included as part of the project WQMP are required to be maintained through regularly scheduled inspection and maintenance. Review and approval of the WQMP would ensure that all potential pollutants of concern are minimized or otherwise appropriately treated prior to being discharged from the Project Site. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

b) *Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

Water supply to the Project Site would be provided by the West Valley Water District (WVWD). The San Bernardino Valley Municipal Water District (SBVMWD) covers about 325 square miles in southwestern San Bernardino County, including the Community of Bloomington. The WVWD is within the SBVMWD service area. The SBVMD has developed a cooperative recharge program that is being successfully implemented to help replenish groundwater, using the State Water Project and local runoff.

The Proposed Project includes a request for Zone Change from General Commercial (CG) to Service Commercial (CS). Approval of the Zone Change and a CUP would allow for the development of a truck terminal facility on the Project Site. During operations of the Proposed Project, management of the landscape, and use of the office space and repair bays would be the only sources of demand for water on-site. It does not include uses that are water intensive. Moreover, implementation of the project Best Management Practices (BMPs) would ensure that stormwater discharge does not substantially alter the existing drainage pattern and water quality, thereby allowing runoff from the Project Site to be utilized as a resource that can eventually be used for groundwater recharge. Therefore, the Proposed Project is not anticipated to have a substantial impact on groundwater supplies or interfere substantially with groundwater recharge. No significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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;

Erosion is the wearing away of the ground surface as a result of the movement of wind or water, and siltation is the process by which water becomes dirty due to fine mineral particles in the water. Soil erosion could occur due to a storm event. Thus, the Proposed Project is subject to the requirements of the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity. The Construction General Permit requires the development and implementation of a Storm Water Pollution and Prevention Plan (SWPPP). The SWPPP must list BMPs to avoid and minimize soil erosion. Adherence to BMPs would prevent substantial soil erosion or the loss of topsoil. Natural infiltration capacity would be maximized by

incorporating a design that promotes water retention through placement of proposed landscape, soil development, grading techniques, and allowing natural drainage into the landscaped areas. Disturbed areas will be re-vegetated where possible. Mitigation Measure WQ-1 should be implemented to minimize erosion and siltation due to stormwater BMP installation.

Mitigation Measure WQ-1:

The suggested site requirements highlighted in Section 7 of the soils report should be incorporated into construction.

With implementation of Mitigation Measures WQ-1, the Proposed Project would not result in substantial erosion or siltation on- or off-site.

Less than Significant with Mitigation

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite;

According to the WQMP, impervious area would be minimized as much as possible under proposed conditions. The Project Site has one drainage area. A Hydrology and Hydraulics Report was prepared for the Proposed Project by Joseph E. Bonadiman & Associates, Inc. in March 2020. The Proposed Project is anticipated to increase peak flows and runoff volumes due to the proposed paving and increased impervious area. The Proposed Project includes 330,035 SF of impervious surface. The increase in flow rate should be mitigated onsite as to reduce the total site discharge to 90% of the pre-development conditions per the San Bernardino County Hydrology Manual. Because there are no storm drain facilities adjacent to the Project Site and there is no sufficient elevation to accommodate an outlet for an onsite detention basin, the only option to mitigate storm water flow is an underground infiltration/retention system. This system will need to be capable of capturing storm flows from the 100-year event and provide enough capacity in order to reduce the total site discharge to 90% of the predeveloped condition.

Mitigation of developed peak flow rates can be achieved by capturing the storm volume to a point where the hydrograph outflow rates are less than the above maximum allowable peak flow rates. Time of concentration would change due to the Proposed Project. Mitigation measures WQ-2 and WQ-3 should be implemented to avoid substantially increasing the rate or amount of surface runoff.

Mitigation Measure WQ-2:

An underground storm infiltration chamber with the capacity of 150,413 cubic-feet (CF), resulting in a peak discharge of 6.68 CF from the 100-year, 24-hour storm, will be needed to reduce developed peak flow rate to the maximum allowable peak flows. Due to site limitations, retention/infiltration of the 100-year, 24-hour storm is proposed.

Mitigation Measure WQ-3:

Overflow from the underground storm infiltration chamber to the public right-of-way shall be conveyed through a 6-foot-wide parkway culvert constructed in accordance with San Bernardino County Standards Plans.

With implementation of Mitigation Measures WQ-2 and WQ-3, the Proposed Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite.

Less than Significant with Mitigation

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

The total design capture volume (DCV) for the Proposed Project is 34,255 CF. The increase in runoff and flow rates shall be mitigated by implementing mitigation measures WQ-2 and WQ-3 above. With incorporation of an underground storm infiltration chamber with the capacity of 151,700 CF into site design, the Proposed Project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of runoff. Therefore, no additional mitigation measures are required.

Less than Significant with Mitigation

iv) Impede or redirect flood flows?

The Project Site is not within a 100-Year Federal Emergency Management Agency (FEMA) flood zone, 100-year Department of Water Resources Awareness Zone, or a 500-year FEMA flood zone.[28] Under existing conditions, the site generally flows to the south, discharging onto the southern properties. Under proposed conditions, water would flow northwesterly, southwesterly and southeasterly from near the center of the Project Site. Water flowing northwesterly would be conveyed to high density polyethylene (HDPE) pipes and rerouted south to the underground storm infiltration chamber. Stormwater flowing southwesterly and southeasterly would eventually drain into the infiltration chamber. Development of the Proposed Project would not substantially impede or redirect flood flows. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

[28] San Bernardino Countywide Plan Draft EIR. Hydrology and Water Quality. Figure 5.9-2 "Flood Hazard Zones in the Valley and Mountain Regions."

d) *In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?*

Due to the inland distance from the Pacific Ocean and any other significant body of water, tsunamis and seiches are not potential hazards in the vicinity of the Project Site. The closest body of water to the Project Site is Lake Evans, located approximately 4.25 miles southeast of the site and approximately 200 feet lower in elevation. The Project Site is neither located within a Federal Emergency Management Agency (FEMA) 100-year floodplain nor a 500-year floodplain.[29] Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The Proposed Project is subject to the NPDES permit. Requirements of the permit would include development and implementation of a SWPPP, which is subject to RWQCB review and approval. The purpose of an SWPPP is to: 1) identify pollutant sources that may affect the quality of discharges of stormwater associated with construction activities; and 2) identify, construct and implement stormwater pollution control measures to reduce pollutants in stormwater discharges from the construction site during and after construction. The SWPPP would include BMPs to control and abate pollutants, and treat runoff that can be used for groundwater recharge. The Proposed Project would not otherwise substantially degrade water quality as appropriate measures relating to water quality protection. Appropriate BMPs will be reviewed and approved by the County. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XI.	**LAND USE AND PLANNING** - Would the project:				
a)	Physically divide an established community?	☐	☐	☒	☐
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?	☐	☐	☒	☐

[29] San Bernardino Countywide Plan Draft EIR. Hydrology and Water Quality. Figure 5.9-2 "Flood Hazard Zones in the Valley and Mountain Regions."

SUBSTANTIATION:

Countywide Plan; Submitted Project Materials

a) Physically divide an established community?

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?

a) and b) The Proposed Project is the development of a truck terminal facility on an 8.94-acre vacant property. The Project Site is located on Cedar Avenue, between Slover Avenue and Santa Ana Avenue. It is surrounded by commercial and institutional uses to the south, residential development to the east and the north, and undeveloped flood control easement to the west. The Project Site is located within the Community of Bloomington and has a zoning of General Commercial (CG). The Proposed Project includes a request for a Zone Change to change the designation to Service Commercial (CS). Upon approval of the Zone Change, the Proposed Project would be consistent with the Countywide Plan and applicable land use plans.

The physical division of an established community is typically associated with construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access, such as a local road or bridge, which would impair mobility in an existing community or between a community and an outlying area. The Proposed Project does include the construction of a linear feature. Therefore, the Proposed Project would neither physically divide an established community nor cause a significant environmental impact due to conflict with any land use plans or policies. No significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XII.	**MINERAL RESOURCES** - Would the project:				
a)	Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?	☐	☐	☒	☐
b)	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☒	☐

SUBSTANTIATION:	*(Check ☐ if project is located within the Mineral Resource Zone Overlay):*
Countywide Plan; Submitted Project Materials; Mineral Land Classification	

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?*

According to the California Department of Conservation, Mineral Land Classification map, the Project Site occurs in the southwestern region of San Bernardino County, specifically in the 2008 Open File Report (OFR) SR206 Plate 1 and the 1995 OFR 94-08 (west).[30] The western portion of the Project Site occurs within Mineral Resource Zone 2 (MRZ-2) and the eastern portion occurs within MRZ-3.[31] An MRZ-2 zone is an area where geologic data indicate that significant Portland Cement Concrete (PCC)-Grade aggregate resources are present. Approximately half of the Project Site is an MRZ-2 zone; an MRZ-2 zone of this size would not be economically viable to mine. An MRZ-3 zone is an area containing known or inferred mineral occurrences of undetermined mineral resource significance. An area with undetermined mineral significance would not be valuable to the region or residents of the state until its mineral significance is confirmed. Moreover, the Project Site is surrounded primarily by residential, commercial and medical office uses. The current surrounding uses are not compatible for mineral resource extraction. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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?*

The Project Site has a current land use zoning of General Commercial. The Proposed Project includes a Zone Change to change the existing designation to Service Commercial. With the approval of the Zone Change and CUP, the Proposed Project would be consistent with the Countywide Plan. Although the Project Site is within MRZ-2 and MRZ-3 zones, the size of the property and surrounding uses make the site unsuitable for mineral resources extraction. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

---

[30] Mineral Land Classification of a Part of Southwestern San Bernardino County: Open-File Report 94-08 (west) and SR206 Plate 1. Accessed February 15, 2020.

[31] County of San Bernardino. NR-4 Mineral Resources Zones web map. Accessed December 4, 2020.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XIII.	**NOISE** - 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?	☐	☐	☒	☐
b)	Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
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?	☐	☐	☐	☒

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 ☐):*

Countywide Plan; Submitted Project Materials; Noise Impact Analysis, Urban Crossroads, September 10, 2020

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?*

A Noise Impact Analysis, dated September 10, 2020, was prepared for the Proposed Project by Urban Crossroads, Inc. to determine the noise impacts associated with the development of the Proposed Project.

Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). A-weighted decibels (dBA) approximate the subjective response of the human ear to broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum.

<u>Existing Noise Level</u>
The background ambient noise levels in the Project study area (see Figure 4 - Noise Measurement Locations in the Noise Impact Analysis) are dominated by the transportation-related noise associated from surface streets. This includes the auto and heavy truck activities on study area roadway segments near the noise level

measurement locations. The 24-hour existing noise level measurement results are shown in Table 11.

Table 11
24-Hour Ambient Noise Level Measurements

Location[1]	Description	Energy Average Noise Level (dBA L_{eq})[2]		CNEL
		Daytime	Nighttime	
L1	Located north of the Project site on Valencia Street near the existing single-family residential home at 10644 Valencia Street.	57.2	54.5	61.7
L2	Located east of the Project site across Cedar Avenue near the Cedar Village Mobile Home Park at 10701 Cedar Avenue.	71.9	70.0	77.1
L3	Located south of the Project site near the Cedar House Life Change Center.	53.8	52.9	59.9
L4	Located west of the Project site near the existing single-family residential home at 10709 Linden Avenue.	56.6	56.5	63.1

[1] See Exhibit 5-A of Noise Impact Analysis for the noise level measurement locations.
[2] Energy (logarithmic) average levels.
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

Off-Site Traffic Noise Impacts

Noise contours were used to assess the Project's incremental 24-hour dBA CNEL traffic-related noise impacts at land uses adjacent to roadways conveying Project traffic. The noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway for the 70, 65, and 60 dBA CNEL noise levels. Roadway segments are analyzed from the without Project, to the with Project conditions in each of the following timeframes: Existing 2020, Opening Year Cumulative (2021), and Horizon Year (2040).

The Existing without Project exterior noise levels are expected to range from 73.3 to 76.8 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. The Existing with Project conditions will range from 73.3 to 76.8 dBA CNEL. The Project off-site traffic noise level impacts will range from 0.0 to 0.9 dBA CNEL. Based on the significance criteria for off-site traffic noise, land uses adjacent to the study area roadway segments would experience *less than significant* noise level impacts due to unmitigated Project-related traffic noise levels.

Source: Urban Crossroads. *Noise Impact Analysis for Cedar Avenue Trucking Storage*. September 10, 2020. Exhibit 5-A

LILBURN CORPORATION

LEGEND

Site Boundary

Measurement Locations

NOISE MEASUREMENT LOCATIONS

Cedar Avenue Trucking Facility

Bloomington, California

FIGURE 4

The Opening Year Cumulative (2021) without Project exterior noise levels are expected to range from 74.8 to 77.3 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. The Opening Year Cumulative (2021) with Project conditions will range from 74.8 to 77.4 dBA CNEL. The Project off-site traffic noise level increases will range from 0.0 to 0.7 dBA CNEL. Land uses adjacent to the study area roadway segments would experience *less than significant* noise level impacts due to the Proposed Project truck trip distribution under Opening Year Cumulative (2021) with Project conditions.

The Horizon Year (2040) without Project exterior noise levels are expected to range from 75.2 to 77.8 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. The Horizon Year (2040) with Project conditions will range from 75.2 to 77.8 dBA CNEL. The Project off-site traffic noise level increases will range from 0.0 to 0.6 dBA CNEL. Land uses adjacent to the study area roadway segments would experience *less than significant* noise level impacts due to the Proposed Project truck trip distribution under Horizon Year (2040) with Project conditions.

Sensitive Receiver Locations

To assess the potential for long-term operational and short-term construction noise impacts, the following sensitive receiver locations (see Figure 5 - Sensitive Receiver Locations in the Noise Impact Analysis) were identified as representative locations for analysis. Sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land.

Operational Noise

The County of San Bernardino County Code, Title 8 Development Code, Section 83.01.080(c) establishes the noise level standards for stationary noise sources. Since the Project's land use will potentially impact adjacent noise-sensitive uses in the Project study area, this noise study relies on the more conservative residential noise level standards to describe potential operational noise impacts. For residential properties, the exterior noise level shall not exceed 55 dBA L_{eq} during the daytime hours (7:00 a.m. to 10:00 p.m.) and 45 dBA L_{eq} during the nighttime hours (10:00 p.m. to 7:00 a.m.) for both the whole hour, and for not more than 30 minutes in any hour.

Using the reference noise levels to represent the Proposed Project operations that include truck terminal activity, entry gate and truck movements, roof-top air conditioning units, trash enclosure activity and repair shop activity, Urban Crossroads, Inc. calculated the operational source noise levels that are expected to be generated at the Project Site and the Project-related noise level increases that would be experienced at each of the sensitive receiver locations. The daytime (7:00 a.m. to 10:00 p.m.) hourly noise levels at the off-site receiver locations are expected to range from 51.1 to 56.3 dBA L_{eq}. The nighttime (10:00 p.m. to 7:00 a.m.) hourly noise levels at the off-site receiver locations are expected to range from 50.7 to 54.4 dBA L_{eq}.

Source: Urban Crossroads. *Noise Impact Analysis for Cedar Avenue Trucking Storage*. September 10, 2020. Exhibit 8-A

LILBURN CORPORATION

LEGEND

- Site Boundary
- Receiver Locations
- Distance from receiver to Project Site boundary (in feet)

SENSITIVE RECEIVER LOCATIONS

Cedar Avenue Trucking Facility
Bloomington, California

FIGURE 5

Table 12 shows that the operational noise levels associated with Proposed Project will satisfy the County of San Bernardino exterior noise level standards adjusted to reflect the ambient noise levels at all nearby receiver locations with the planned 8-foot high screen wall on the northern project boundary. Therefore, the operational noise impacts are considered less than significant at the nearest noise-sensitive receiver locations.

Table 12
Operational Noise Level Compliance

Receiver Location[1]	Project Operational Noise Levels (dBA Leq)[2]		Noise Level Standards (dBA Leq)[3]		Noise Level Standards Exceeded?[4]	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	53.3	53.0	57.2	54.5	No	No
R2	56.3	54.4	71.9	70.0	No	No
R3	52.1	51.7	53.8	52.9	No	No
R4	51.1	50.7	56.6	56.5	No	No

[1] See Exhibit 8-A of Noise Impact Analysis for the receiver locations.
[2] Proposed Project operational noise levels as shown on Tables 9-3 and 9-4 of Noise Impact Analysis.
[3] Exterior noise level standards adjusted to reflect the ambient noise levels per the County of San Bernardino Development Code, Title 8, Section 83.01.080.
[4] Do the estimated Project operational noise source activities exceed the noise level standards?
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

The Proposed Project will generate daytime and nighttime operational noise level increases ranging from 0.1 to 2.5 dBA L_{eq} at the nearest receiver locations. Project-related operational noise level increases will satisfy the operational noise level increase significance criteria. Therefore, the incremental Project operational noise level increase is considered less than significant at all receiver locations.

Construction Noise

Section 83.01.080(g)(3) of the County of San Bernardino Development Code indicates that construction activity is considered exempt from the noise level standards between the hours of 7:00 a.m. to 7:00 p.m. except on Sundays and Federal holidays. However, neither County General Plan or Municipal Code establish numeric maximum acceptable construction source noise levels at potentially affected receivers, which would allow for a quantified determination of what CEQA constitutes a substantial temporary or periodic noise increase. Therefore, a numerical construction threshold based on Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* is used for analysis of daytime construction impacts. The FTA considers a daytime exterior construction noise level of 80 dBA L_{eq} as a reasonable threshold for noise sensitive residential land use.

To evaluate whether the Proposed Project will generate potentially significant short-term noise levels at nearest receiver locations, a construction-related daytime noise level threshold of 80 dBA L_{eq} is used as a reasonable threshold to assess the daytime construction noise level impacts. The construction noise analysis shows that the nearest receiver locations will satisfy the reasonable daytime 80 dBA L_{eq} significance threshold during Project construction activities as shown on Table 13. Therefore, the noise impacts

due to Project construction noise is considered less than significant at all receiver locations.

Table 13
Typical Construction Noise Level compliance

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})		
	Highest Construction Noise Levels[2]	Threshold[3]	Threshold Exceeded?[4]
R1	76.2	80	No
R2	72.0	80	No
R3	70.6	80	No
R4	67.4	80	No

[1] Noise receiver locations are shown on Exhibit 10-A of Noise Impact Analysis.
[2] Highest construction noise level calculations based on distance from the construction noise source activity to nearby receiver locations as shown on Table 10-2 of Noise Impact Analysis.
[3] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual.
[4] Do the estimated Project construction noise levels exceed the construction noise level threshold?

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

Less Than Significant Impact

b) *Generation of excessive groundborne vibration or groundborne noise levels?*

Per the Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* (7), vibration is the periodic oscillation of a medium or object. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The human body responds to average vibration amplitude often described as the root mean square (RMS). The RMS amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body. Decibel notation (VdB) is commonly used to measure RMS. Decibel notation (VdB) serves to reduce the range of numbers used to describe human response to vibration.

<u>Construction Vibration</u>

The County of San Bernardino Development Code, Section 83.01.090(a) states that vibration shall be no greater than or equal to two-tenths inches per second measured at or beyond the lot line. Therefore, to determine if the vibration levels due to the operation and construction of the Project are significant, the peak particle velocity (PPV) vibration level standard of 0.2 inches per second is used.

As shown in Table 14, at distances ranging from 19 feet (at location R1) to 395 feet (at location R4) from Project construction activities (at the Project site boundary), construction vibration levels are estimated to range from 0.000 to 0.134 in/sec PPV and will remain below the County of San Bernardino 0.2 in/sec PPV threshold for vibration at

all receiver locations. Therefore, the Project-related vibration impacts are considered less than significant during the construction activities at the Project Site. Additionally, vibration levels at the site of the closest sensitive receiver are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating simultaneously adjacent to the Project Site perimeter.

Table 14
Typical Construction Equipment Vibration Levels

Receiver[1]	Distance to Const. Activity (Feet)	Receiver PPV Levels (in/sec)[2]					Threshold PPV (in/sec)[3]	Threshold Exceeded?[4]
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Peak Vibration		
R1	19'	0.005	0.053	0.115	0.134	0.134	0.2	No
R2	122'	0.000	0.003	0.007	0.008	0.008	0.2	No
R3	149'	0.000	0.002	0.005	0.006	0.006	0.2	No
R4	395'	0.000	0.001	0.001	0.001	0.001	0.2	No

[1] Receiver locations are shown on Exhibit 10-A of Noise Impact Analysis.
[2] Based on the Vibration Source Levels of Construction Equipment included on Table 10-4 of Noise Impact Analysis.
[3] Section 83.01.090(a) of the San Bernardino County Code.
[4] Does the peak vibration exceed the County of San Bernardino maximum acceptable vibration threshold?

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

Less Than Significant Impact

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?*

The Project Site is not within an airport safety review area or Airport Runaway Protection Zone.[32] The Project Site is not located within the vicinity of a private or public airstrip. The nearest airport is Rialto Airport, which is approximately 4.23 miles northwest of the Project Site. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

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

[32] San Bernardino Countywide Plan Draft EIR. Hazards and Hazardous Materials. Figure 5.8-2 “Airport Safety Zones.”

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XIV.	**POPULATION AND HOUSING** - Would the project:				
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)?	☐	☐	☒	☐
b)	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

SUBSTANTIATION:

Countywide Plan; Submitted Project Material

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)?*

The Proposed Project is the development of a truck terminal facility. The Proposed Project would require less than 10 office and maintenance employees and one full-time employee on-site at all times; employees would come from the local labor pool. Construction activities would be temporary and would not attract new employees to the area. The Project Site has a current zoning of General Commercial. The Proposed Project includes a Zone Change to Service Commercial. With approval of the Zone Change and CUP, the Proposed Project would be consistent with the Countywide Plan. The Proposed Project does not involve construction of new homes nor would it induce unplanned population growth by creating new jobs. Construction activities would be temporary and would not attract new employees to the area. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

b) *Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

The Project Site is currently vacant and does not contain any residential housing. Implementation of the Proposed Project would not require construction of replacement housing elsewhere. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

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

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XV.	**PUBLIC SERVICES**				
a)	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
	Fire Protection?	☐	☐	☒	☐
	Police Protection?	☐	☐	☒	☐
	Schools?	☐	☐	☒	☐
	Parks?	☐	☐	☐	☒
	Other Public Facilities?	☐	☐	☐	☒

SUBSTANTIATION:

Countywide Plan, 2007; Submitted Project Materials

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?

There are two fire stations located within the Project's vicinity. San Bernardino County Fire Station 76, at 10174 Magnolia Street, is located approximately 0.66 miles north of the Project Site. Fire Station 77, at 17459 Slover Avenue, is located approximately 1.43 miles northwest of the Project Site. Services at Station 77 are paid for under contract with the City of Fontana. This station will need to be replaced in the future; if it were replaced to be more centralized in Fontana, Bloomington would lose level of service. In this event, a new station in southern Bloomington would be necessary. A replacement for Station #77, paid for under contract with Fontana, could potentially be relocated and/or a new station built in south Bloomington.[33]

[33] San Bernardino Countywide Plan Draft EIR: Public Services. Page 5.14-16.

Comprehensive safety measures that comply with federal, state, and local worker safety and fire protection codes and regulations would be implemented into project design to minimize the potential for fires to occur during construction and operations. The Proposed Project would be required to comply with County fire suppression standards, provide adequate fire access and pay required development impact fees. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

Police Protection?

The San Bernardino County Sheriff's Department (SBCSD) serves the Community of Bloomington and other unincorporated portions of the County. The nearest police station to the Project Site is the SBCSD station located at 17780 Arrow Boulevard, approximately 3 miles northwest of the Project Site. The SBCSD reviews staffing needs on a yearly basis and adjusts service levels as needed to maintain an adequate level of public protection. Additionally, development impact fees are collected at the time of building permit issuance to offset project impacts. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

Schools?

The Project Site is served by the Colton Joint Unified School District. Construction activities would be temporary and would not result in substantial population growth. Employees required for operations are expected to come from the local labor force. The Proposed Project is not expected to draw any new residents to the region that would require expansion of existing schools or additional schools. With the collection of development impact fees, impacts related to school facilities are expected to be less than significant. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

Parks?

The Proposed Project would not induce residential development nor significantly increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of any facilities would result. Operation of the Proposed Project would place no demands on parks because it would not involve the construction of housing and would not involve the introduction of a permanent human population into the area. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

Other Public Facilities?

The Proposed Project would not result in an increased residential population or a significant increase in the work force. Implementation of the Proposed Project would not adversely affect other public facilities or require the construction of new or modified facilities. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

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

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XVI.	**RECREATION**				
a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?	☐	☐	☐	☒
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

SUBSTANTIATION:

Submitted Project Materials

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?*

The Proposed Project requires less than 10 office and maintenance employees and one full-time employee on-site at all times. Employees are expected to come from the local labor force. It does not include development of residential housing or other uses that would lead to substantial population growth. Therefore, the Proposed Project would not result in an increase in the use of existing neighborhood or regional parks, or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated. The Project Applicant's payment of required fees will serve to mitigate any potential impacts related to the use of existing parks and other recreational facilities from the Proposed Project. No impacts are identified or anticipated, and no mitigation measures are required.

No Impact

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?*

The Proposed Project does not include the construction or expansion of recreational facilities. The employees required for the operations of the Proposed Project would come from the local labor force. No recreational facilities would be removed, and the addition of employees would not create the need for additional facilities. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

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

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XVII.	**TRANSPORTATION** – Would the project:				
a)	Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☒	☐	☐
b)	Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?	☐	☐	☒	☐
c)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d)	Result in inadequate emergency access?	☐	☐	☒	☐

SUBSTANTIATION:

Countywide Plan; Submitted Project Materials; Traffic Analysis, Urban Crossroads, October 28, 2020

a) *Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

A Traffic Analysis (TA), dated October 28, 2020, was prepared for the Proposed Project by Urban Crossroads, Inc. The purpose of the TA is to evaluate the potential circulation system deficiencies that may result from the development of the Proposed Project, and where necessary, recommend improvements to achieve acceptable operations consistent with General Plan level of service goals and policies. The TA has been prepared in accordance with the San Bernardino County Congestion Management Program (CMP) Guidelines for CMP Traffic Impact Analysis Reports, the County of San Bernardino Transportation Impact Study Guidelines (dated July 9, 2019), the California Department of Transportation (Caltrans) Guide for the Preparation of Traffic Impact Studies (December 2002), and consultation with County staff during the TA scoping process.

For the purposes of the TA, potential deficiencies to traffic and circulation have been assessed for each of the following conditions:

- Existing (2020): disclosed to represent the baseline traffic conditions as they existed at the time the TA was prepared
- Existing plus Project (E+P): determines traffic deficiencies that would occur on the existing roadway system with the addition of Project traffic.
- Opening Year Cumulative (2021) Without Project: To account for background traffic growth, traffic associated with other known cumulative development projects in conjunction with an ambient growth factor 3 Cedar Avenue Trucking Storage Traffic Analysis 13094-03 TIA Report REV 4 from Existing conditions of 1.5% is included for Opening Year Cumulative (2021) traffic conditions.
- Opening Year Cumulative (2021) With Project
- Horizon Year (2040) Without Project: This condition was derived from the San Bernardino Transportation Analysis Model (SBTAM) modified to represent buildout of the County of San Bernardino. The Horizon Year (2040) conditions analysis will be utilized to determine if improvements funded through regional transportation fee programs, such as the County's Development Impact Fee (DIF) program, or other approved funding mechanisms can accommodate the long-range cumulative traffic at the target level of service (LOS) identified by the County of San Bernardino.
- Horizon Year (2040) With Project:

The following intersections were selected for this TA based on consultation with County staff:

1. Cedar Av. & I-10 Westbound Ramps
2. Cedar Av. & I-10 Eastbound Ramps
3. Cedar Av. & Orange Av.
4. Cedar Av. & Slover Av.
5. Cedar Av. & Driveway 1

Study area freeway mainline analysis locations were selected based on Caltrans TA guidelines, which may require the analysis of State highway facilities. The TA evaluates the following freeway facilities:

1. I-10 Freeway Westbound, West of Cedar Av.
2. I-10 Freeway Westbound, On-Ramp at Cedar Av.
3. I-10 Freeway Westbound, Off-Ramp at Cedar Av.
4. I-10 Freeway Westbound, East of Cedar Av.
5. I-10 Freeway Eastbound, West of Cedar Av.
6. I-10 Freeway Eastbound, Off-Ramp at Cedar Av.
7. I-10 Freeway Eastbound, On-Ramp at Cedar Av.
8. I-10 Freeway Eastbound, East of Cedar Av.

Existing plus Project Conditions

Consistent with Existing (2020) traffic conditions, the study area intersections are anticipated to operate at acceptable LOS during the peak hours. There are no movements that are anticipated to experience off-ramp queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows, consistent with Existing (2020) traffic conditions. The study area freeway mainline segments and merge/diverge ramp junctions are anticipated to operate at an acceptable LOS (i.e., LOS D or better) during the peak hours, consistent with Existing (2020) traffic conditions.

Opening Year Cumulative (2021) Conditions

The following study area intersections are anticipated to operate at an unacceptable LOS under Opening Year Cumulative (2021) Without Project traffic conditions:

- Cedar Avenue & I-10 Westbound Ramps – LOS E PM peak hour only
- Cedar Avenue & I-10 Eastbound Ramps – LOS E PM peak hour only
- Cedar Avenue & Orange Street – LOS E PM peak hour only
- Cedar Avenue & Slover Avenue – LOS F PM peak hour only
- Cedar Avenue & Driveway 1 – LOS E PM peak hour only

There are no additional intersections anticipated to operate at a deficient LOS during the peak hours with the addition of Project traffic. It should be noted with mitigation measures below, the intersection of Cedar Avenue & Driveway 1 is anticipated to operate at an acceptable LOS during the peak hours. There are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows under Opening Year Cumulative (2021) traffic conditions, consistent with Existing (2020) traffic conditions. The study area freeway mainline segments and merge/diverge ramp junctions are anticipated to operate at an acceptable LOS (i.e., LOS D or better) during the peak hours, consistent with Existing (2020) traffic conditions.

Horizon Year (2040) Conditions

The following study area intersections are anticipated to operate at an unacceptable LOS under Horizon Year (2040) Without Project traffic conditions:

- Cedar Avenue & I-10 Westbound Ramps – LOS E AM peak hour; LOS F PM peak hour
- Cedar Avenue & I-10 Eastbound Ramps – LOS E PM peak hour only
- Cedar Avenue & Slover Avenue – LOS E AM peak hour; LOS F PM peak hour

With the addition of Project traffic, there are no additional study area intersections anticipated to operate at a deficient LOS during one or both peak hours for Horizon Year (2040) With Project traffic conditions. There are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows under Horizon Year (2040) traffic conditions, consistent with Existing (2020) traffic conditions. The following study area freeway mainline segments and merge/diverge ramp junctions are anticipated to operate at an unacceptable LOS (i.e., LOS E or worse) during the peak hours for Horizon Year (2040) Without Project and With Project traffic conditions:

- I-10 Freeway Westbound, West of Cedar Avenue – LOS F AM and PM peak hours
- I-10 Freeway Westbound, On-Ramp at Cedar Avenue – LOS F AM and PM peak hours
- I-10 Freeway Westbound, Off-Ramp at Cedar Avenue – LOS F AM and PM peak hours
- I-10 Freeway Westbound, East of Cedar Avenue – LOS E AM and PM peak hours
- I-10 Freeway Eastbound, West of Cedar Avenue – LOS E PM peak hour only
- I-10 Freeway Eastbound, East of Cedar Avenue – LOS E PM peak hour only

Bicycle and Pedestrian Facilities

Field observations indicate nominal pedestrian and bicycle activity within the study area. Pedestrian facilities are built out along portions Cedar Avenue and Slover Avenue. However, there are limited pedestrian facilities within close proximity to the Project Site on Cedar Avenue. Therefore, no significant impacts to bicycle and pedestrian facilities are anticipated.

Transit Service

The study area is currently served by Omnitrans, a public transit agency serving various jurisdictions within San Bernardino County, with bus service along Cedar Avenue and Slover Avenue via Route 29. Omnitrans Route 29 runs along the I-10 Freeway but does not provide transit service to the study area. Transit service is reviewed and updated by Omnitrans periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate.

The following recommendations are based on the improvements needed to address site access and unacceptable LOS.

Mitigation measures T-1 and T-2 are based on improvements needed to accommodate site access.

Mitigation Measure T-1:

Cedar Avenue & Driveway 1 – The following improvements are necessary to accommodate site access:

- Project to install a traffic signal. In order to support the Cedar Avenue corridor signal timing coordination efforts by San Bernardino County Transportation Authority, the Proposed Project should ensure that the traffic signal is interconnected by copper or fiber.
- Project to construct a northbound left turn lane within the existing raised median with a minimum of 100-feet of storage.
- Project to construct an eastbound shared left-through-right turn lane.

Mitigation Measure T-2:

Cedar Avenue is a north-south oriented roadway located along the Project Site's eastern boundary. The Proposed Project is to construct Cedar Avenue at its ultimate half-section width as a Major Highway (104-foot right-of-way) from the Project's northbound boundary to the Project's southern boundary consistent with the County's standards. On-site traffic signing and striping should be implemented agreeable with the provisions of the California Manual on Uniform Traffic Control Devices (CA MUTCD) and in conjunction with detailed construction plans for the Project Site. Sight distance at each project access point should be reviewed with respect to standard Caltrans and County of San Bernardino sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.

The recommended improvements needed to address the cumulative deficiencies identified under Existing (2020), E+P, Opening Year Cumulative (2021), and Horizon Year (2040) traffic conditions are summarized in Table 15.

Table 15
Summary of Improvements

Intersection	Existing (2020)	E+P	2021 without Project	2021 with Project	Horizon Year (2040) without Project	Horizon Year with Project
Cedar Av. & I-10 WB Ramps	None	None	Add 2nd NB left turn lane	Same	Same	Same
Cedar Av. & I-10 EB Ramps	None	None	None	None	Add 2nd SB left turn lane; Add EB right turn lane	Same Same

Cedar Av. & Slover Av.	None	None	Add SB right turn lane Modify the traffic signal to provide a 120- second cycle length during the AM and PM peak hours	Same Same	Same Same Restripe the EB approach to provide two left turn lanes, one through lane, and one shared through-right turn lane	Same Same Same

For those improvements listed above and not constructed as part of the Proposed Project, the Project Applicant's responsibility for the Project's contributions towards deficient intersections is fulfilled through payment of fees or fair share that would be assigned to construction of the identified recommended improvements. A rough order of magnitude cost has been prepared to determine the appropriate contribution value based upon the Project's fair share of traffic as part of the project approval process. Based on the Project fair share percentages, the Project's fair share cost is estimated at $230,396. These estimates are a rough order of magnitude only as they are intended for disclosure purposes and do not imply any legal responsibility or formula for contributions or mitigation.

Mitigation Measure T-3:

Prior to the issuance of building permits, the Project Applicant shall pay the Proposed Project's fair share amount of $128,436 for the improvements identified above at intersections located within the County of San Bernardino, or as agreed to by the County and Project Applicant.

Mitigation Measure T-4:

The Developer's fair-share amount for the intersections that either share a mutual border with or are wholly located within the jurisdiction of Caltrans that have recommended improvements which are not covered by a pre-existing fee program is $101,960. Developer shall be required to pay the amount shown above to the County of San Bernardino prior to the issuance of building permits. The County of San Bernardino shall hold Developer's Fair Share contribution in trust and shall apply Developer's Fair Share Contribution to any fee program adopted or agreed upon by the County of San Bernardino and other agencies.

The following Mitigation Measure is necessary in order to accommodate the ingress and egress of heavy trucks:

Mitigation Measure T-5:

Driveway 1 on Cedar Avenue should be modified to provide a 45-foot radius on the northwest curb.

Less than Significant with Mitigation

b) *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?*

Senate Bill 743 (SB 743), approved in 2013, endeavors to change the way transportation impacts will be determined according to the California Environmental Quality Act (CEQA). In December 2018, the Natural Resources Agency finalized updates to CEQA Guidelines to incorporate SB 743 (i.e., Vehicle Miles Traveled [VMT]). The VMT thresholds and methodology outlined in the County's July 2019 TA guidelines will be utilized to conduct the VMT analysis for the Project.

The San Bernardino County Transportation Authority (SBCTA) VMT Screening Tool (Screening Tool) allows users to input an assessor's parcel number (APN) to determine if a project's location meets one or more of the screening thresholds for land use projects identified in the Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory). The County Guidelines provides details on appropriate "screening thresholds" that can be used to identify when a proposed land use project is anticipated to result in a less-than-significant impact without conducting a more detailed analysis. Screening thresholds are broken into the following three types:

- Transit Priority Area (TPA) Screening
- Low VMT Area Screening
- Project Type Screening

A land use project needs to meet one of the above screening thresholds to result in a less-than-significant impact.

<u>TPA Screening</u>

Consistent with guidance identified in the Technical Advisory, County Guidelines note that projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing "major transit stop" or an existing stop along a "high-quality transit corridor") may be presumed to have a less than significant impact absent substantial evidence to the contrary. Based on the Screening Tool results, the Project Site is not located within ½ mile of an existing major transit stop, or along a high-quality transit corridor. The TPA screening threshold is not met.

<u>Low VMT Area Screening</u>

As noted in the Technical Advisory, "residential and office projects that are located in areas with low VMT and that incorporate similar features (density, mix of uses, and transit accessibility) will tend to exhibit similarly low VMT." The Screening Tool uses the sub-regional San Bernardino Transportation Analysis Model (SBTAM) to measure VMT performance within individual traffic analysis zones (TAZ's) within the region. The Project's physical location, based on parcel number, is input into the Screening Tool to

determine project generated VMT. The Proposed Project is located in APN 025703112 and TAZ 53742201. The parcel containing the Proposed Project was selected and the Screening Tool was run for Production/Attraction (PA) Home-Based Work VMT per Worker measure of VMT. Based on the Screening Tool results, it would appear that the Proposed Project TAZ may qualify as a low VMT area; however, the Project Site is located in an area currently shown as Commercial land use in the Countywide Plan. Additionally, the socio-economic data (SED) for the base year SBTAM was compared to the Proposed Project. Within TAZ 53742201, there is industrial employment which would exceed the Proposed Project. The Proposed Project is not anticipated to generate more VMT per worker than the existing TAZ. As such, the Proposed Project is consistent with the existing socio-economic data and can be screened out via the Low VMT Area screening. The Low VMT Area screening threshold is met.

Project Type Screening

The County Guidelines identifies that local serving retail projects less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition to local serving retail, other types of local serving uses (e.g., day care centers, non-destination hotels, affordable housing, places of worship, etc.) may also be presumed to have a less than significant impact as their uses are local serving in nature and would tend to shorten vehicle trips.

The Proposed Project is anticipated to provide overflow or excess truck trailer storage for nearby warehouses. Although the specific end user(s) are unknown at this time, it is reasonable to assume that the future tenant will select this location, at least in part, as to how it effects their transportation costs. Businesses who have shipping as a significant part of their operations are sensitive to transportation costs and by extension their relative proximity to customers and suppliers. Therefore, the proposed truck and trailer storage lot is anticipated to serve nearby warehouse and distribution facilities that would be looking to locate overflow trailer storage as close as possible to the primary warehouse or distribution facility. As a result, the trips are expected to be local serving. The Project Type screening threshold is met.

The Proposed Project meets the Project Type and Low VMT Area screening and would therefore be presumed to result in a less than significant VMT impact. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

c) *Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

The Project Site is almost perfectly square-shaped and is not adjacent to windy roads. Moreover, the Proposed Project is the development of a truck terminal facility and includes installation of a four-way signal light. It does not include a geometric design or incompatible uses that would substantially increase hazards. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

d) *Result in inadequate emergency access?*

Access into the site would be via a 50-foot wide driveway at a new signalized intersection on Cedar Avenue. Secure access to the facility would then be via rolling gates at the guard shack, which was approved by the San Bernardino County Fire Department to maintain adequate emergency access. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

Therefore, no significant adverse impacts are identified or anticipated with incorporation of mitigation measures T-1 to T-5.

Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
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	☐	☒	☐	☐
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?	☐	☒	☐	☐

SUBSTANTIATION:

Phase I Cultural Resources Investigation McKenna et al., February 22, 2020, Tribal Consultation

a) *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;*

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?

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.

In February 2020, McKenna et al. completed a Phase I Cultural Resources Investigation for the Project Site (available at the County offices for review). The investigation has been completed for compliance with the California Environmental Quality Act (CEQA), as amended, the San Bernardino County policies and guidelines, and the local City of Rialto policies and guidelines.

The San Manuel Band of Mission Indians identify the general area as being within the Serrano traditional territory and noted a significant Serrano Village was present near the Santa Ana River (two miles east/southeast of the Project Site). The overall area was known to have been used by the Serrano, as evidenced by the few resources identified within one mile of the Project Site.

The Project Site is located in an area generally associated with Southern California Coastal desert region of the very western Sonoran Desert. This area is culturally associated with Serrano or Vanyume, the Native American populations that claimed the San Gabriel and San Bernardino Mountain areas, associated foothill areas, and some of the adjacent valley floors (e.g. San Gabriel Valley, San Bernardino Valley, Apple Valley and Lucerne Valley) as traditional territory(ies) and, more recently, have made claims to areas as far south as Riverside County and north past Barstow (in the Mojave Desert). The area is also claimed by the Gabrielino – predominantly associated with Los Angeles County, western San Bernardino and Riverside Counties, and northern Orange County.

McKenna et al. initiated consultation with the Native American Heritage Commission (NAHC) to inquire about any recorded sacred or religious sites in Project Site. The NAHC completed a record search of their Sacred Lands File (SLF) and results were negative. This level of consultation is considered preliminary, leaving SB-18 and/or AB-52 consultation to the County, as they are responsible for government-to-government consultation.

On July 31, 2020, the County of San Bernardino mailed notification pursuant to AB-52 to the following tribes: San Gabriel Band of Mission Indians, Twenty-Nine Palms Band

of Mission Indians, Morongo Band of Mission Indians, San Manuel Band of Mission Indians and Gabrieleno Band of Mission Indians - Kizh Nation. AB-52 consultation concluded with the San Manuel tribe on December 3, 2020, the Gabrieleno Band of Mission Indians-Kizh Nation on January 7, 2021. Mitigation measures recommended by each tribe are included below, and will be added as final Conditions of Approval upon approval of the project. Any additional mitigation measures that result from ongoing

Pursuant to SB-18 notification emails were sent on July 31, 2020 to ten (10) tribes based on a list provided by the Native American Heritage Commission (NAHC) on July 27, 2020. Those notifications were sent to the:

- Soboba Band of Luiseno Indians
- San Manuel Band of Mission Indians
- Quechan Tribe of Fort Yuma
- Morongo Band of Mission Indians
- Gabrieleno Band of Mission Indians-Kizh Nation
- Gabrieleno Tongva Tribe
- Aqua Caliente Band of Cahuilla Indians
- Serrano Nation of Mission Indians
- Gabrieleno Tongva Nation
- Gabrieleno Tongva San Gabriel Band of Mission Indians

No further comment letters were received regarding the SB-18 notification.

<u>San Manuel Band of Mission Indians</u>

Mitigation Measure TCR-1:

The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted 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.

Mitigation Measure 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.

Gabrieleno Band of Mission Indians-Kizh Nation

Mitigation Measure TCR-3:

Retain a Native American Monitor/Consultant: Prior to the commencement of any ground disturbing activity at the project site, the project applicant shall retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians-Kizh Nation – the tribe that consulted on this project pursuant to Assembly Bill A52 - SB18 (the "Tribe" or the "Consulting Tribe"). A copy of the executed contract shall be submitted to the Lead Agency prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Tribal monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources. Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 50 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the Tribal monitor approved by the Consulting Tribe and a qualified archaeologist if one is present. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue in other parts of the Project site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

Mitigation Measure TCR-4:

Upon discovery of any archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All archaeological resources unearthed by project construction activities shall be evaluated by the

qualified archaeologist and tribal monitor/consultant approved by the Tribal Governments. If the resources are Native American in origin, the tribal representatives shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. Work may continue on other parts of the project while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource", time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources.

Mitigation Measure TCR-5:

Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in pace is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to a local school or historical society in the area for education purposes.

Mitigation Measure TCR-6:

Native American human remains are defined in PRC 5097.98(d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this stature. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC) and PRC 5097.98 shall be followed.

Mitigation Measure TCR-7:

Upon discovery of human remains, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 100 feet and place an exclusion zone around the discovery location. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are human and subsequently Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).

Mitigation Measure TCR-8:

If the Gabrieleno Band of Mission Indians – Kizh Nation is designated MLD, the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.

Mitigation Measure TCR-9:

Prior to continuation of ground disturbing activities, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically, and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does not authorize scientific study or the utilization of any invasive diagnostics on human remains.

Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on-site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

Mitigation Measure TCR-10:

Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or

separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.

With implementation of these mitigation measures, impacts to tribal cultural resources would be less than significant.

Less than Significant with Mitigation

No significant adverse impacts are identified or anticipated, and no mitigation measures are required at this time.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XIX.	**UTILITIES AND SERVICE SYSTEMS -** Would the project:				
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?	☐	☐	☒	☐
b)	Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
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?	☐	☐	☐	☒
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?	☐	☐	☒	☐
e)	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

SUBSTANTIATION:
Countywide Plan; Submitted Project Materials; California Energy Commission Energy Report

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?*

The Proposed Project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. It will utilize an on-site septic system. Stormwater would be captured via an underground infiltration system chamber and overflow would be directed to the San Bernardino County Flood Control District right-of-way (ROW) along the western boundary of the Project Site. The Proposed Project has received an Adequate Service Certification (ASC) for domestic water from the West Valley Water District. There are currently existing adequate source, storage, and distribution line capacities to provide potable water to the Project Site to satisfy the domestic water service requirements of the Proposed Project. The water mains to serve each service connections are currently installed and operable.

The Project Site is serviced by Southern California Edison (SCE), which provides the electrical service to the general area. The Proposed Project will receive electrical power by connecting to existing power lines along Cedar Avenue. The increased demand is expected to be sufficiently served by the existing SCE electrical facilities. Total electricity demand in SCE's service area is estimated to increase by approximately 12,000 Gigawatt hours between the years 2015 and 2026. According to the California Energy Commission's Energy Report, the Industry Sector was responsible for 17806.763595 GWh of electricity consumption in the SoCalGas Planning Area in 2019. The Proposed Project's estimated electricity demand is 0.186358. The increase in electricity demand from the Proposed Project would represent an insignificant percent of the overall electricity demand in SCE's service area and industry sector.

Southern California Gas Company (SoCalGas) would provide natural gas service to the Project Site. Therefore, the Proposed Project would connect to SoCalGas's high-pressure distribution lines along Slover Avenue. The Project Site is currently vacant and has no demand on natural gas. Therefore, the development of the Proposed Project will create a permanent increase demand for natural gas. According to the California Energy Commission's Energy Report, the Industry Sector was responsible for 1724.870500 million therms of natural gas consumption in the SoCalGas Planning Area in 2019.[34] The Proposed Project's estimated annual natural gas demand is 2,339.28 therms; it would represent an insignificant percentage to the overall natural gas demand in SoCalGas's service area. Therefore, the existing SoCalGas facilities is expected to meet the increased demand for natural gas.

[34] California Energy Commission. Energy Reports. https://ecdms.energy.ca.gov/Default.aspx. Accessed November 10, 2020.

The Proposed Project is the development of a truck terminal facility. The Proposed Project will be served by AT&T for telecommunication services. AT&T continues to drive reductions in emissions and increases in resource efficiency and alternative energy deployment. The company will enable their customers to lead more sustainable lives by expanding access technology and further integrating sustainability solutions.[35] It would not adversely impact or conflict with AT&T's sustainability goals. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

b) *Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?*

Water supply to the Project Site would be provided by the West Valley Water District (WVWD). The San Bernardino Valley Municipal Water District (SBVMWD) covers about 325 square miles in southwestern San Bernardino County, including the Community of Bloomington. The WVWD is within the SBVMWD service area. The 2015 San Bernardino Valley Regional Urban Water Management Plan (UWMP), in compliance with the UMWP Act, compares the total projected water use with the projected water supply over the next twenty years.[36] According to the UWMP, water supplies are expected to exceed water demand for the next twenty years during normal, dry and multiple dry years.

The Project Site's current designation is General Commercial (CG). The CG land use zone provides sites for retail trade and personal services, recreation and entertainment services, wholesaling and warehousing, contract/construction services, transportation services, open lot services, and similar and compatible uses. Development of the Project Site for these general commercial uses would be accounted for in SBVMWD's projected water demand. The Proposed Project is the development of a truck terminal facility. The only sources of water demand would be the use of the 2,400-SF office space and 4,800-SF repair bays, management of the landscape and occasional maintenance.

Therefore, the expected water demand for the Proposed Project would be lower than SBVMWD's projected water demand for the Project Site. Water supplies would be sufficient to serve the Proposed Project and reasonably foreseeable future development. No significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

[35] AT&T. Progress Toward our 2020/2025 Goals. https://about.att.com/ecms/dam/csr/sustainability-reporting/PDF/2017/ATT-Goals.pdf.
[36] https://www.sbvmwd.com/home/showdocument?id=4196. Accessed February 14, 2020.

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?*

The Proposed Project would not require use of a wastewater treatment plant but would utilize an on-site septic system. Since the Proposed Project would not connect to an existing wastewater treatment facility, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

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?*

The Project Site is located approximately 5.8 miles southeast of the West Valley Transfer Station and approximately 5.55 miles south of the Mid-Valley Landfill. The 2,400 square-foot office building would be the Proposed Project's greatest generator of solid waste. According to the CalRecycle's estimated solid waste generation rates for the industrial sector, the Proposed Project would generate at most, approximately 98.23 pounds of solid waste per day or approximately 0.05 tons per day based on 8.93 pounds per employee per day.[37] The Mid-Valley Sanitary Landfill currently has a maximum permitted throughput of 7,500 tons/day.

Waste generated from the Proposed Project is not expected to significantly impact solid waste collection systems. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

e) *Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

Burrtec is the franchise waste hauler for the general area. The purpose of California Assembly Bill 341 is to reduce greenhouse gas emissions by diverting commercial solid waste from landfills by recycling. It mandates businesses and public entities generating 4-cubic yards or more of trash to establish and maintain recycling services. County of San Bernardino, Department of Public Works, Solid Waste Management Division reviews and approves all new construction projects which are required to submit a Construction and Demolition Solid Waste Management Plan (waste management plan).

A project's waste management plan is to consist of two parts which are incorporated into the Conditions of Approval (COA's) by the County of San Bernardino Planning and Building & Safety divisions. As part of the plan, projects are required to estimate the amount of tonnage to be disposed and diverted during construction. Additionally, projects must provide the amount of waste that will be diverted and disposed of. Disposal/diversion receipts or certifications are required as a part of that summary.

[37] https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates. Accessed March 30, 2020.

The mandatory requirement to prepare a Construction and Demolition Solid Waste Management Plan would ensure that impacts related to construction waste would be less than significant. The Proposed Project would comply with all federal, State, and local statutes and regulations related to solid waste. Solid waste produced during the construction phase or operational phase of the Proposed Project would be disposed of in accordance with all applicable statutes and regulations. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XX.	**WILDFIRE:** 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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☐	☒
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?	☐	☐	☒	☐

SUBSTANTIATION:

County of San Bernardino Countywide Plan; Submitted Project Materials; CalFire VHFHSZ in LRA

a) *Substantially impair an adopted emergency response plan or emergency evacuation plan?*

The Project Site is not located within a Very High Fire Hazard Severity Zone.[38] The Project Site does not contain any emergency facilities. The I-10 freeway is an evacuation route within the Valley Region of the County.[39] The Project Site is approximately 0.25 miles south of Slover Ave and approximately 0.57 miles south of the I-10. The Proposed Project is the development of a truck terminal facility; it would reduce the number of trucks parked illegally out in the streets of Bloomington. Therefore, it would facilitate, rather than interfere with, the use of evacuation routes. Furthermore, adequate on-site access for emergency vehicles would be verified during the County's plan review process. During construction, the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the County. Operations at the site would not interfere with an adopted emergency response or evacuation plan. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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?*

With no major slopes, elevations on-site range from approximately 1037 feet to 1050 feet. The Project Site is not located within a Very High Fire Hazard Severity Zone.[40]

The Project Site is currently vacant. It is surrounded by either commercial or residential development to the south, east, and north. No wildlands occur within the vicinity. Due to the lack of wildfire fuel factors within the Project Site, the risk of wildfires is low. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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?*

The Proposed Project is the development of a truck terminal facility that includes landscaping, repair bays and office space. It does not include the installation or maintenance of associated infrastructure that would exacerbate fire risk.

[38] San Bernardino Countywide Plan Draft EIR. Hazards and Hazardous Materials. Figure 5.8-4 "Fire Severity and Growth Areas in the Valley and Mountain Regions."
[39] San Bernardino Countywide Plan Draft EIR. Hazards and Hazardous Materials. Table 5.8-10 "Evacuation Routes in San Bernardino County."
[40] San Bernardino Countywide Plan Draft EIR. Hazards and Hazardous Materials. Figure 5.8-4 "Fire Severity and Growth Areas in the Valley and Mountain Regions."

Implementation of the Proposed Project would reduce the risk of wildfires by eliminating ruderal grasses and providing hardscape. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

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?*

Elevations on the Project Site range from 1037 feet to 1050 feet. Therefore, the Project Site is not subject to post-fire slope instability. The Project Site is not within a 100-Year Federal Emergency Management Agency (FEMA) flood zone, 100-year Department of Water Resources Awareness Zone, or a 500-year FEMA flood zone.[41] Moreover, there are no dams, reservoirs, or large bodies of water near the Project Site. Therefore, the Proposed Project would not 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. No significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
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?	☐	☒	☐	☐
b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project	☐	☒	☐	☐

[41] San Bernardino Countywide Plan Draft EIR. Hydrology and Water Quality. Figure 5.9-2 "Flood Hazard Zones in the Valley and Mountain Regions.".

are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?				
c) Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

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?*

Potential impacts to biological resources would be reduced to a less than significant level with implementation of Mitigation Measures BIO-1 through BIO-3. Therefore, the Proposed Project is not anticipated to have the potential to significantly degrade the overall quality of the region's environment, or substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population or drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal. No significant impacts to cultural resources were identified in the Phase I Cultural Resources Investigation prepared for the Proposed Project. McKenna et al. did not find any evidence of historical or prehistorical resources on the Project Site. However, implementation of Mitigation Measures CR-1, CR-2, TRC-1 and TRC-2 would ensure that the Proposed Project does not eliminate important examples of the major periods of California history or prehistory. With implementation of Mitigation Measure GEO-2, the potential impacts to paleontological resources can be reduced to a less than significant level. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less than Significant with Mitigation

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)?*

Cumulative impacts are defined as two or more individual affects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related past, present, and reasonably foreseeable or probable future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period. The CEQA Guidelines, Section 15130 (a) and (b), states:

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

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

A cumulative project list was developed for the purposes of the Traffic Analysis through consultation with planning and engineering staff from the County of San Bernardino. The cumulative projects listed are those that would generate traffic and would contribute traffic to study area intersections. Cumulative projects from the neighboring jurisdictions of Fontana, Rialto, Jurupa Valley, and Colton have also been included. The TIA analyzed Opening Year Cumulative conditions with and without the Proposed Project. There are no additional intersections anticipated to operate at a deficient LOS during the peak hours with the addition of Project traffic, in addition to the locations identified for Opening Year Cumulative (2021) Without Project traffic conditions. Impacts associated with the Proposed Project would not be considered individually or cumulatively adverse or considerable.

With implementation of Mitigation Measures GHG-1 to GHG-5, greenhouse emissions resulting from the Proposed Project would not exceed County thresholds. Therefore, impacts are not cumulatively considerable. Development of the Proposed Project will be conditioned to comply with current SCAQMD rules and regulations to minimize impacts to air quality.

Impacts identified in this Initial Study can be reduced to a less than significant impact. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less than Significant with Mitigation

c) *Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?*

Bloomington, as is the case for most of Southern California, is located within a seismically active region. As stated in the soils report, the San Jacinto Fault is 5.06 miles from the Project Site. Although the potential for rupture on-site cannot be dismissed, it is considered low due to the absence of known faults within the immediate vicinity. Nonetheless, the Proposed Project would be required to comply with the California Building Code requirements and the Uniform Fire Code requirements and all applicable statutes, codes, ordinances, and standards of the San Bernardino County Fire Department. Furthermore, implementation of Mitigation Measure GEO-1 can reduce the potential environmental effects due to geological hazards.

All potential impacts have been thoroughly evaluated and have been deemed to be neither individually significant nor cumulatively considerable in terms of any adverse effects upon the region, the local community or its inhabitants. At a minimum, the project will be required to meet the conditions of approval for the project to be implemented. It

is anticipated that all such conditions of approval will further ensure that no potential for adverse impacts will be introduced by construction activities, initial or future land uses authorized by the project approval.

The incorporation of design measures, County of San Bernardino policies, standards, and guidelines and proposed mitigation measures as identified within this Initial Study would ensure that the Proposed Project would have no significant adverse effects on human beings, either directly or indirectly on an individual or cumulative basis.

Less than Significant with Mitigation

Therefore, no significant adverse impacts are identified or anticipated with incorporation of mitigation measures.

GENERAL REFERENCES

California Department of Conservation, California Important Farmland Finder. Accessed 1/28/2020 from https://maps.conservation.ca.gov/DLRP/CIFF/

California Department of Conservation, Mineral Land Classification of a Part of Southwestern San Bernardino County: Open-File Report 94-08 (west) and SR206 Plate 1.

California Department of Toxic Substances Control, EnviroStor Database. Accessed January 31, 2020.

CalFire. Very High Fire Hazard Severity Zones in LRA. https://osfm.fire.ca.gov/media/6783/fhszl_map62.pdf. Accessed February 6, 2020.

California Energy Commission, California Energy Consumption Database. Accessed January 29, 2020 from https://ecdms.energy.ca.gov/Default.aspx

California Energy Commission Efficiency Division. *Title 24: 2019 Building Energy Efficiency Standards*. Accessed on January 29, 2020 from https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency

County of San Bernardino, Countywide Plan. Approved October 27, 2020, Adopted November 27, 2020. http://countywideplan.com/wp-content/uploads/2020/08/CWP_PolicyPlan_PubHrngDraft_HardCopy_2020_July.pdf

County of San Bernardino, Countywide Plan Draft EIR. Prepared June 2019. http://countywideplan.com/wp-content/uploads/2019/06/Ch_000_TITLE-PAGE.pdf

California Department of Conversation. Fault Activity Map of California (2010). http://maps.conservation.ca.gov/cgs/fam. Accessed January 30, 2020.

County of San Bernardino Department of Public Works. More About Mandatory Recycling Brochure.http://cms.sbcounty.gov/Portals/50/solidwaste/MandatoryCommercialRecyclingBrochure08012012.pdf. Accessed February 14, 2020.

Bloomington Community Action Guide. Adopted 2007 and Amended May 2019.

San Bernardino County. Agricultural Resources. https://www.arcgis.com/apps/webappviewer/index.html?id=fcb9bc427d2a4c5a981f97547a0e3688. Accessed 3/24/2020.

CalRecycle. Estimated Solid Waste Generation Rates. https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates. Accessed March 30, 2020.

California Department of Transportation (Credited), California Scenic Highway Program. https://www.arcgis.com/home/webmap/viewer.html?layers=f0259b1ad0fe4093a5604c9b838a486a. Accessed 1/28/2020.

Santa Ana Regional Water Quality Control Board. Region 8 Basin Plan Map. https://www.waterboards.ca.gov/santaana/water_issues/programs/basin_plan/docs/maps/RWQCB_BPmap_BUandGWMGMTZNS.pdf. Accessed February 3, 2020.

Federal Emergency Management Agency, Flood Map 06071C8667H, Accessed on February 6, 2020 from https://hazardsfema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd&extent=-117.08220168334944,33.85816731678714,-116.86693831665052,34.00059917947498

United States Department of Agriculture Natural Resources Conservation Service Web Soil Survey. Accessed on January 30, 2019 from https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx

San Bernardino Valley Regional Urban Water Management Plan. https://www.sbvmwd.com/home/showdocument?id=4196. Accessed February 14, 2020.

San Bernardino County Code -Title 8–Development Code. http://www.sbcounty.gov/Uploads/lus/DevelopmentCode/DCWebsite.pdf. Accessed periodically.

SCAG (Southern California Association of Governments). 2001. Employment Density Study Summary Report. October 31, 2001. Accessed March 30, 2020. www.mwcog.org/asset.aspx?id=committeedocuments/bl5aX1pa20091008155406.pdf.

Upper Santa River Watershed. Integrated Regional Water Management Plan. https://www.sbvwcd.org/docman-projects/upper-santa-ana-integrated-regional-water-management-plan/3802-usarw-irwmp-2015-ch1-9-final/file.html. Accessed February 13, 2020.

PROJECT-SPECIFIC REFERENCES

Joseph E. Bonadiman & Associates, Inc. September 2, 2020. Water Quality Management Plan for: Cedar Ave. Truck Storage for David Wiener.

Natural Resources Assessment, Inc. May 1, 2020. General Biological Survey Wiener Truck Facility. Prepared for Lilburn Corporation.

McKenna et al. February 22, 2020. Phase I Cultural Resources Investigation of the Proposed Wiener Trick Terminal. Prepared for Lilburn Corporation.

Urban Crossroads. June 19, 2020. Cedar Avenue Trucking Storage Traffic Analysis.

Joseph E. Bonadiman & Associates, Inc. March 2020. Preliminary Hydrology & Hydraulics Report for: 10746 Cedar Ave. Truck Storage Prepared for David Wiener.