SAN BERNARDINO COUNTY
INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

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

PROJECT LABEL:

APN(s):	1133-201-04, 1133-221-02, -06, -07	***USGS QUAD:***	Devore
APPLICANT:	ASG Development Advisors	***T, R, SECTION:***	T: 1N, R: 5W, S:28
LOCATION:	South of Bohnert Ave., east of Locust Ave., north of Casmalia St., and west of Maple Ave.	***Community:***	Rialto
PROJECT NO.	PROJ-2023-00162	***Community Plan:***	N/A
REP('s):	T&B Planning, Inc.	***LUZD:***	Single Residential (RS-1)
PROPOSAL:	General Plan Amendment, Specific Plan, Zoning Amendment, Conditional Use Permit to construct an approximately 311,315 square-foot warehouse building on approximately 16.6-acre site.	***OVERLAYS:***	Biotic Overlay: Burrowing Owl

PROJECT CONTACT INFORMATION:

Lead Agency: San Bernardino County
Land Use Services Department – Planning Division
385 North Arrowhead Avenue 1st Floor
San Bernardino, CA 92415-0182
Contact Person: Jon Braginton, Planner
Phone No.: 909-387-4110
Email: Jon.Braginton@lus.sbcounty.gov

Project Sponsor: ASG Development Advisors
21602 Surveyor Circle, Suite 100
Huntington Beach, CA 92646

Consultant: T&B Planning, Inc.
3200 El Camino Real, Suite 100
Irvine, CA 92602

PROJECT DESCRIPTION:

The Vineyard Avenue Industrial project (hereinafter referred to as the "Project" and as described further on the following pages) consists of a General Plan Amendment (GPA), Specific Plan (SP), Zoning Amendment (ZA), Conditional Use Permit (CUP), and Tentative Parcel Map (TPM) to develop an approximately 16.6-acre site with a 311,315 square-foot (s.f.) industrial building located west of Maple Avenue, south of Bohnert Avenue, north of Casmalia Street and east of Locust Avenue, within unincorporated San Bernardino County. The Project Site also is located within the Sphere of Influence (SOI) for the City of Rialto. Figure 1, *Regional Map*, and Figure 2, *Vicinity Map*, depict the location of the Project Site. Copies of the entitlement application materials for the proposed Project are herein incorporated by reference pursuant to CEQA Guidelines Section 15150 and are available for review at the San Bernardino County Land Use Services Department, Planning Division, located at 385 N. Arrowhead Avenue, San Bernardino, CA 92415.

GENERAL PLAN AMENDMENT

The proposed GPA amends the San Bernardino County Land Use Map to change the land use designation for the Project Site from Very Low Density Residential (VLDR) to Special Development (SD). See Figure 3, *Proposed General Plan Amendment*. Pursuant to the Policy Plan portion of the Countywide Plan, which serves as the County's general plan, the LI / SD land use designation can be used as an implementing district for Specific Plans (San Bernardino County, 2022, Table LU-2).

SPECIFIC PLAN

The proposed SP establishes a comprehensive development plan for the Project Site, including development standards and design guidelines, to maximize compatibility with surrounding development and achieve the goals and objectives of the County's general plan.

ZONING AMENDMENT

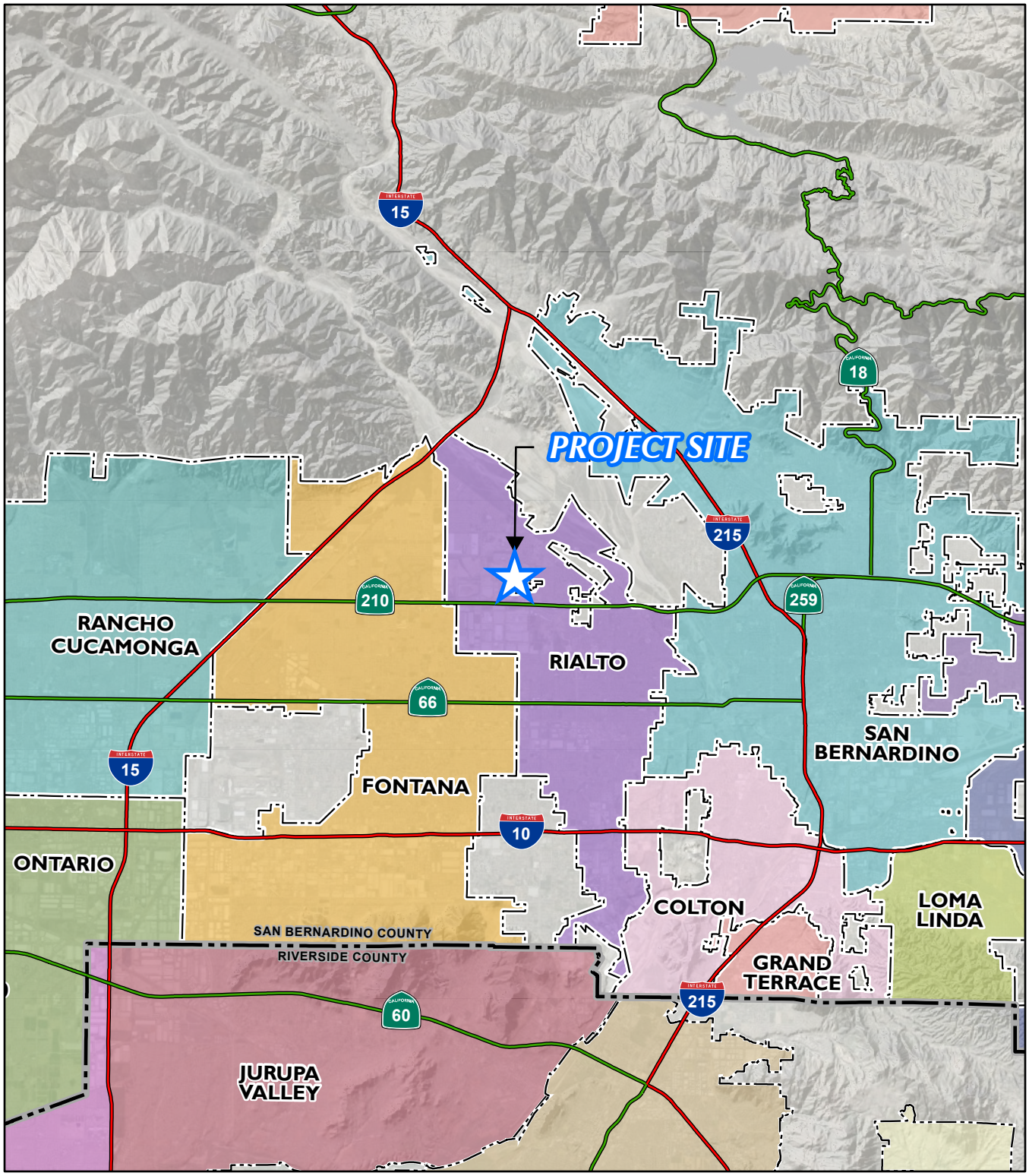
The proposed ZA amends the San Bernardino County Zoning Map to change the zoning classification for the Project Site from Single Residential (RS-1) to Specific Plan (SP). See Figure 4, *Proposed Zoning Amendment*.

CONDITIONAL USE PERMIT

The proposed CUP provides for the construction and operation of an industrial building. The Project plans submitted with the CUP application include the proposed layout/design of the Project Site, a conceptual landscaping plan, and a conceptual architectural design for the building.

Site Plan

The site plan for the Project is illustrated on Figure 5, *Conceptual Site Plan*. The proposed building includes 311,315 s.f. of total building floor area, including 306,315 s.f. of warehouse floor area and 5,000 s.f. of supporting office floor area. The office space(s) could be located at the northwest and/or southeast corners of the building; these locations also would serve as the primary entrances to the building.



Source(s): Esri, RCIT (2023), SB County (2023)

Figure 1

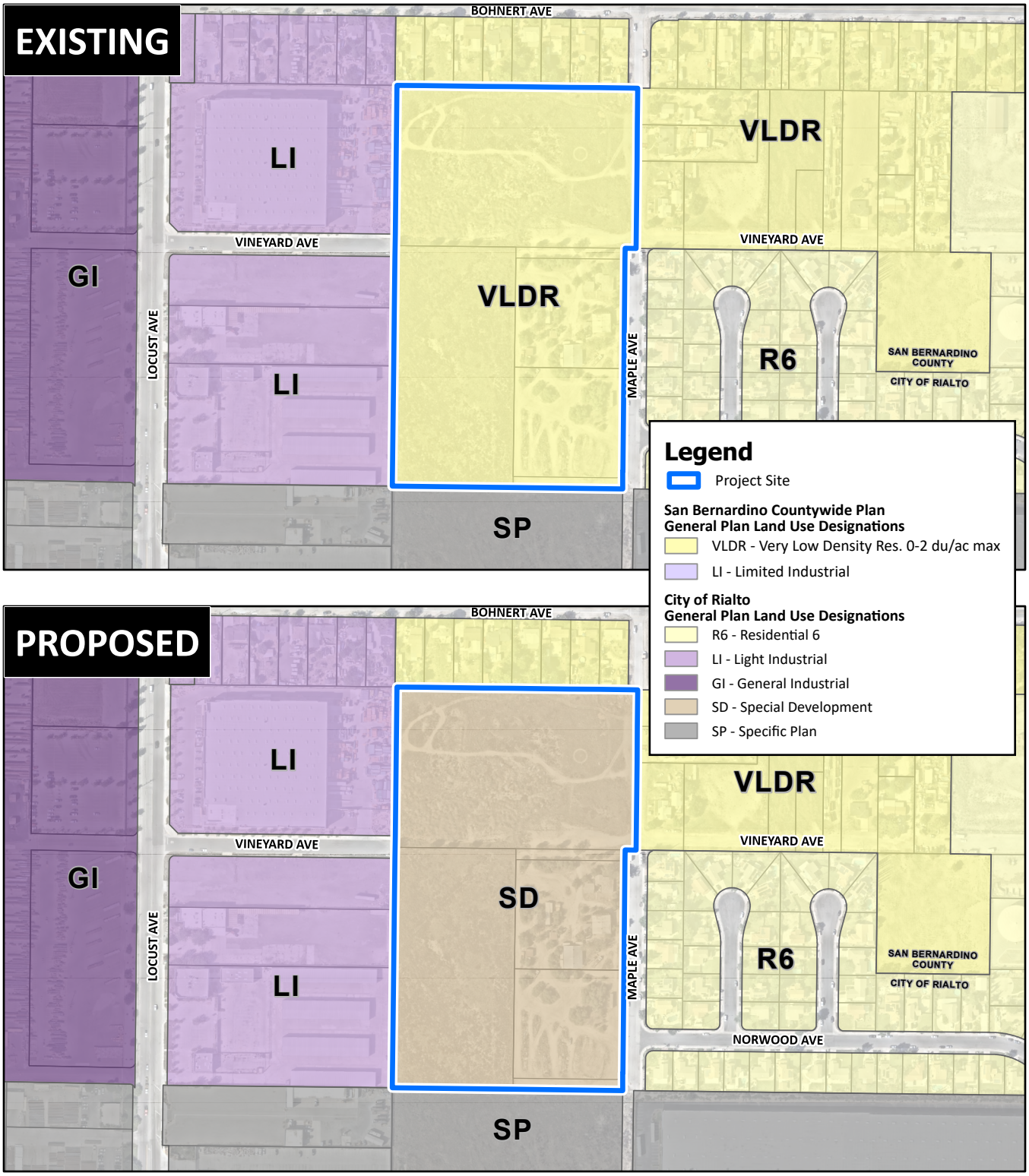
Regional Map

Source(s): Esri, SB County (2023)

0 375 750 1,500
Feet

Figure 2

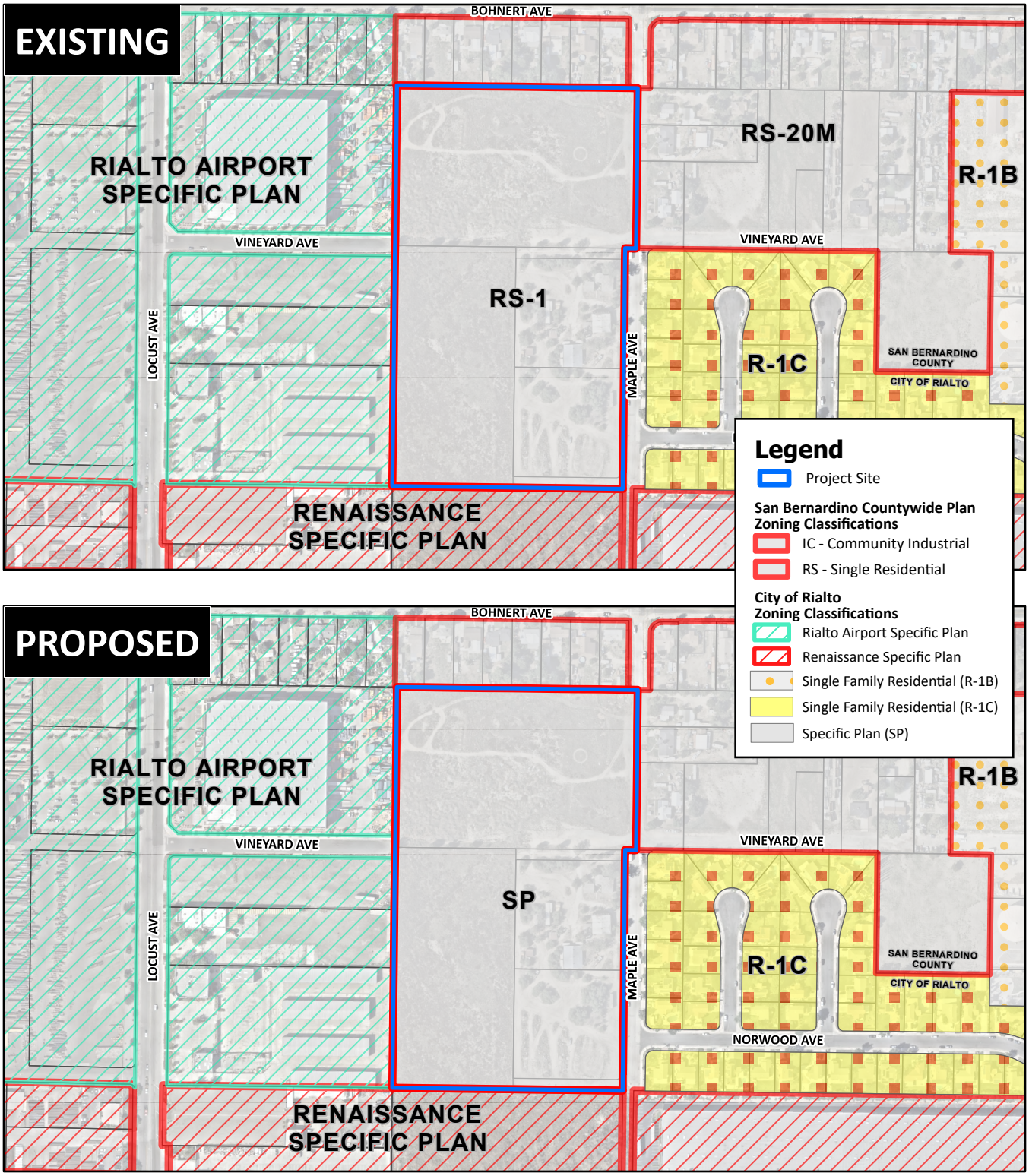
Vicinity Map



Source(s): City of Rialto (2010), County of San Bernardino (2020), Esri, Nearmap Imagery (September 2023)

Figure 3

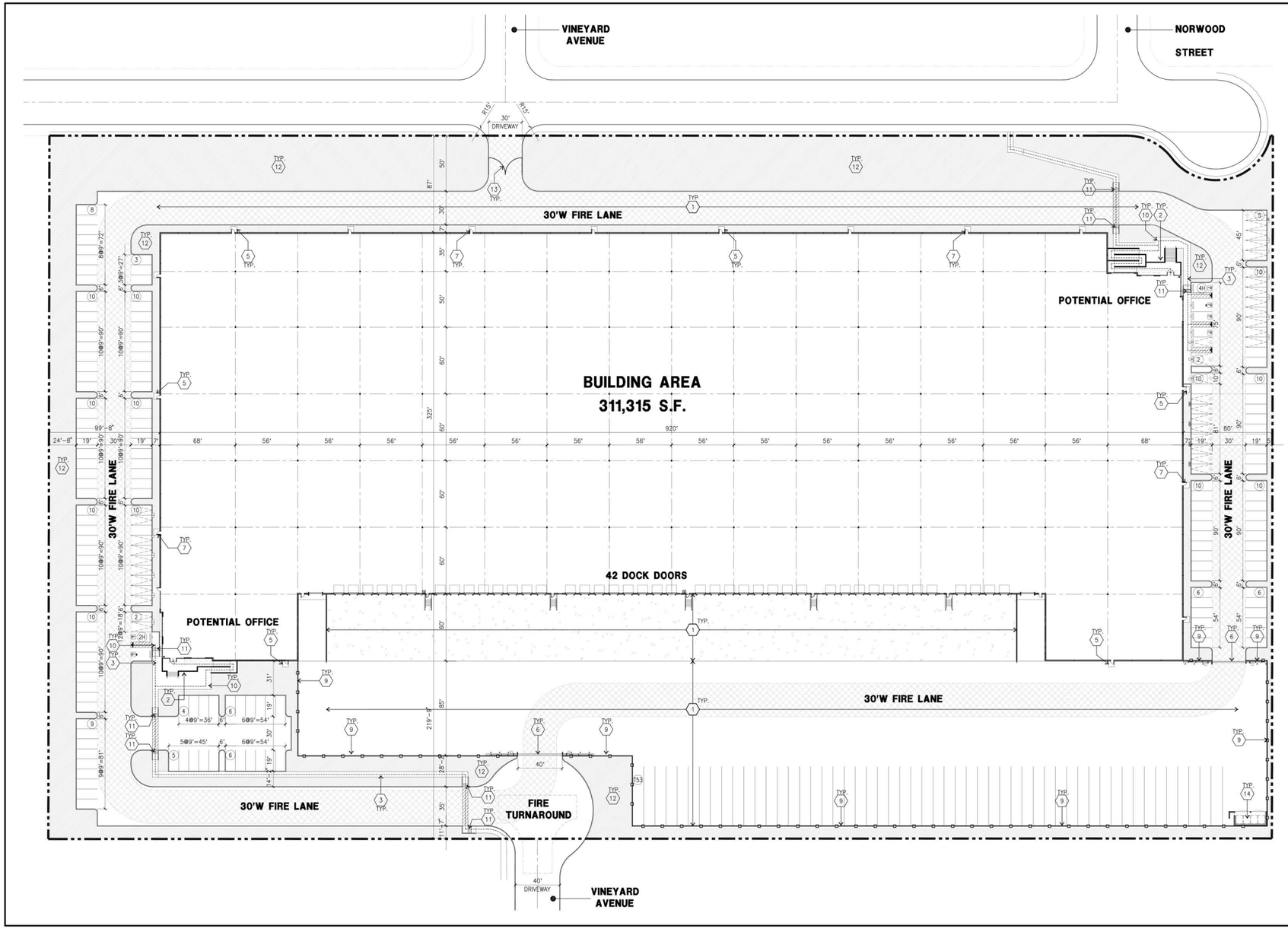
Proposed General Plan Amendment



Source(s): City of Rialto (2010), County of San Bernardino (2020), Esri, Nearmap Imagery (September 2023)

Figure 4

Proposed Zoning Amendment



SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONC. PAVEMENT.
2. BIKE RACK.
3. CONCRETE WALKWAY.
4. DRIVEWAY APRONS TO BE CONSTRUCTED PER "L" DRAWINGS.
5. 5'-6"X5'-6"X4" MIN. THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. SLOPE TO BE 1/4" - 1'0" MAX PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY W/ 1:20 MAX. AS REQ. BY CITY INSPECTOR.
6. PROVIDE METAL, MANUAL OPERATED GATES W/ KNOX-PAD LOCK PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY.
7. 3'X7' HOLLOW METAL DOOR.
8. NOT USED.
9. 8'H TUBE STEEL FENCE.
10. SMOKING AREA.
11. TRUNCATED DOME.
12. LANDSCAPE AREA. SEE "L" DWGS.
13. DOUBLE SWING GATE.
14. REFUSE AND RECYCLING ENCLOSURE.

SITE LEGEND

- STANDARD PARKING STALL 9'X19'
- ACCESSIBLE PARKING STALL 9'X19'+5' W/ ACCESSIBLE AISLE
- VAN ACCESSIBLE PARKING STALL 12'X19'+5' W/ ACCESSIBLE AISLE
- STANDARD ACCESSIBLE EVCS WITH ISA SIGN AND MARKING "EV CHARGING ONLY", 9'X19' +5' W/ ACCESSIBLE AISLE
- VAN ACCESSIBLE EVCS WITH ISA SIGN AND MARKING "EV CHARGING ONLY", 12'X19'+5' W/ ACCESSIBLE AISLE
- AMBULATORY EVCS MARKING "EV CHARGING ONLY", 10'X19'
- STANDARD EVCS SIZE, 9'X19'
- EV CAPABLE SPACE WITHOUT EVSE SIZE 9'X19'
- LANDSCAPED AREA
- AC. PAVING - SEE "C" DRAWINGS. FOR THICKNESS
- CONCRETE PAVING SEE "C" DRWGS FOR THICKNESS
- LANDSCAPE FINGER PER LOCAL JURISDICTION STANDARD
- PROPERTY LINE
- ACCESSIBILITY PATH OF TRAVEL MIN WIDE, 5% MAX SLOPE, CROSS SLOPE
- 30' FIRE LANE, CLEAR TO SKY
- EV CHARGER
- EV CHARGER FOR FUTURE

PROPERTY OWNER/DEVELOPER

ASG DEVELOPMENT ADVISORS
21602 SURVEYOR CIRCLE SUITE 100
HUNTINGTON BEACH, CA 92646
TEL: (949) 250-7720
CONTACT: NASSER MUSTAFA

ADDRESS OF THE PROPERTY

VINEYARD AVE AND MAPLE AVE.
COUNTY OF SAN BERNARDINO, CA

ASSESSOR'S PARCEL NUMBER

1133-201-04, 1133-221-02, 1133-221-06, AND 1133-221-07

ZONING

EXISTING ZONING: RESIDENTIAL SUBURBAN (RS-1)
PROPOSED ZONING: COMMERCIAL INDUSTRIAL (I-C)

APPLICANT'S REPRESENTATIVE

HPA, INC.
18831 BARDEEN AVE. SUITE 100
IRVINE, CA 92612
TEL: (626) 319-1634
CONTACT: JOCELYN WAN

UTILITY PROVIDERS:

WATER SERVICE	WEST VALLEY WATER DISTRICT
SEWER SERVICE	CITY OF RIALTO
ELECTRICITY	SOUTHERN CALIFORNIA EDISON
GAS	SOUTHERN CALIFORNIA GAS

LEGAL DESCRIPTION

REAL PROPERTY IN THE UNINCORPORATED AREA OF COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL ONE:
THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 28, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO BASE AND MERIDIAN, ACCORDING TO GOVERNMENT SURVEY.

SAVING AND EXCEPTING THAT PORTION LYING WITHIN TRACT NO. 3279, AS PER PLAN RECOREDED IN BOOK 44 OF MAPS, PAGE 1, RECORD OF SAID COUNTY.

PARCEL TWO:
THE WEST ½ OF THE SOUTHEAST ¼ OF THE NORTHWEST ¼ OF THE SOUTHEAST ¼ OF SECTION 28 OF TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA ACCORDING TO THE GOVERNMENT TOWNSHIP PLAT THEREOF.

PARCEL THREE:
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EXCEPTING THEREFROM THE EASTERLY 10 FEET OF SAID LAND AS CONVEYED TO THE CITY OF RIALTO, A MUNICIPAL CORPORATION BY DEED NO. 1343 RECORDED NOVEMBER 5, 1987 AS INSTRUMENT NO. 87-395753 OF OFFICIAL RECORDS.

PARCEL FOUR:
THE SOUTH ½ OF THE EAST ½ OF THE SOUTHEAST ¼ OF THE NORTHWEST ¼ OF THE SOUTEAST ¼ OF SECTION 28, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO BASE AND MERIDIAN, ACCORDING TO GOVERNMENT TOWNSHIP PLAT THEREOF.

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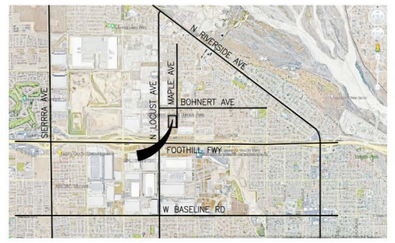
TABULATION

NET SITE AREA		
In s.f.	692,084	sf
In acres	15.89	ac
BUILDING AREA		
Office	5,000	sf
Warehouse	306,315	sf
TOTAL	311,315	sf
MAXIMUM FAR of net acreage	0.45	
FAR	0.45	
AUTO PARKING REQUIRED		
Office: 1/250 s.f.	20	stalls
Whse: 1st 40K @ 1/1,000 s.f.	40	stalls
above 40K @ 1/4,000 s.f.	67	stalls
TOTAL	127	stalls
AUTO PARKING PROVIDED		
Standard (9' x 19')	147	stalls
Van accessible (12' x 19')	1	stalls
Standard accessible (9' x 19')	5	stalls
EV capable van accessible	1	stalls
EV capable standard accessible	1	stalls
EV capable ambulatory	1	stalls
EV capable standard	23	stalls
EV capable with EVSE	9	stalls
TOTAL	188	stalls
TRAILER PARKING PROVIDED		
Trailer (10' x 53')	53	stalls
ZONING ORDINANCE		
Zoning - Residential Suburban (RS-1)		
Proposed Zoning - Commercial Industrial (I-C)		
MAXIMUM BUILDING HEIGHT ALLOWED - 75'		
LANDSCAPE REQUIREMENT		
Percentage - 15%		
LANDSCAPE PROVIDED		
In s.f.	104,043	sf
Percentage	15.0%	
SETBACKS		
Building		
Front - 25'		
Street Side - 25'		
Side - Interior (each) - 10'		
Rear - 10'		

AERIAL MAP



Source(s): HPA (09-08-2023)

Not to Scale

Figure 5

Conceptual Site Plan

Vehicular access to the Project Site would be provided from a private driveway on the west side of the Project Site that connects to Vineyard Avenue (which terminates as a cul-de-sac along the west side of the Project Site). Secondary access to the Project Site would be provided from a private driveway that connects to Maple Avenue on the east side of the Project Site; however, this driveway would be gated and only used for emergency vehicle access.

Parking and Loading

The Project would provide 188 passenger vehicle parking spaces distributed on the north and south sides of the building. An enclosed truck court – used for the loading and unloading of goods and short-term truck parking – with 42 dock high doors (also called "loading docks" and "bays") and 53 truck trailer parking stalls are provided on the west side of the building. Two bicycle rack installments, one in front of each potential office location, would also be provided. The number of automobile and trailer parking spaces may change in the future depending on the needs of future occupants and subject to review and approval of parking lot striping plans by San Bernardino County for conformance with the Specific Plan for the Project.

Architecture, Walls, and Fences

Figure 6, *Conceptual Architectural Elevations*, depicts the conceptual architectural design for the proposed warehouse building. The proposed warehouse building would be constructed to a maximum height of approximately 45 feet, 6 inches (measured from finished floor to the top of the parapets). The building would be constructed with painted concrete tilt-up panels and low reflective, blue-glazed glass. Articulated building elements include a varied roofline, vertical wall reveals, horizontal wall recesses, and parapets. The exterior color palette for the proposed building is comprised of neutral colors, including white and shades of gray. Eight (8)-foot-high tube steel fencing would be provided along the perimeter of the truck court area.

Conceptual Landscape Plan

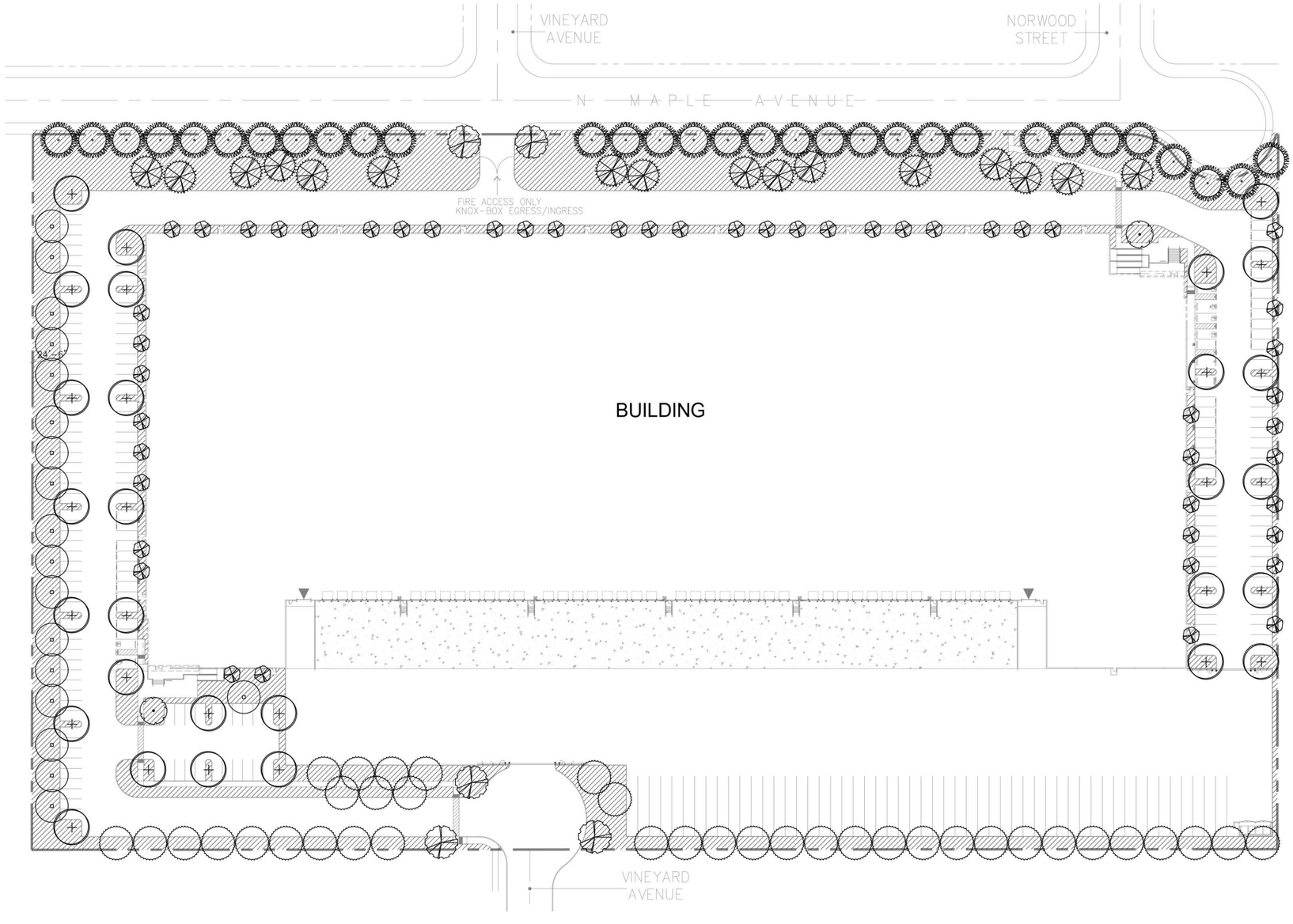
As shown on Figure 7, *Conceptual Landscape Plan*, proposed landscaping would be ornamental in nature and would feature a combination of deciduous (seasonal flowering) and evergreen trees, shrubs, accent plants, and groundcovers. Proposed plantings would be concentrated along the perimeter of the Project Site to maximize screening from street view, as well as around the north, east, and south sides of the building, and within the automobile parking areas. Prior to the issuance of a building permit for Project construction, the Project Applicant would be required to submit final planting and irrigation plans to San Bernardino County for review and approval. The plans are required to comply with the "Landscaping Standards" from Chapter 83.10 of the San Bernardino County Development Code, which establishes requirements for landscape design, automatic irrigation system design, and water-use efficiency.

Source(s): HPA (09-07-2023)

Figure 6

Not to Scale

Conceptual Architectural Elevations



PLANTING LEGEND

TREES

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Koelreuteria bipinnata Chinese Flame Tree	36" Box	5	M	Multi
	Olea europaea Olive	36" Box	2	L	Multi
	Pinus eldarica Afghan Pine	24" Box	37	L	Standard
	Pistacia chinensis Chinese Pistache	24" Box	29	L	Standard
	Platanus acerifolia London Plane	24" Box	31	M	Standard
	Prosopis chilensis Chilean Mesquite	24" Box	16	L	Standard
	Rhus lancea African Sumac	24" Box	18	L	Standard
	Tristania conferta Brisbane Box	15 Gal	50	M	Standard

SHRUBS

SYMBOL	BOTANICAL/COMMON NAME	SIZE		WUCOLS	SPACING
	Callistemon 'Little John' Dwarf Bottle Brush	5 Gal		L	3' OC 2' from hardscape
	Cassia phyllodenia Silverleaf Cassia	5 Gal		L	4' OC 2.5' from hardscape
	Dietes bicolor Fortnight Lily	5 Gal		M	3' OC 2' from hardscape
	Eremphilia g. 'Mingenew Gold' Emu Bush	5 Gal		L	5' OC 3' from hardscape
	Heteromeles arbutifolia Toyon	5 Gal		L	5' OC 3' from hardscape
	Ligustrum j. Texanum Texas Privet	5 Gal		M	3' OC 2' from hardscape
	Leucophyllum frutescens Texas Ranger	5 Gal		L	4' OC 2.5' from hardscape
	Muhlenbergia capillaris Pink Muhly	5 Gal		L	3' OC 2' from hardscape
	Muhlenbergia rigens Deer Grass	5 Gal		M	4' OC 2.5' from hardscape
	Rhamnus californica Coffeeberry	5 Gal		L	4' OC 2.5' from hardscape
	Rosmarinus o. 'Tuscan Blue' Rosemary	5 Gal		L	3' OC 2' from hardscape
	Salvia c. 'Allen Chickering' Allen Chickering Sage	5 Gal		L	4' OC 2.5' from hardscape
	Salvia greggii Autumn Sage	5 Gal		L	3' OC 2' from hardscape
	Salvia g. 'Lipstick' Autumn Sage Lipstick	5 Gal		L	3' OC 2' from hardscape
	Salvia leucantha Mexican Sage	5 Gal		L	3' OC 2' from hardscape
	Westringia fruticosa Coast Rosemary	5 Gal		L	5' OC 3' from hardscape
	Westringia f. 'Grey Box Dwarf Coast Rosemary	5 Gal		L	3' OC 2' from hardscape

ACCENTS

SYMBOL	BOTANICAL/COMMON NAME	SIZE		WUCOLS	REMARKS
	Agave 'Blue Flame' Blue Flame Agave	5 Gal		L	
	Agave 'Blue Glow Blue Glow Agave	5 Gal		L	
	Dasylerion wheeleri Desert Spoon	5 Gal		L	
	Hesperaloe parviflora Red Yucca	5 Gal		L	

GROUNDCOVER

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	Acacia redolens 'Low Boy' Dwarf Acacia	1 Gal	8' O.C.	L	
	Carissa m. 'Green Carpet' Prostrate Natal Plum	1 Gal	36" O.C.	M	
	Lantana 'Gold Mound' Yellow Lantana	1 Gal	36" O.C.	L	
	Lonicera j. 'Halliana' Hall's Honeysuckle	1 Gal	48" O.C.	L	
	Myoporum parvifolium Myoporum	1 Gal	36" O.C.	L	
	Rosmarinus o. 'Huntington Carpet' Prostrate Rosemary	1 Gal	48" O.C.	L	
	Trachelopspermum jasminiodes Star Jasmine	1 Gal	24" O.C.	M	

Source(s): Hunter Landscape (09-11-2023)

Not to Scale

Figure 7

Conceptual Landscape Plan

TENTATIVE PARCEL MAP

The proposed TPM consolidates existing Assessor Parcel Numbers (APNs) 1133-201-04; 1133-221-02, 1133-221-06, and 1133-221-07 into a single legal parcel with an approximate area of 15.9 net acres. The proposed TPM also includes the dedication of public right of way for the widening of Maple Avenue along the Project Site's frontage, as well as vacation public right of way for an unbuilt (paper) segment of Vineyard Avenue that traverses the Project Site. Refer to Figure 8, *Tentative Parcel Map*.

PROJECT IMPROVEMENTS

Public Roadway Improvements

The Project provides for improvements to Maple Avenue along the eastern boundary of the Project Site as follows:

- From Southeast Corner of Project Site to Vineyard Avenue: The west side of the street would be widened with two (2) additional feet of pavement, which would bring the total width of the vehicle travel way to 40 feet. In addition, the west side of the street would be improved with curb and gutter, a five (5)-foot-wide landscaped park strip, and a five (5)-foot-wide sidewalk.
- From Vineyard Avenue to Northeast Corner of Project Site: A twenty (20)-foot-wide pavement section (with a 14-foot-wide travel lane) would be installed on the west side of the street and a paved, 14-foot-wide travel lane would be installed on the east side of the street, providing a combined 34-foot-wide paved section along this segment of Maple Avenue. In addition, the west side of the street would be improved with curb and gutter, a five (5)-foot-wide landscaped park strip, and a five (5)-foot-wide sidewalk.
- North of Project Site to Bohnert Avenue: Fourteen (14)-foot-wide, paved travel lanes would be provided on the west and east sides of the street.

Utility Improvements

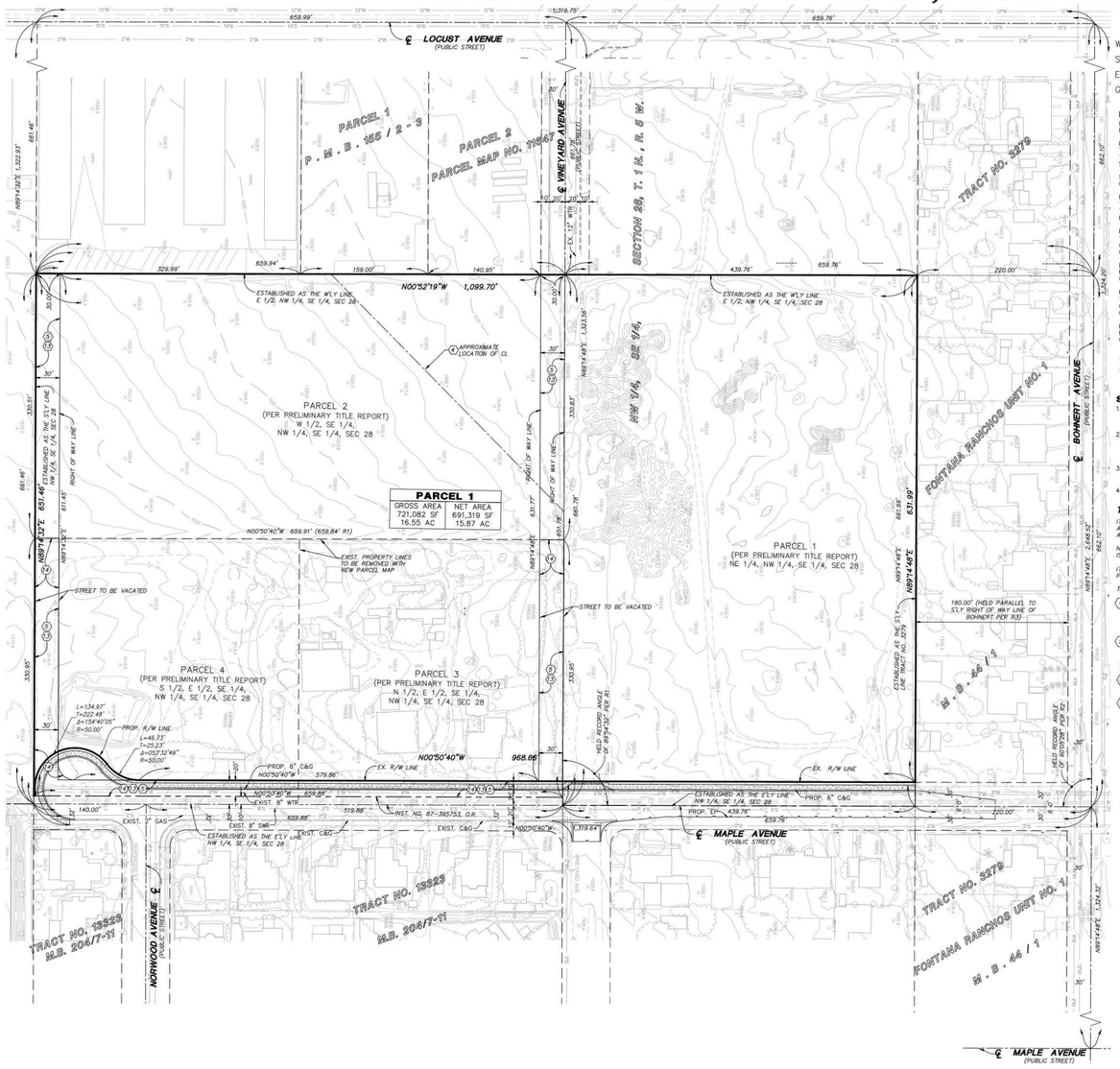
Water Infrastructure

Domestic water lines, owned and operated by West Valley Water District (WVWD), are located within Vineyard Avenue (west of the Project Site) and Maple Avenue. The Project provides multiple connections to the existing domestic water lines within Vineyard Avenue and Maple Avenue for service to the proposed building and for the fire protection system and fire hydrants (refer to Figure 9, *Conceptual Utility Plan*).

Wastewater Infrastructure

Wastewater conveyance services are provided to the Project Site by the City of Rialto via an 8-inch sewer line located beneath Maple Avenue. The Project would connect to the existing sewer line at the southeast corner of the building to provide service to the proposed building (see Figure 9).

TENTATIVE PARCEL MAP 19908
RIALTO AREA
SAN BERNARDINO COUNTY, CALIFORNIA



UTILITY PROVIDERS

WATER SERVICE	WEST VALLEY WATER DISTRICT
SEWER SERVICE	CITY OF RIALTO
ELECTRICITY	SOUTHERN CALIFORNIA EDISON
GAS	SOUTHERN CALIFORNIA GAS

VICINITY MAP
NOT TO SCALE

LEGAL DESCRIPTION

REAL PROPERTY IN THE UNINCORPORATED AREA OF COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL ONE:
THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 28, TOWNSHIP 1 NORTH, RANGE 5 WEST, SAN BERNARDINO BASE AND MERIDIAN, ACCORDING TO GOVERNMENT SURVEY.

SAVING AND EXCEPTING THAT PORTION LYING WITHIN TRACT NO. 3279, AS PER PLAN RECORDED IN BOOK 44 OF MAPS, PAGE 1, RECORDS OF SAID COUNTY.

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PARCEL FOUR:
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ASSESSOR'S PARCEL NO. = 1133-201-04, 1133-221-02, 1133-221-06, AND 1133-221-07

APPROXIMATELY 16.55 AC, GROSS, MORE OR LESS

LEGEND

SD	PROPOSED STORM DRAIN
S	PROPOSED SEWER
W	PROPOSED WATER
F	PROPOSED FIRE WATER
R	RIDGE
	EXISTING PROPERTY LINE
	PROPOSED PROPERTY LINE
	PROPOSED CURB OPENING INLET
CF	CURB FACE
CB	CATCH BASIN
C&G	CURB & GUTTER
CL	CENTERLINE
DWY	DRIVEWAY
EXIST.	EXISTING
FF	PROPOSED FINISH FLOOR ELEVATION
FS	FINISHED SURFACE
FL	FLOWLINE
GB	GRADE BREAK
INV	INVERT
P.I.P.	PROTECT IN PLACE
PP	POWER POLE
PL	PROPERTY LINE
PROP.	PROPOSED
PUE	PUBLIC UTILITY ESMT
RW	RECYCLED WATER
R/W	RIGHT-OF-WAY
STL	STREET LIGHT
S/W	SIDEWALK
TP	TOP OF PAVEMENT
TC	TOP OF CURB
	STREET LIGHT

SURVEY NOTES

1. BASIS OF BEARINGS: BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF BONNERT AVENUE BEING NORTH 89°14'48" EAST PER RECORD OF SURVEY 03-066, R.S.B. 119/22
2. ASSESSOR'S PARCEL NO. = 1133-201-04, 1133-221-02, 1133-221-06, AND 1133-221-07 (ASSESSOR'S PARCEL NUMBERS SHOWN HEREON ARE PER THE CURRENT TAX ASSESSOR'S ROLLS AS PROVIDED BY FIRST AMERICAN TITLE INSURANCE COMPANY.
3. AERIAL PHOTOGRAPHY WAS COMPILED BY ROBERT J. LUNG & ASSOCIATES, DATED SEPTEMBER 22, 2017 AND COMPLIES WITH NATIONAL MAPPING STANDARDS.
4. DATE OF FIELD SURVEY: SEPTEMBER 25, 2017

COUNTY ZONING INFORMATION

1. ZONING INFORMATION: (RS-1) SINGLE RESIDENTIAL – 1 ACRE MINIMUM
2. MAXIMUM BUILDING HEIGHT: 35'
3. BUILDING SETBACK INFORMATION:

FRONT-A:	25'
STREET SIDE (LOCAL):	15'
STREET SIDE (COLLECTOR OR WIDER):	25'
INTERIOR SIDE:	5' ON ONE SIDE; 10' ON OTHER
REAR SETBACK:	15'

TITLE REPORT INFORMATION

ITEM NUMBERS AND LEGAL DESCRIPTION SHOWN HEREON CORRESPOND TO FIRST AMERICAN TITLE COMPANY PRELIMINARY TITLE REPORT NO. 848903-A, DATED AUGUST 31, 2017.

NO RESPONSIBILITY FOR COMPLETENESS, ACCURACY OR CONTENT OF SAID REPORT IS ASSUMED BY THIS MAP.

ITEM NUMBERS INDICATED WITH A HEXAGON ( ) REFLECT ITEMS WHICH ARE PLOTTED HEREON:

THE FOLLOWING MATTERS AFFECT PARCELS ONE AND TWO:

(4) AN EASEMENT FOR PIPELINE PURPOSES IN FAVOR OF FONTANA POWER COMPANY RECORDED JUNE 11, 1917, IN BOOK 617, PAGE 10, AND GRANTED TO FONTANA UNION WATER COMPANY IN GRANT DEED RECORDED OCTOBER 11, 1944, IN BOOK 1717, PAGE 101, BOTH OF DEEDS (APPROXIMATE LOCATION OF CENTERLINE SHOWN HEREON, WIDTH IS NOT KNOWN).

(5) AN EASEMENT FOR ROAD AND PUBLIC UTILITY PURPOSES AS RESERVED IN GRANT DEED RECORDED NOVEMBER 30, 1956 IN BOOK 4099, PAGE 43, OFFICIAL RECORDS.

THE FOLLOWING MATTERS AFFECT PARCELS THREE AND FOUR:

(13) AN EASEMENT FOR ROAD AND PUBLIC UTILITY PURPOSES AS RESERVED IN GRANT DEED RECORDED NOVEMBER 30, 1956 IN BOOK 4099, PAGE 43, OFFICIAL RECORDS.

(14) AN EASEMENT FOR HIGHWAY AND ROAD PURPOSES IN FAVOR OF THE COUNTY OF SAN BERNARDINO RECORDED DECEMBER 19, 1972 IN BOOK 8084, PAGE 1086, OFFICIAL RECORDS.

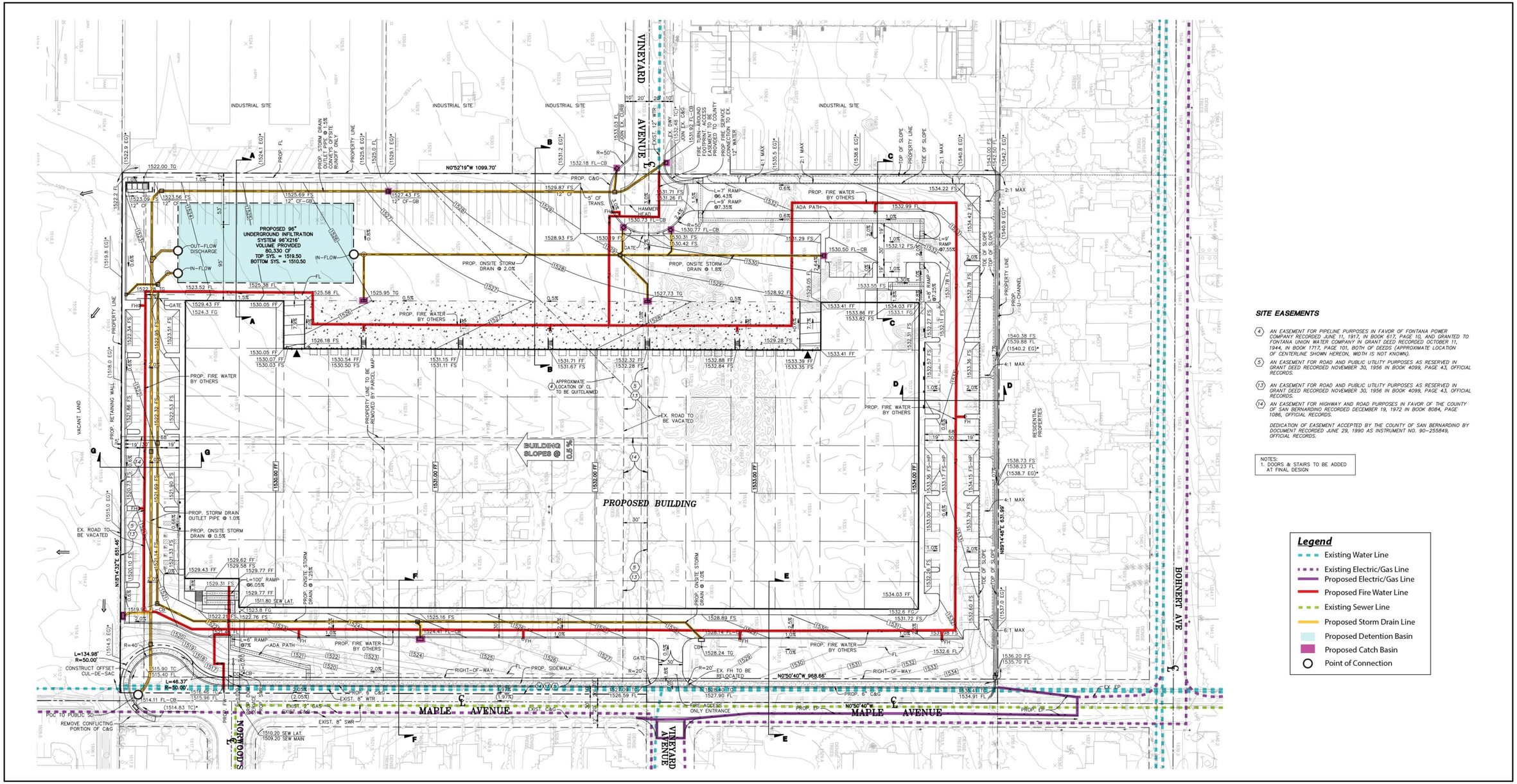
DEDICATION OF EASEMENT ACCEPTED BY THE COUNTY OF SAN BERNARDINO BY DOCUMENT RECORDED JUNE 29, 1990 AS INSTRUMENT NO. 90-255849, OFFICIAL RECORDS.

Source(s): Huitt-Zollars (08-25-2023)

Not to Scale

Figure 8

Tentative Parcel Map



SITE EASEMENTS

(4) AN EASEMENT FOR PIPELINE PURPOSES IN FAVOR OF FONTANA POWER COMPANY RECORDED JUNE 11, 1917, IN BOOK 617, PAGE 10, AND GRANTED TO FONTANA UNION WATER COMPANY IN GRANT DEED RECORDED OCTOBER 11, 1944, IN BOOK 1717, PAGE 101, BOTH OF DEEDS (APPROXIMATE LOCATION OF CENTERLINE SHOWN HEREON, WIDTH IS NOT KNOWN).

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NOTES:
1. DOORS & STAIRS TO BE ADDED AT FINAL DESIGN

Legend

- Existing Water Line
- Existing Electric/Gas Line
- Proposed Electric/Gas Line
- Proposed Fire Water Line
- Existing Sewer Line
- Proposed Storm Drain Line
- Proposed Detention Basin
- Proposed Catch Basin
- Point of Connection

Source(s): Huitt-Zollars (08-30-2023)

Not to Scale

Figure 9

Conceptual Utility Plan

Drainage Plan

The Project provides a storm drain system, consisting of a network of catch basins, underground storm drain pipes, and subsurface infiltration chambers that would collect, treat, and discharge peak flows from the property. All surface runoff captured on the Project Site would be directed through catch basins fitted with filters to remove large debris and trash from runoff. First flush" stormwater runoff flows (i.e., typically the first ¾-inch of initial surface runoff after a rainstorm, which contains the highest proportion of waterborne pollution) would be conveyed to an underground infiltration basin located beneath the truck court on the west side of the proposed building and would percolate through engineered media into the ground beneath the basin for water quality treatment. Once the infiltration basin reaches capacity, flows will bypass the basin and discharge to the existing storm drain beneath Maple Avenue. An illustration of the Project's proposed stormwater drainage plan is provided on Figure 9.

Run-on flow from the residential lots located to the north of the Project Site would be intercepted by a proposed concrete U-shaped channel along the northern property line. The collected flow would be conveyed to the east towards Maple Avenue. A catch basin inlet would be located at the end of the U-shaped channel to collect the flow and convey it within a proposed storm drain lateral that connects to the existing public storm drain in Maple Avenue.

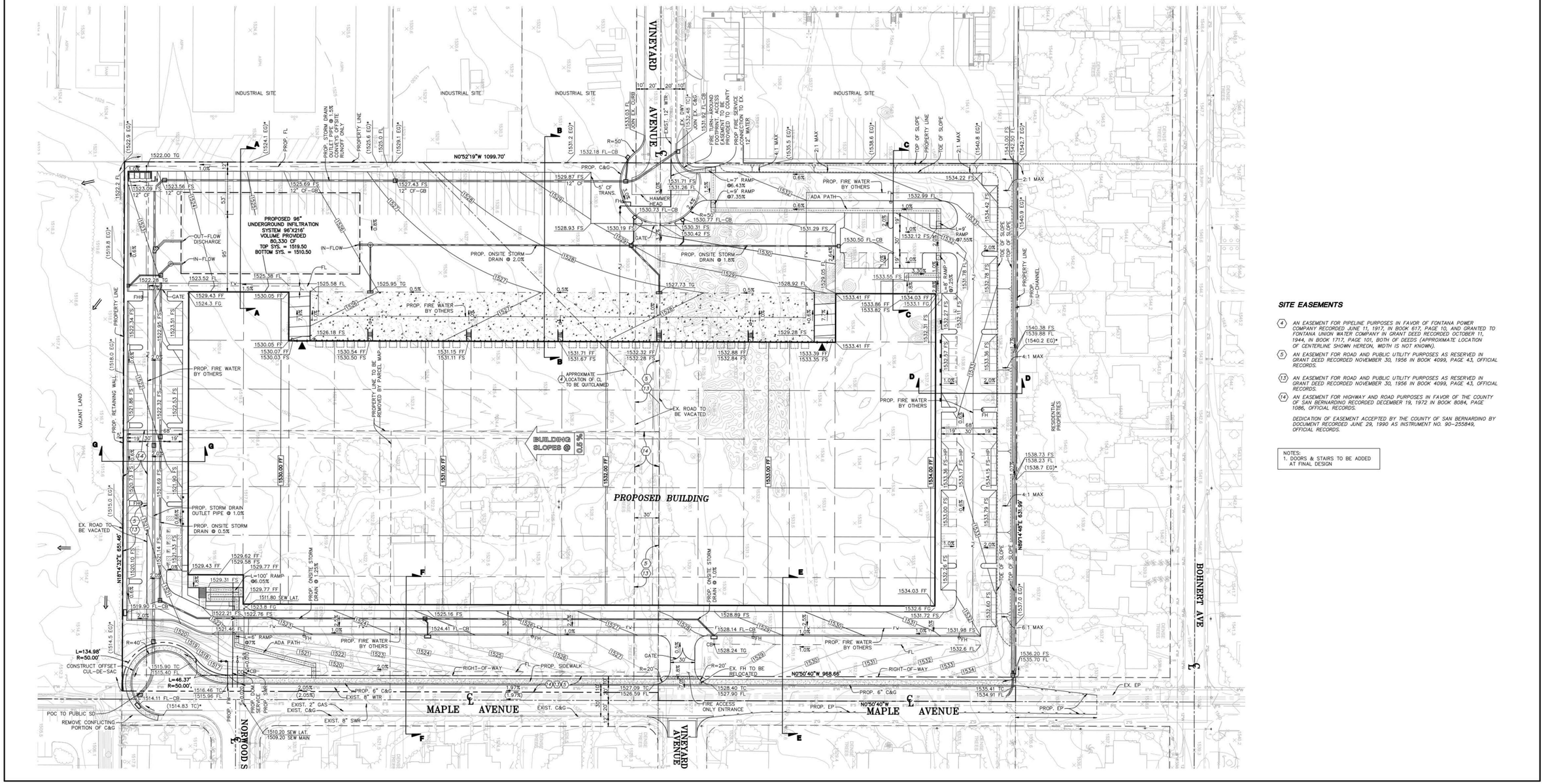
Run-on flow from the northwest would be intercepted by two proposed catch basins within the Vineyard Avenue public right-of-way. The collected flow would be conveyed in an on-site storm drain line that travels south and then east before connecting to the existing storm drain line in Maple Avenue.

CONSTRUCTION CHARACTERISTICS

Implementation of the Project would result in disturbance to the entire Project Site; all existing structures on-site would be demolished and all existing vegetation would be removed. Except for the proposed water, sewer, and storm drain connections and roadway improvements within Vineyard Avenue and Maple Avenue, the Project would not result in or require any physical impacts beyond the Project Site boundary. The proposed water, sewer, and storm drain utility connections and roadway improvements would occur entirely within the disturbed and developed public right-of-way for Vineyard Avenue and Maple Avenue.

The Project Applicant anticipates that the Project's construction phase will occur over a period of approximately 17 months. Demolition and site preparation would occur first, followed by mass-grading and installation of underground infrastructure and retaining walls. Next, fine grading would occur, surface materials would be poured, and the proposed building would be erected, connected to the underground utility system, and painted. Lastly, landscaping, fencing, lighting, signage, and other site improvements would be installed.

Figure 10, *Conceptual Grading Plan*, depicts the proposed grading plan for the Project. Approximately 67,575 cubic yards of cut and 104,486 cubic yards of fill would be required; resulting in the need to import approximately 36,911 cubic yards of soil to the Project Site.



Source(s): Huitt-Zollars (08-30-2023)

Not to Scale

Figure 10

Conceptual Grading Plan

Construction workers would travel to the Project Site by passenger vehicle and materials deliveries would be delivered by medium- and heavy-duty trucks. Construction equipment is expected to operate on the Project Site up to eight hours per day, six days per week. Even though construction activities are permitted to occur between 7:00 a.m. to 7:00 p.m. on Mondays through Saturdays pursuant to the San Bernardino County Development Code (Section 83.01.080(g)), construction equipment is not in continuous use and some pieces of equipment are used only periodically throughout a typical day of construction. Thus, for analysis purposes, this Initial Study assumes each piece of construction equipment would be in operation for eight hours each work day. Should construction activities need to occur at night (such as concrete pouring activities which benefit from air temperatures that are lower than what occurs during daytime), the Project Applicant would be required to obtain authorization for nighttime work from the San Bernardino County.

OPERATIONAL CHARACTERISTICS

The Project would operate as an indoor storage facility; no outdoor materials storage is proposed for the Project Site. The building's interior floor space may be subdivided with partitions/walls to allow the building to be occupied by more than one user. The Project is proposed as a speculative development and the user(s) of the building are not known at this time. The Project is expected to be used by a warehouse distribution/logistics operator(s) for the storage of consumer goods. The building is not expected to contain cold (refrigerated) storage and for analysis purposes this Initial Study does not assume any cold storage as part of Project operations. Hazardous materials storage is not expected to occur within the building or on the Project Site; however, small quantities of hazardous chemicals and/or materials – including but not limited to aerosols, cleaners, fertilizers, lubricants, paints or stains, fuels, propane, oils, and solvents – could be utilized during routine Project operations and maintenance.

The building is designed such that business operations would be conducted within the enclosed building, except for traffic movement, parking, and the loading and unloading of tractor trailers at designated loading bays. The outdoor cargo handling equipment used during loading and unloading of trailers (e.g., yard trucks, hostlers, yard goats) is expected to be powered by natural gas. As a practical matter, dock doors on warehouse buildings are not occupied by a truck at all times of the day. There are typically many more dock door positions on warehouse buildings than are needed for receiving and shipping volumes. The dock doors that are in use at any given time are usually selected based on interior building operation efficiencies; trucks ideally dock in the position closest to where the goods carried by the truck are stored inside the warehouse. As a result, many dock door positions are frequently inactive throughout the day. For purposes of evaluation in this Initial Study, it is assumed that the Project would be operational 24 hours per day, seven days per week, with exterior loading and parking areas illuminated at night. Lighting would be subject to compliance with San Bernardino County Development Code Section 83.07.030, which states that exterior lighting shall be energy-efficient, shielded, or recessed, and directed downward and away from adjoining properties.

As previously mentioned, the future occupant(s) of the Project are not known at this time; therefore, the number of jobs that would be generated during Project operation cannot be precisely determined. For purposes of analysis in this Initial Study, employment estimates were calculated using the employment density factors identified in the Southern California Association of Governments (SCAG) *Employment Density*

Study (October 2001), which identifies a rate of one (1) employee per 1,195 s.f. of building area for industrial warehouse uses. As such, the Project is estimated to create jobs for approximately 261 employees (311,315 s.f. ÷ 1,195 s.f./employee = 260.51 employees).

ENVIRONMENTAL/EXISTING SITE CONDITIONS:

General Plan and Zoning

The Project Site is within an unincorporated area of San Bernardino County and within the designated SOI for the City of Rialto. The San Bernardino County Policy Plan, which is a component of the larger Countywide Plan, serves as the general plan for San Bernardino County and is the prevailing planning document for unincorporated areas of San Bernardino County. As depicted on Figure 11, *Existing San Bernardino County General Plan Land Use and Zoning Designations*, the Policy Plan designates the Project Site for Very Low Density Residential (VLDR) land uses. The VLDR land use designation is intended for low density, single-family neighborhoods that can share common infrastructure, public facilities, and services. Typical uses in the VLDR land use designation are single-family residential, incidental agriculture, and public and quasi-public facilities such as parks, religious facilities, schools, sheriff stations, and fire stations. The VLDR has a maximum density of two (2) units per acre. (San Bernardino County, 2022, Table LU-1).

As shown on Figure 11, the San Bernardino County Zoning Map designates the Project Site as Single Residential (RS-1) (San Bernardino County, 2023b). According to the San Bernardino County Development Code Chapter 82, the RS-1 zoning district provides for single-family residential uses at a maximum density of one (1) unit per acre, incidental agricultural and recreation uses, and similar and compatible uses.

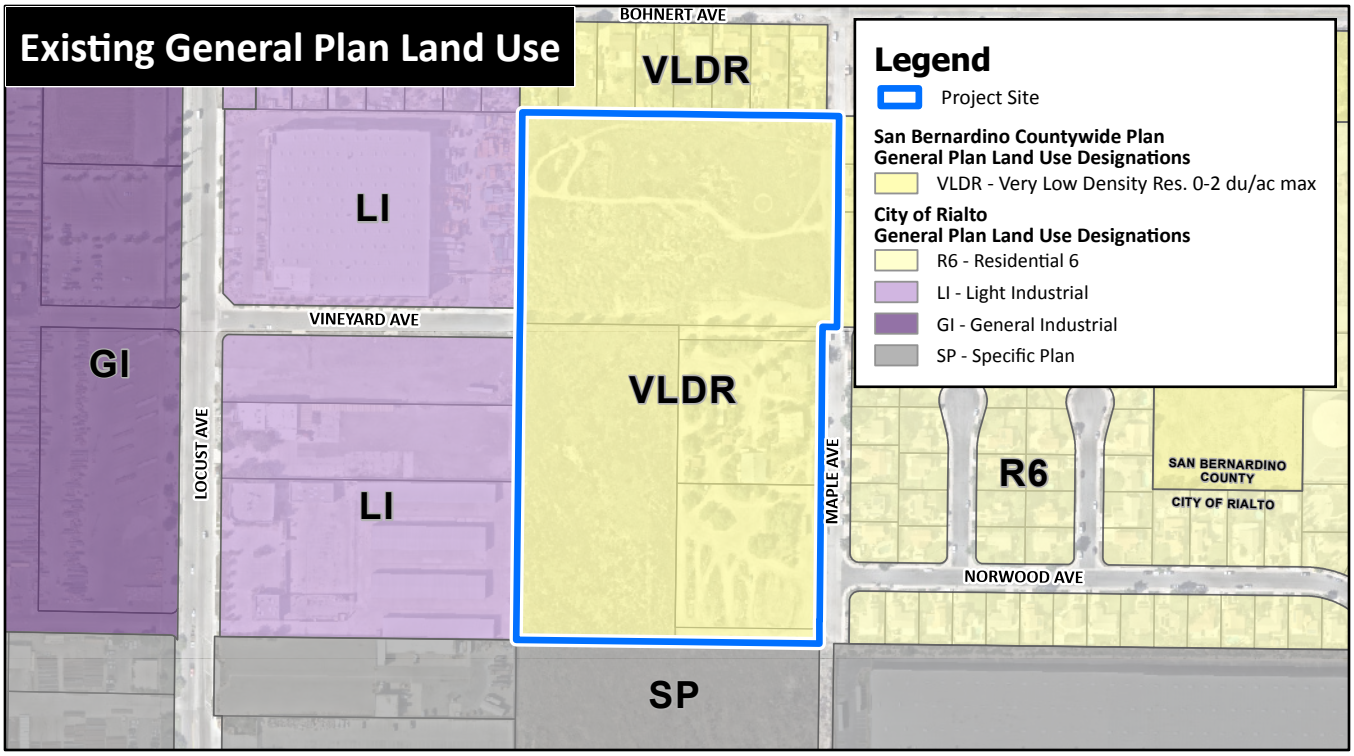
Land Use

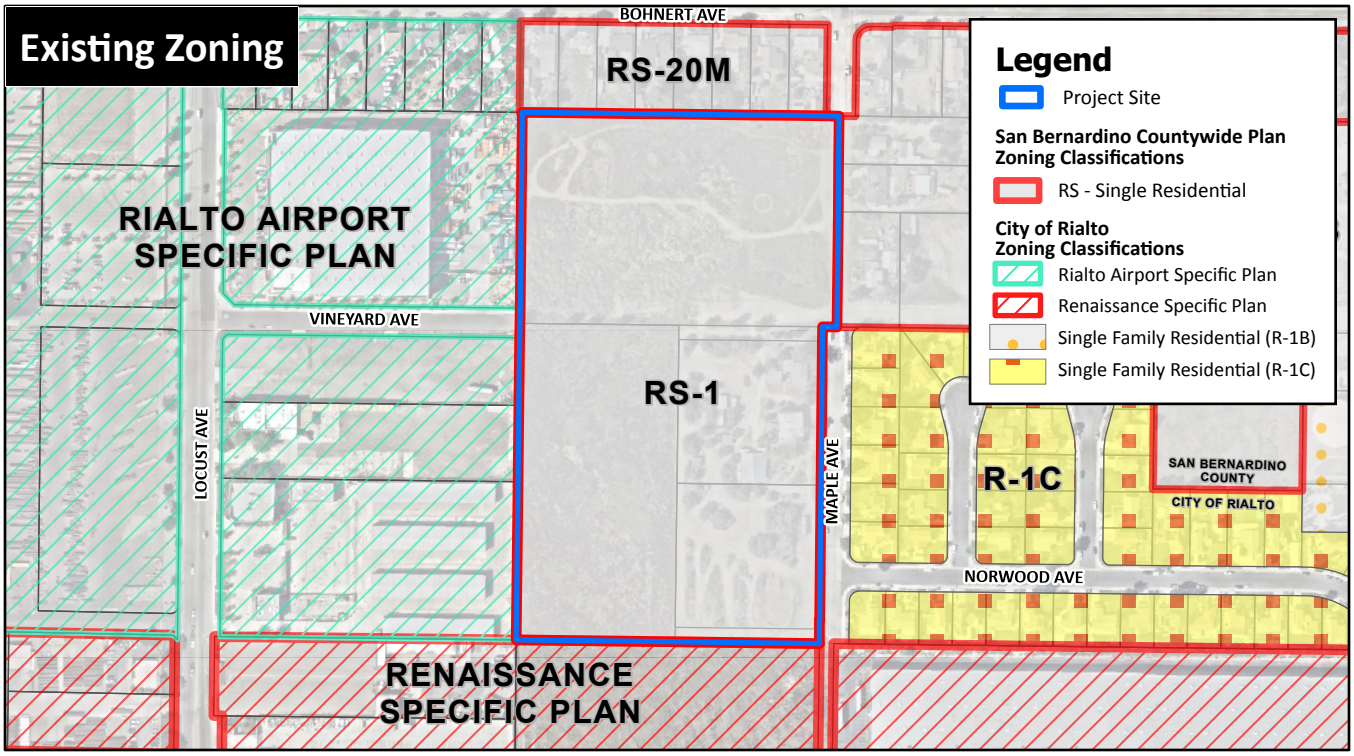
As shown on Figure 12, *Aerial Photograph*, the northern and western portions of the Project Site are vacant and undeveloped. The southeast and southcentral portions of the Project Site are developed with one single-family residence, one metal storage garage, a metal canopy structure, and outbuildings, including several small sheds and canopies.

Figure 13, *Surrounding Land Uses and Development*, depicts the existing land uses immediately surrounding the Project Site. Immediately north of the Project Site are single-family land uses. Maple Avenue abuts the Project Site on the east; single-family residential land uses are east of Maple Avenue. Industrial land uses are located to the southeast, southwest, and west of the Project Site. To the southeast is a recycled plastics processing facility operated by B&B Plastics. Properties to the west are occupied by a warehouse facility for a materials handling storage and equipment supplier (Ziglift Material Handling) as well as several parcels occupied by trucking businesses and outdoor storage companies that are subject to an entitlement application under review by the City of Rialto (for development of a light industrial/warehouse building). The property to the south of the Project Site is vacant and undeveloped; this property also is subject to an entitlement application under review by the City of Rialto (for development of a light industrial building).

Aesthetics and Topographic Features

The Project Site is relatively flat, with elevations ranging from 1,513 feet above mean sea level (amsl) in the southeast corner of the Project Site to 1,543 feet amsl in the northwest corner of the Project Site. The Project Site generally slopes ±2.0 percent from the northwest corner to the southeast corner of the Project Site. Figure 14, *USGS Topographic Map*, illustrates the topographic character of the Project Site.



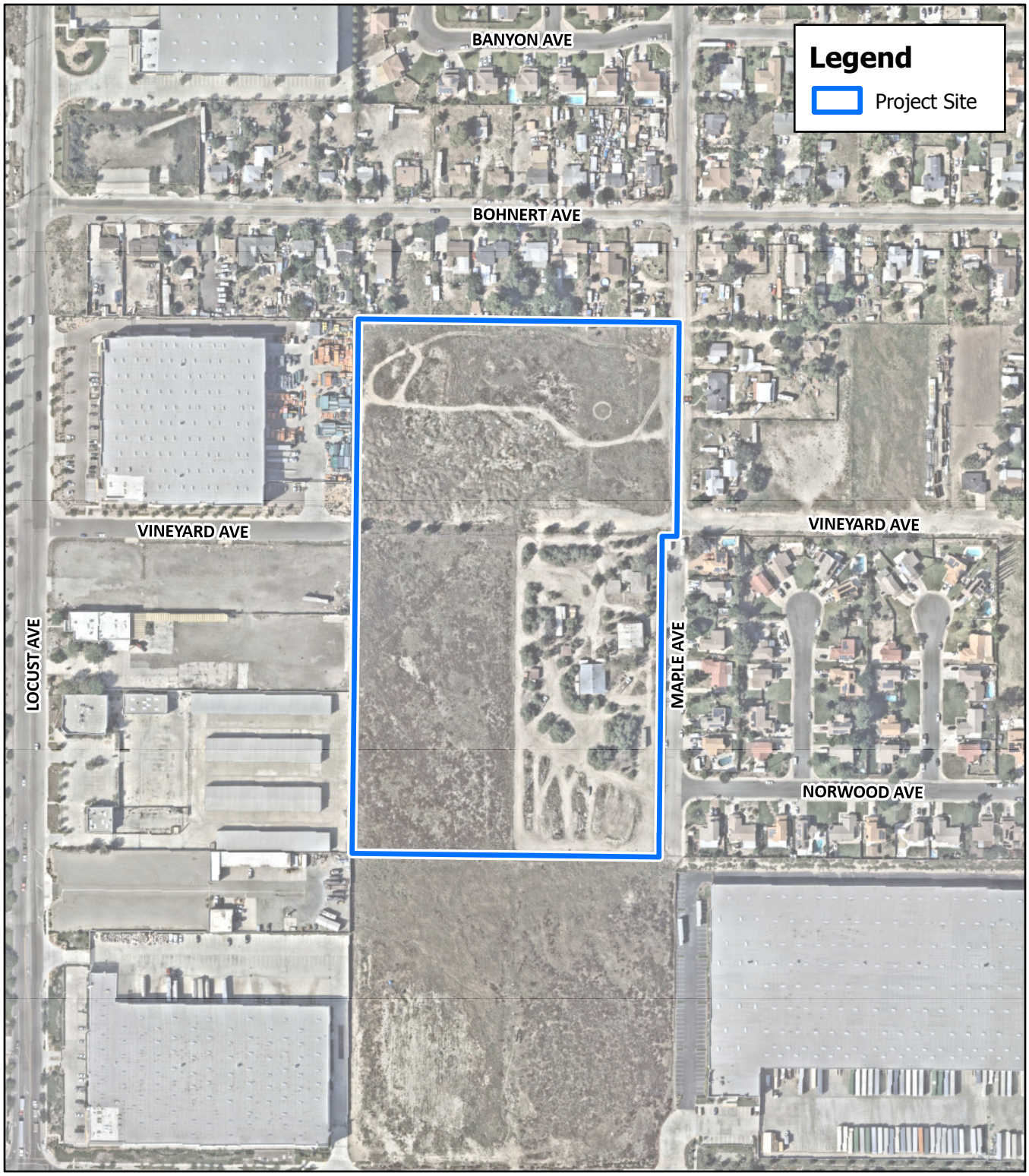


Source(s): Esri, Nearmap Imagery (September 2023), San Bernardino County (2019)

0 100 200 400 Feet

Figure 11

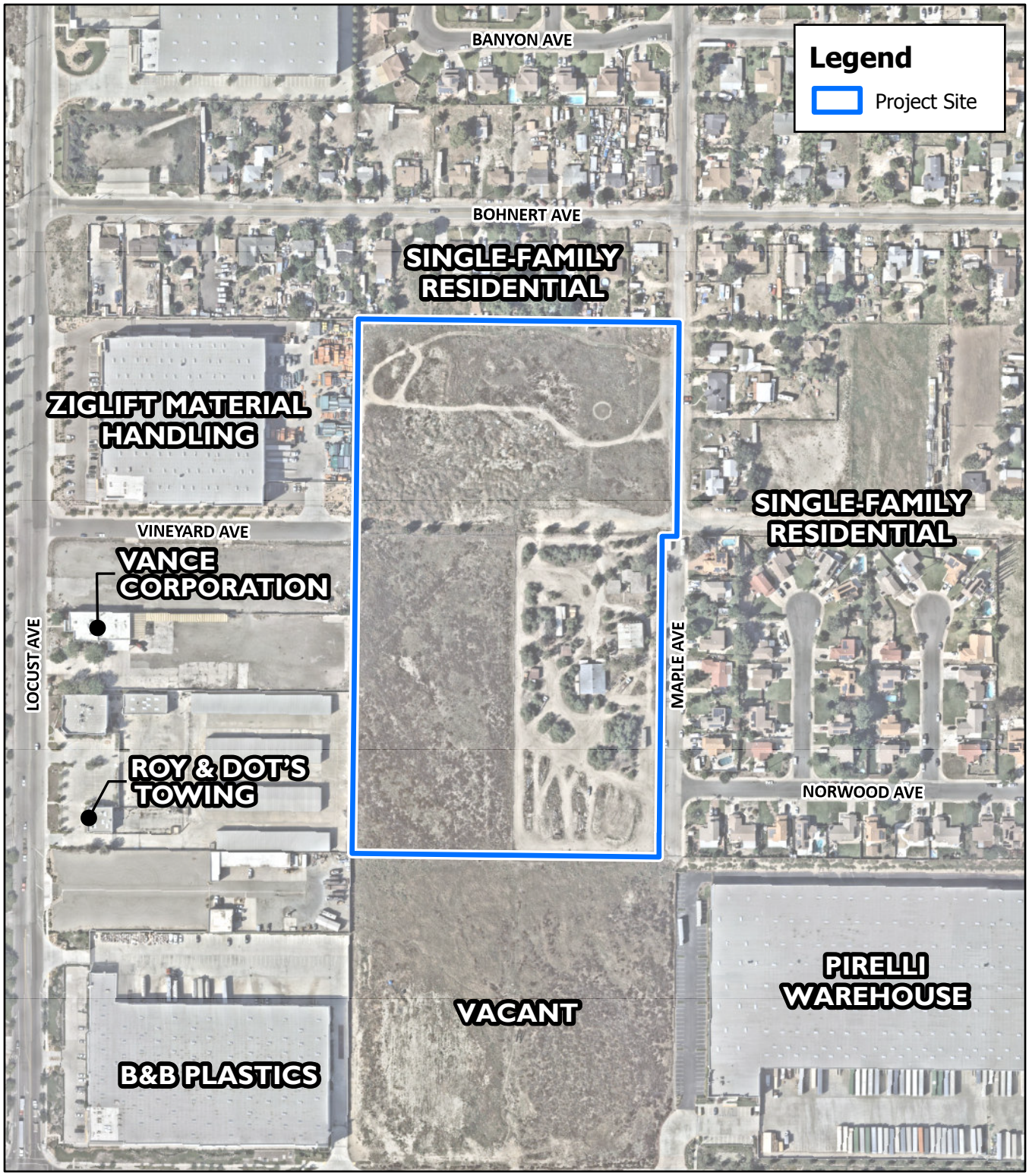
Existing San Bernardino County
General Plan Land Use and Zoning Designations



Source(s): Esri, Nearmap Imagery (September 2023)

Figure 12

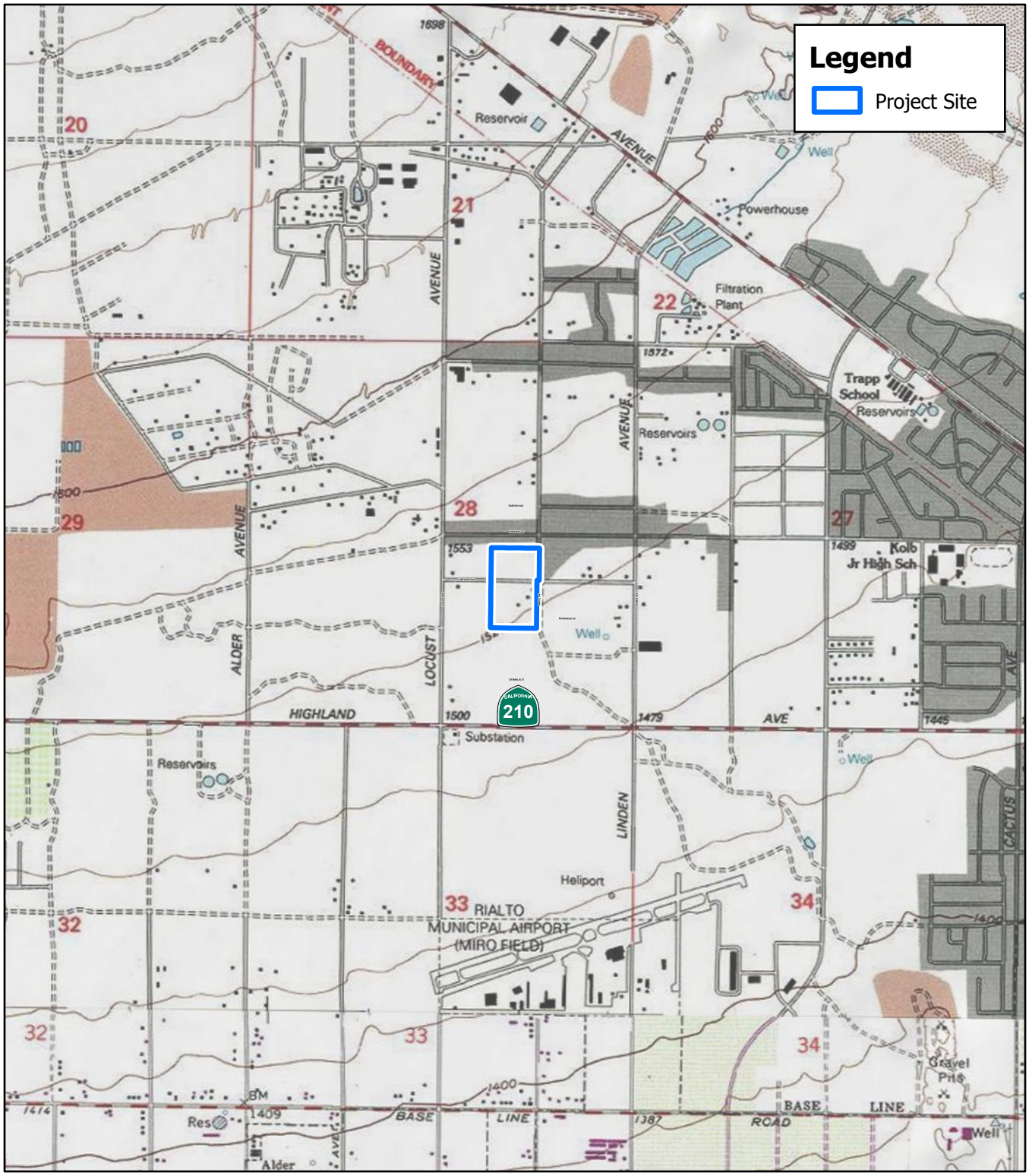
Aerial Photograph



Source(s): Esri, Nearmap Imagery (September 2023)

Figure 13

Surrounding Land Uses and Development



Source(s): Esri, USGS (2013)

0 500 1,000 2,000 Feet

Figure 14

USGS Topographic Map

The northern and western Project Site's aesthetic character is primarily undeveloped land disturbed by routine disking and covered with low, weedy/ruderal vegetation, with several unpaved paths throughout the northern portion of the Project Site. The southeast and southcentral portions of the Project Site are developed with a single-family residence with several accessory structures and features ornamental landscaping and trees scattered throughout the property. There are no rock outcroppings or other unique historic or aesthetic features present on the property under existing conditions.

Regional and Local Access

Vineyard Avenue, an east-west roadway, terminates on both the east and west sides of the Project Site, and Maple Avenue runs north-south adjacent to the eastern side of the Project Site.

The Project Site is located approximately 0.2-mile north of Interstate 210 (I-210), 3.4 miles southeast of Interstate (I-15), and 4.3 miles southwest of Interstate 215 (I-215). I-210, I-10, and I-15 are part of the state highway system operated by the California Department of Transportation (Caltrans).

The Project area is served by Omnitrans, a public transit agency serving various jurisdictions within San Bernardino County. Route 22 operates along Linden Avenue and Bohnert Avenue with existing bus stops located at the intersection of Locust Avenue and Bohnert Avenue, approximately 0.1-mile northwest of the Project Site, and at the intersection of Bohnert and Maple Avenue, approximately 205 feet north of the Project Site. (OmniTrans, 2023).

Air Quality and Climate

The Project Site is in the 6,745-square-mile South Coast Air Basin (SCAB), which includes portions of Los Angeles, Riverside, and San Bernardino counties, and all of Orange County. The SCAB is bound by the Pacific Ocean to the west, the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, and the San Diego County line to the south. The SCAB is within the jurisdiction of South Coast Air Quality Management District (SCAQMD), the agency charged with bringing air quality in the SCAB into conformity with federal and state air quality standards. The climate of the SCAB is characterized as semi-arid and more than 90% of the SCAB's rainfall occurs from November through April. During the dry season, which also coincides with the months of maximum photochemical smog concentrations, the wind flow is bimodal, characterized by a daytime onshore sea breeze and a nighttime offshore drainage wind.

At the regional level, air quality in the SCAB has improved over the past several decades; however, the SCAB does not attain State and/or federal standards established for ozone (O_3; one-hour and eight- hour), particulate matter (PM_{10} [State standard only] and $PM_{2.5}$), and lead (only in the Los Angeles County portion of the SCAB). No areas of the SCAB exceeded federal or State standards for nitrogen dioxide (NO_2), sulfur dioxide (SO_2), or carbon monoxide (CO).

The SCAQMD conducted an in-depth analysis of toxic air contaminants and their associated health risks within the SCAB. This study, titled "Multiple Air Toxics Exposure Study" (MATES V), calculated that the Project area has an ambient carcinogenic risk of 455 in one million persons, placing the Project Site in the 81st

percentile for cancer risk in the SCAB. For comparison, the prior version of SCAQMD's MATES analysis (MATES IV) estimated the Project area was in the 92nd percentile for cancer risk with an excess cancer risk of 806 million. (SCAQMD, 2023)

Notwithstanding the improvement in local toxic air contaminant risk levels modeled by SCAQMD, the census tract containing the Project Site is mapped by the California Office of Environmental Health Hazard Assessment (OEHHA) within the 80th percentile for pollution burden which, based on the census tract's demographic characteristics, results in OEHHA ranking the area within the 94th percentile of communities in the State that are disproportionately burdened by multiple sources of pollution (OEHHA, 2023).

Geology

There are no known active or potentially active earthquake faults within the Project Site, and the Project Site is not located within an "Alquist-Priolo" Special Studies Zone (DOC, 2022). The San Jacinto-San Bernadino fault is the closest fault to the Project Site, located approximately 2.67 miles to the east (Soils Southwest, 2023, p. 1). Like other properties throughout southern California, the Project Site is located within a seismically active region and is subject to ground shaking during seismic events.

According to the California Department of Water Resources Water Data Library, a well located approximately 0.5-mile east of the Project Site showed depth to groundwater to be 394 feet in 2011 and 420 feet in 2017. Shallow groundwater is not present on the Project Site (Leighton, 2017, p. 5).

Soils

The Project Site is mapped as being underlain with young alluvial fan deposits from the late Holocene. These alluvial valley deposits are described as unconsolidated to slightly consolidated coarse-grained sand to bouldery alluvial-fan deposits of the Lytle Creek fan. Based on the subsurface exploration conducted on the Project Site, alluvial soil deposits were encountered consisting of gravelly sand and cobbles. The native subsurface soils encountered during excavations consisted mainly of sand, gravel, and cobbles to their maximum depth explored (approximately 10 to 25 feet below ground surface) (Leighton, 2017, p. 3).

Hydrology

The Project Site is in the Santa Ana River watershed, which drains an approximately 2,650-square-mile area. The Santa Ana River starts in Santa Ana Canyon east of the Project Site in the San Bernardino Mountains and runs southwesterly through San Bernardino, Riverside, and Orange Counties, where it discharges into the Pacific Ocean at the City of Huntington Beach.

According to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Panel 06071C7920H, the Project Site is located within "Flood Zone X (unshaded)" which corresponds with areas outside of the 500-year floodplain (i.e., less than 0.2-percent annual chance of flood) (FEMA, 2008).

Under existing conditions, the Project Site drains from the northwest to the southeast, generally sloping ±2.0 percent. Runoff from the Project Site flows to the undeveloped property located to the south. The Project

Site receives run-on flow from the residential lots located to the north and from the property located to the northwest of the Project Site. (Huitt-Zollars, 2023a, p. 1)

Noise

Urban Crossroads recorded 24-hour noise readings at four locations in the Project Site's vicinity to determine the baseline for the existing noise environment. Measured daytime noise levels in the area ranged from 49.3 equivalent level decibels (dBA L_{eq}) to 58.0 dBA L_{eq} and nighttime noise levels ranged from 48.8 dBA L_{eq} to 56.2 dBA L_{eq} (Urban Crossroads, 2025, p. 24).

Utilities and Service Systems

The Project area receives domestic water service from the WVWD. Sewer service is provided by the City of Rialto; wastewater is collected by the City of Rialto's local sanitary sewer system, for conveyance to the Rialto Wastewater Treatment Plant. Existing water and sewer lines are located beneath Maple Avenue and a water line is located beneath Vineyard Avenue to the west of the Project Site.

Solid waste generated from the Project area is disposed at the Mid-Valley Landfill.

Vegetation

The Project Site supports two habitat types, developed and ruderal habitat communities. The vegetation present within the developed habitat consists of ornamental species such as Brazilian pepper tree (*Schinus terebinthifolius*), pine trees (*Pinus* sp.), citrus trees, and lantana (*Lantana camara*). The ruderal habitat on the Project Site is dominated by shortpod mustard (*Hirschfeldia incana*) and ripgut brome (*Bromus diandrus*). Other plant species within this habitat type include wild oats (*Avena fatua*), deerweed (*Acmispon glaber*), California buckwheat (*Eriogonum fasciculatum*), and red stemmed filaree (*Erodium botrys*) (HES, 2025, pp. 4-5).

ADDITIONAL APPROVALS REQUIRED BY OTHER PUBLIC AGENCIES

Other public agencies whose approval may be required (e.g., discretionary and/or ministerial permits, financing approval, or participation agreement) include the following:

- Federal: N/A
- State of California: N/A
- San Bernardino County: Land Use Services – Building and Safety, Traffic, Land Development Engineering – Roads/Drainage; Public Health – Environmental Health Services; Public Works, Surveyor; and County Fire
- Local: South Coast Air Quality Management District

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, has consultation begun?

The County is required to consult with interested California Native American tribes regarding the Project pursuant to Senate Bill 18 (SB18) and Assembly Bill 52 (AB52). Consultation efforts are on-going, and the results of the consultation will be disclosed in the Environmental Impact Report.

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

Substantiation is then provided to justify each determination. One of the four following conclusions is then provided as a summary of the analysis for each of the major environmental factors.

1. **No Impact:** No impacts are identified or anticipated and no mitigation measures are required.

2. **Less than Significant Impact:** No substantial adverse impacts are identified or anticipated and no mitigation measures are required.

3. **Less than Significant Impact with Mitigation Incorporated:** A substantial adverse impact is identified or anticipated, but the application of mitigation measure(s) would avoid or mitigate the effects to a point where clearly no significant impact would occur.

4. **Potentially Significant Impact:** A substantial adverse impact is identified or anticipated for which adequate mitigation may not be feasible. An Environmental Impact Report (EIR) is required to evaluate these impacts.

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

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

5/27/25

Initial Study Preparer Signature — Date

David Ornelas

Initial Study Preparer Printed Name

Vanessa Norwood 5/22/25 5/22/25

San Bernardino County Supervising Planner Signature — Date

Vanessa Norwood Vanessa Norwood

San Bernardino County Supervising Planner Printed Name

ENVIRONMENTAL ISSUE AREAS EXAMINED	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	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 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 would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

I-a) **Less than Significant Impact**. The Policy Plan does not designate specific scenic vistas throughout the County but, generally, considers prominent hillsides, ridgelines, dominant landforms and reservoirs to be scenic resources (San Bernardino County, 2022, Policy NR-4.1). The Project Site does not contain any scenic resources and does not serve as a scenic vista or contribute to a scenic vista. Scenic resources visible (at least partially) from public viewpoints adjacent to the Project Site include the San Gabriel Mountains, which are visible to the north from Vineyard Avenue and Casmalia Street, the San Bernardino Mountains, which are visible to the east from Vineyard Avenue on the east side of the Project Site, and the Jurupa Hills, which are visible to the south from Maple Avenue. The views that are available of the San Gabriel Mountains and San Bernardino Mountains from the segment of Vineyard Avenue that abuts the Project Site to the east would not be obstructed by future development on the Project Site because a viewer would need to look north within the Maple Avenue public right-of-way or east within the Vineyard Avenue public right-of-way to have a view of the mountains, and not west across the Project Site. Views of the San Gabriel Mountains from Casmalia Street would not be substantially affected because the distance (setback) of the proposed building from Casmalia Street (approximately 700 feet) plus the height of the building (45.5 feet) would still allow views of the Mountains above the proposed building. The views that are available of the Jurupa Hills from the segment of Maple Avenue that abuts the southeast corner of the Project Site would not be obstructed by future development on the Project Site because a viewer would look south from

Maple Avenue to have a view of the Jurupa Hills, and not west across the Project Site. Based on the foregoing analysis, the Project would not have a substantial adverse effect on a scenic vista or scenic resources in the Project vicinity. Accordingly, implementation of the Project would result in a less than significant impact to scenic vistas.

I-b) **No Impact**. The Project Site is not located within or adjacent to an officially designated State scenic highway corridor and does not contain scenic resources, such as trees of scenic value, rock outcroppings, or historic buildings (Caltrans, 2023). The nearest eligible State scenic highway corridor (Route 30) is approximately eight (8) miles east of the Project Site; the nearest designated State scenic highway corridor (Route 18) is approximately 33 miles east of the Project Site (Caltrans, 2023; Google Earth Pro, 2025). Accordingly, the Project would result in no impact to scenic resources, including resources within a California scenic highway.

I-c) **No Impact**. The United States Census Bureau defines "urbanized area" as a densely settled core of census tracts and/or census blocks that have 50,000 or more residents and meet minimum population density requirements while also being adjacent to territory containing non-residential urban land uses. The Project Site is located within the boundaries of the Census-defined Riverside-San Bernardino urban area (USCB, 2012); therefore, the Project would result in a significant adverse impact under this threshold only if the Project design would conflict with applicable zoning and other regulations governing scenic quality.

The Project's design, including site layout, architecture, and landscaping is discussed and illustrated in detail in the *Project Description*, above. As previously described, the Project's architecture incorporates a neutral color palette that would not be visually offensive and incorporates accent elements, such as colored glass and decorative building elements at the building's office entries for visual interest. Additionally, the Project's landscape plan incorporates low-water-need plant species that can maintain vibrancy during drought conditions. The proposed visual features of the Project would ensure a high-quality aesthetic for the site. No component of the Project would conflict with applicable design regulations within the County's Development Code governing scenic quality. No impact would occur.

I-d) **Less than Significant Impact**. Under existing conditions, the northern and western portions of the Project Site are vacant and undeveloped and contain no source of artificial lighting. The southeast and southcentral portions of the Project Site are developed with one single-family residence, one metal storage garage, a metal canopy structure, and outbuildings, including a number of small sheds and canopies, and therefore, contain minimal sources of artificial lighting from the residential structure and associated exterior lighting. Artificial light sources occur in the immediate vicinity of the Project Site, including light from residential uses to the north and east of the Project Site, one street light along the east side of the southern section of Maple Street, and from the industrial uses to the west of the Project Site. The Project Applicant proposes to develop the Project Site with a

warehouse building and would introduce additional lighting elements on-site to illuminate the parking areas, truck docking areas, and building entrances.

County Development Code Section 83.07.050 requires outdoor lighting for commercial or industrial land uses to be fully shielded to preclude light pollution or light trespass onto adjacent properties. Additionally, Development Code Section 83.07.050 requires that all development projects in the Valley region contribute light trespass of no more than 0.5-foot-candle at an abutting residential land use district, residential parcel, or public right-of-way. The Development Code also specifies that exterior lighting associated with nonresidential uses shall not blink, flash, oscillate, or be of unusually high intensity or brightness. The County will condition the Project to demonstrate compliance with the Development Code lighting standards prior to issuance of building permits, including a requirement to provide a photometric analysis. Project compliance with the lighting requirements within the County Development Code would ensure that the Project would not produce a new source of substantial light or glare from artificial lighting sources that would adversely affect day or nighttime views in the area.

With respect to glare, the proposed building would be primarily constructed of tilt-up concrete panels (which are low-reflective), although the building would incorporate some glass elements. While window glazing has a potential to result in minor glare effects, such effects would not adversely affect daytime views of surrounding properties, including motorists along adjacent roadways, because the glass proposed for the Project would be low-reflective. Additionally, the Project's proposed landscaping would provide a buffer between all proposed glass surfaces and the public right of way.

Based on the foregoing analysis, the proposed Project would not create a new source of substantial light or glare and would not adversely affect daytime or nighttime views of the area.

No potentially significant adverse environmental impacts are identified to Aesthetics, and no further evaluation of this topic is required.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
II. AGRICULTURE & 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?	☐	☐	☐	☒

II-a) **No Impact**. According to the Farmland Mapping and Monitoring Program from the California Department of Conservation (DOC), the portion of the Project Site that is undeveloped is classified as "Other Land" and the portion that is developed is classified as "Urban and Built-Up Land" (DOC, 2023).

Implementation of the Project would not convert "Prime Farmland," "Unique Farmland," or "Farmland of Statewide Importance" to a non-agricultural use. No impact would occur.

II-b) **No Impact**. The Project Site is currently zoned for residential land uses and is not included within an existing zone or overlay zone for agricultural use. In addition, based on the information disclosed in the Policy Plan EIR, the Project Site is not subject to a Williamson Act contract (San Bernardino County, 2019, Figure 5.2-1). Accordingly, implementation of the Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur.

II-c) **No Impact**. The Project Site is zoned for residential land uses and is not zoned for forest land, timberland, or Timberland Production, nor is it surrounded by forest land, timberland, or Timberland Production land (San Bernardino County, 2019, p. 5.2-5). Therefore, implementation of the Project has no potential to conflict with or cause the rezoning of any areas currently zoned as forest, timberland, or Timberland Production and would not result in the rezoning of any such lands. Implementation of the Project would result in no impact.

II-d) **No Impact**. Neither the Project Site nor the surrounding area contains forest land (San Bernardino County, 2019, p. 5.2-5). Accordingly, implementation of the Project would not result in the loss of forest land or conversion of forest land to non-forest use.

II-e) **No Impact**. "Farmland" is defined in Section II(a) of Appendix G of the CEQA Guidelines to mean "Prime Farmland," "Unique Farmland" or "Farmland of Statewide Importance." As noted above in Response II(a), the Project Site does not contain any soils mapped by the DOC as "Farmland." Additionally, as described above in Responses II(c) and II(d), the Project Site and surrounding areas do not contain forest lands or areas designated for forest land uses. Thus, implementation of the Project would not result in the conversion of Farmland to non-agricultural use or the conversion of forest land to non-forest use. No impact would occur.

No potentially significant adverse environmental impacts are identified to Agriculture & Forestry Resources, and no further evaluation of this topic is required.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
III. AIR QUALITY				
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐
b) 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?	☒	☐	☐	☐

III-a) **Potentially Significant Impact**. The Project Site is located within the SCAB. The SCAQMD is principally responsible for air pollution control and works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, as well as State and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet State and federal ambient air quality standards. Standards for air quality are documented in the SCAQMD's *2022 Air Quality Management Plan (AQMP)*. The construction and operation of the Project would result in the emission of airborne pollutants into the SCAB that have the potential to conflict with or obstruct implementation of the SCAQMD's *2022 AQMP*. As such, an EIR will be prepared to evaluate the Project's potential to conflict with or obstruct implementation of the *2022 AQMP*.

III-b) **Potentially Significant Impact**. The SCAB is a non-attainment area for various State and federal air quality standards. More specifically, the Project Site is located in a portion of the SCAB that is designated as a "Non-Attainment" area for the federal 8-hour O_3 (ozone) standard, the State 1-hour and 8-hour O_3 standards, and federal and State particulate matter standards (SCAQMD, 2016). Particulate matter and gaseous emissions have the potential to be produced during the construction and operating life of the proposed Project, this would include emissions of criteria pollutants, including those that contribute to O_3 formation. A quantitative analysis of Project-related emissions (both construction and operational) will be prepared to determine whether the Project would exceed SCAQMD daily emissions thresholds. The results of the analysis will be disclosed in the EIR for the Project.

III-c) **Potentially Significant Impact**. Construction and operation of the Project has the potential to expose sensitive receptors located near the Project Site and/or along its primary truck route(s) to localized

criteria pollutant emissions and/or diesel particulate matter (DPM) emissions from mobile sources (e.g., off-road construction equipment, truck exhaust). These pollutants can pose risks to human health. A quantitative analysis of Project-related emissions (both construction and operational) will be prepared to determine whether implementation of the Project would expose sensitive receptors to substantial pollutant concentrations. The results of the quantitative analysis will be disclosed in the Project's EIR.

III-d) **Potentially Significant Impact**. The Project could produce odors during expected construction activities resulting from construction equipment exhaust, application of asphalt, and/or the application of architectural coatings; any odors emitted during construction would be temporary, short-term, and intermittent in nature, and would cease upon the completion of the respective phase of construction. During long-term operation, the Project would include a warehouse distribution land use; this type of land use is not typically associated with objectionable odors. Nonetheless, an EIR will be prepared to evaluate the Project's potential to expose substantial numbers of people to objectionable odors during both near-term construction and long-term operation.

Potentially significant adverse impacts have been identified or are anticipated to Air Quality. An in-depth analysis of potential impacts to Air Quality will be provided in the EIR and feasible mitigation measures will be identified if warranted.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES				
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☒	☐	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game 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?	☐	☐	☐	☒

Hernandez Environmental Services (HES) prepared a General Biological Assessment to document the existing biological resources on the Project Site and evaluate the potential impacts to these resources that may occur

from Project implementation. This report is included as *Technical Appendix A* to this Initial Study and its findings are incorporated into the analysis presented herein.

IV-a) **Potentially Significant Impact**. Under existing conditions, the northern and western portions of the Project Site are vacant and undeveloped. The southeast and southcentral portions of the Project Site are developed with one single-family residence, one metal storage garage, a metal canopy structure, and outbuildings, including several small sheds and canopies.

Special Status Plants

No special status plants were observed on or immediately adjacent to the Project Site by HES biologists (HES, 2025, pp. 6-8). Furthermore, due to the disturbed nature of the Project Site and lack of natural plant communities on or adjacent to the subject property, the Project Site does not have potential to support special status plant species known to occur in the general Project area (HES, 2025, p. 12). Accordingly, development of the Project would result in no impact to special status plant species.

Special Status Wildlife

No special status wildlife species were observed on or immediately adjacent to the Project Site (HES, 2025, pp. 8-11). Furthermore, due to the disturbed nature of the Project Site and lack of natural plant communities on or adjacent to the site, the Project Site does not have potential to support special status wildlife species known to occur in the general Project area (HES, 2025, p. 12). Notwithstanding the lack of observed special status wildlife on the Project Site, the Site is located within the San Bernardino County Burrowing Owl Overlay Zone and, therefore, is in a geographic area the County considers to have a likelihood of being used by the burrowing owl to forage or nest. Additionally, the Project Site contains shrubs and trees which could be used by nesting avian species that are protected by the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGC, Sections 3503.5- 3513) (HES, 2025, p. 12). An EIR will be prepared to evaluate the Project's potential to have a substantial adverse effect 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 (CDFW) or U.S. Fish and Wildlife Service (USFWS), including the burrowing owl and other migratory and/or nesting bird species.

IV-b) **No Impact**. No riparian habitat is present on the Project Site and, the habitat observed on the Project Site (developed and ruderal) is not classified as a riparian habitat or as a sensitive natural community in local or regional plans, policies, or regulations, or by the CDFW or the USFWS (HES, 2025, p. 12). Accordingly, implementation of the Project would result in no impacts to a riparian habitat or sensitive natural community.

IV-c) **No Impact**. The Project Site is fully disturbed and does not contain any protected wetland or aquatic resources, including but not limited to, natural drainages or watercourses, wetland habitat, marsh, vernal pool, or coastal resources (HES, 2025, p. 12; Google Earth, 2025). As such, the Project would

not result in a substantial adverse effect on federally protected wetlands through direct removal, filing, hydrological interruption, or other means. Implementation of the Project would result in no impact.

IV-d) **Potentially Significant Impact**. The Project Site is in an urbanized area – paved roads, fencing, and developed land surrounding the Project Site block terrestrial wildlife movement through or near the Project Site. Notwithstanding, the Project Site contains vegetation that could support bird nests and, if active nests are present within or adjacent to the Project Site during construction, the Project could result in substantially adverse direct effects to biological resources (i.e., avian species and their nests) that are protected by the Migratory Bird Treaty Act and California Fish and Game Code. As such, the Project's EIR will conduct an in-depth analysis to identify the Project's potential to impact wildlife movement and migratory and/or nesting birds during construction and long-term operation.

IV-e) **Less than Significant Impact**. The Project Site is located within the San Bernardino County Burrowing Owl Overlay Zone, and the Project Applicant would be required to perform a pre-construction survey for the burrowing owl. Additionally, the Project Applicant would be required to comply with applicable provisions of San Bernardino County's Plant Protection and Management Ordinances during the removal of all plants and trees from the Project Site. Mandatory compliance with San Bernardino County regulations would ensure that substantial adverse effects do not occur to biological resources protected/regulated by the County. Therefore, impacts would be less than significant.

IV-f) **No Impact**. There is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan applicable to the Project Site. Accordingly, the Project would not have the potential to conflict with any such plan. Implementation of the Project would result in no impact.

Potentially significant adverse impacts to Biological Resources have been identified or are anticipated. An in-depth analysis of potential impacts to Biological Resources will be provided in the EIR and feasible mitigation measures will be identified if warranted.

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

A *Cultural Resources Evaluation* was prepared for the Project by ASM Affiliates (ASM) in 2018 to identify potential archaeological and historical resources that may be affected by implementation of the Project. An *Updated Cultural Resources Memo* was prepared for the Project by ASM Affiliates (ASM) to confirm that no significant changes had taken place to the condition of the Project Site since the earlier cultural resources study conducted by ASM in 2018. The *Memo* includes findings from an archaeological reconnaissance field survey of the Project Site, an updated cultural records search and sacred lands search, and an inventory of all recorded archaeological and historical resources located on the Project Site and within a one-mile radius of the Project Site. These reports are included as *Technical Appendices B* and *C* to this Initial Study and their findings are incorporated into the analysis presented herein.

V-a) **No Impact**. The southeast and southcentral portions of the Project Site are developed with one single-family residence, one metal storage garage, a metal canopy structure, and outbuildings including several small sheds and canopies. The remaining portions of the Project Site are vacant and undeveloped. Implementation of the Project would require the demolition of all structures on the Project Site. As part of a historical and architectural significance evaluation conducted by ASM, none of the structures on the Project Site were recommended as eligible for the California Register of Historic Resources (CRHR) under any criteria, and none of the structures are included in a local register or are recommended as historically significant buildings. Thus, the structures on the Project Site are not considered contributors to a potential historic district under any criteria and are not considered a potential historical resource (ASM, 2023, p. 2; ASM, 2018, pp. 17-18). Accordingly, the Project would result in no impact to a historical resource as defined by CEQA Guidelines Section 15064.5.

V-b) **Potentially Significant Impact**. ASM conducted a cultural resources inventory of the Project Site, which included a records search with the South Central Coastal Information Center (SCCIC) at California State University (CSU) Fullerton and an archaeological reconnaissance field survey of the

Site. According to the archival records search, no prehistoric resources have been previously recorded on or within a one-mile radius of the Project Site and no previously undocumented resources were encountered during the intensive pedestrian archaeological surveys conducted by ASM (ASM, 2023, pp. 13 and 16; ASM, 2018, p. 14). Therefore, no prehistoric resources were observed on the Site.

Due to the lack of observed prehistoric archaeological resources on the Project Site, the lack of known prehistoric archaeological resources in the vicinity of the Project Site, and the past ground disturbances across the entire Project Site, the likelihood of discovering buried prehistoric archaeological resources on the Project Site is considered low (ASM, 2023, p. 16). Notwithstanding, if Project construction activities encroach undisturbed soils, there is the potential for subsurface (i.e., buried) prehistoric resources to be present on the Project Site. The EIR will address potentially significant impacts that could occur if previously unknown archaeological resources are uncovered and not adequately protected during Project construction.

V-c) **Less than Significant Impact**. The Project Site does not contain a known cemetery. In the remote chance that human remains are unearthed during Project construction, the construction contractor would be required by law to comply with California Health and Safety Code Section 7050.5 "Disturbance of Human Remains." According to Section 7050.5(b) and (c), if human remains are discovered, the County Coroner must be contacted and 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, the Coroner is required to contact the Native American Heritage Commission (NAHC) by telephone within 24 hours. Pursuant to California Public Resources Code Section 5097.98, whenever the NAHC receives notification of a discovery of Native American human remains from a county coroner, the NAHC is required to immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. According to Public Resources Code Section 5097.94(k), the NAHC is authorized to mediate disputes arising between landowners and known descendants relating to the treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials. With mandatory compliance to California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, any potential impacts to human remains, including human remains of Native American ancestry, that may result from development of the Project would be less than significant.

Potentially significant adverse impacts to Cultural Resources have been identified or are anticipated. An in-depth analysis of potential impacts to Cultural Resources will be provided in the EIR and feasible mitigation measures will be identified if warranted.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
VI. ENERGY				
Would the project:				
a) Result in potentially significant environmental impacts 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?	☐	☐	☒	☐

Urban Crossroads prepared an *Energy Assessment* for the Project to quantify anticipated energy usage associated with the construction and operation of the proposed Project, determine if the usage amounts are efficient, typical, or wasteful for the land use type, and identify any potential methods of avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. This report is included as *Technical Appendix D* to this Initial Study and its findings are incorporated into the analysis presented herein.

VI-a) Less than Significant Impact. As demonstrated by the analysis below, construction and operation of the Project would result in a less than significant environmental impact related to energy consumption.

Energy Use During Construction

The Project's construction process would consume electricity and fuel. Project-related construction activities would represent a "single-event" demand and would not require on-going or permanent commitment of energy resources. Project-related construction activities are estimated to consume approximately 175,133 kilowatt-hour (kWh) of electricity, approximately 52,397 gallons of diesel fuel from operation of construction equipment, 123,081 gallons of diesel fuel from construction vendor and hauling trips, and 27,764 gallons of fuel from construction worker trips. The amount of energy and fuel use anticipated by the Project's construction activities are typical for the type of construction proposed because there are no aspects of the Project's proposed construction process that are unusual or unnecessarily energy-intensive. Furthermore, construction equipment would be required to conform to the applicable CARB emissions standards, acting to promote equipment fuel efficiencies. For example, CCR Title 13, Motor Vehicles, Section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. As supported by the preceding discussion, the Project's construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary. (Urban Crossroads, 2024, pp. 26-34)

Energy Use During Operation

Project operations are estimated to consume approximately 331,100 gallons of fuel on an annual basis, including fuel for on-site cargo handling equipment (Urban Crossroads, 2024, pp. 35-36). The number of daily trips and miles traveled by Project traffic are consistent with other warehouse uses of similar scale and configuration (Urban Crossroads, 2024, pp. 37-38). That is, the Project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips and/or vehicle miles traveled, nor associated excess and wasteful vehicle energy consumption. Enhanced fuel economies realized pursuant to federal and State regulatory actions, and related transition of passenger vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per mile traveled. Further, the location of the Project Site proximate to regional and local arterial roadways is expected to minimize the Project vehicle miles traveled within the region. Based on the foregoing, Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Building operations and site maintenance activities associated with the Project would result in the consumption of electricity. Electricity would be supplied to the Project by Southern California Edison (SCE). Project facility operational energy demands are estimated at 1,523,582 kWh per year of electricity. The Project includes contemporary energy efficient/energy conserving designs and operational programs. Uses proposed by the Project are not inherently energy intensive, and the Project energy demands in total would be comparable to, or less than, other industrial projects of similar scale and configuration. Additionally, the Project would be required to comply with Title 24 standards, which would ensure that the Project's energy demand would not be considered inefficient, wasteful, or otherwise unnecessary (Urban Crossroads, 2024, pp. 35-36, 38).

VI-b) **Less than Significant Impact**. The following discussion analyzes the Project's consistency with applicable federal and State regulations.

Consistency with Federal Energy Plans and Regulations

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

Transportation and access to the Project Site is provided by the local and regional roadway systems. The Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be realized pursuant to the ISTEA because SCAG is not planning for intermodal facilities on or through the Project Site.

The Transportation Equity Act for the 21st Century (TEA-21)

The Project supports the planning processes emphasized under TEA-21. The Project Site promotes land use compatibilities through collocation of similar uses and minimizes vehicle miles traveled (VMT) due to its proximate access to the Interstate freeway system. The Project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of TEA-21.

Consistency with State Energy Plans and Regulations

Integrated Energy Policy Report (IEPR)

The IEPR provides policy recommendations to be implemented by energy providers in California. Electricity would be provided to the Project by SCE. SCE's Clean Power and Electrification Pathway (CPEP) builds on existing State programs and policies that support the IEPR goals of improving electricity, natural gas, and transportation fuel energy use in California and, therefore, SCE is consistent with, and would not otherwise interfere with, nor obstruct implementation of the goals presented in the 2021 IEPR. Because the Project obtains electricity from a service provider (SCE) that is consistent with the 2021 IEPR, the Project would not contribute to a conflict with the 2021 IEPR nor interfere with implementation of the goals presented in the 2021 IEPR.

Additionally, the Project would comply with the applicable Title 24 standards which would ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary. As such, development of the Project would support the goals presented in the 2021 IEPR.

State of California Energy Plan

The Project Site is located with proximate access to the Interstate freeway system. The location of the Project Site facilitates access, minimizes VMT (which, as noted above, would be 13 percent less than the existing County average for employment land uses), and takes advantage of existing infrastructure systems. Because the Project would not require the use of energy to construct new infrastructure or extend roads and because Project employees would utilize less energy resources to travel to/from their place of employment than the average worker in San Bernardino County (due to below average VMT), the Project supports the recommended urban design and planning strategies identified under the State of California Energy Plan. Accordingly, the Project is consistent with, and would not otherwise interfere with, nor obstruct implementation of the State of California Energy Plan.

California Code Title 24 Building Standards

The Project would design the building shell and building components, such as windows, roof systems, electrical and lighting systems, and heating, ventilating, and air conditioning systems to meet Title 24 Building Energy Standards, including its Energy Efficiency (Part 6) and Green Building (Part 11) standards, which would be confirmed by the County during the building permit review process. On this basis, the Project is determined to be consistent with, and would not interfere with, nor otherwise obstruct implementation of the energy efficiency standards within Title 24.

Pavley Fuel Efficiency Standards (AB 1493)

AB 1493 is not directly applicable to the Project as it is a statewide measure establishing vehicle emissions standards. No feature of the Project would interfere with implementation of the requirements under AB 1493. Notwithstanding, all model year 2009-2016 passenger cars and light duty truck vehicles traveling to and from the Project Site are required by law to comply with the legislation's fuel efficiency requirements.

Advanced Clean Cars Program
The Advanced Clean Cars Program is indirectly applicable to the Project because model year 2017-2025 passenger car vehicles traveling to and from the Project Site are required by law to comply with the legislation's fuel efficiency requirements. On this basis, the Project is determined to be consistent, with, and would not interfere with, nor otherwise obstruct implementation of California's Advanced Clean Cars Program.

California Renewable Portfolio Standards (SB 1078)
Established under SB 1078, the California Renewable Portfolio Standards do not directly apply to the Project as it is a Statewide measure that establishes a renewable energy mix. Energy directly or indirectly supplied to the Project Site by electric corporations is required by law to comply with SB 1078. On this basis, the Project is determined to be consistent, with, and would not interfere with, nor otherwise obstruct implementation of California Renewable Portfolio Standards.

Clean Energy and Pollution Reduction Act (SB 350)
Energy directly or indirectly supplied to the Project Site by electric corporations is required by law to comply with SB 350. No feature of the Project would interfere with implementation of the requirements under SB 350.

<u>Consistency with Local Energy Plans and Regulations</u>
County Policy Plan
Policy RE 1.1 of the County Policy Plan requires the continued application of the County's *Greenhouse Gas Emissions Reduction Plan Update* (*GHG Reduction Plan*) across the unincorporated County to maximize energy conservation and efficiency. The *GHG Reduction Plan* requires the incorporation of design measures that lessen the energy demands of new development. The required design measures are primarily related to the building's materials and systems (e.g., lighting fixtures, plumbing fixtures, heating and ventilation equipment) and would be incorporated into the Project's future construction drawings.

Also Policy NR 1.9 requires the application of the California Green Building Standards Code (CALGreen) in the design of all new buildings to minimize energy use. Compliance with the *GHG Reduction Plan* and the CALGreen Code would be confirmed by County staff prior to issuance of building permits. Accordingly, no component of the Project would conflict with or interfere with the implementation of Policies RE-1.1 and/or NR 1.9 of the County Policy Plan.

The County Policy Plan contains no other energy-related policies that are applicable to the proposed Project.

Conclusion

As supported by the preceding analysis, the Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency and a less than significant impact would occur.

No potentially significant adverse environmental impacts related to the Project's consumption of Energy resources are identified, and no further evaluation of this topic is required.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	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 Vision 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 waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☒	☐	☐	☐

A *Geotechnical Exploration and Infiltration Testing Report* was prepared for the Project by Leighton Consulting, Inc. (Leighton) in 2017 to identify any geologic hazards and provide recommendations for future

development of the Project. An update to the 2017 report was prepared for the Project by Soils Southwest, Inc. in 2023. These reports are included as *Technical Appendices E* and *F* to this Initial Study and their findings are incorporated into the analysis presented herein.

VII-a) **i. No Impact**. There are no known active or potentially active earthquake faults on the Project Site or trending toward the Project Site and the Project Site is not located within a mapped Alquist-Priolo Earthquake Fault Zone. The closest active fault to the Project Site is the San Jacinto-San Bernardino fault is located approximately 2.7 miles northeast of the Project Site (Soils Southwest, 2023, p. 1). Because there are no known faults located on or trending towards the Project Site, the Project would not directly or indirectly expose people or structures to substantial adverse effects related to rupture of a known earthquake fault. No impact would occur.

ii. Less than Significant Impact. The Project Site is in a seismically active area of Southern California and is expected to experience moderate-to-severe ground shaking during the lifetime of the Project. The Project Site's risk of exposing people and structures to strong seismic ground shaking is not substantially different than that of other similar properties in the Southern California area and is considered adequately mitigated to protect public health, safety, and welfare if buildings are designed and constructed in conformance with applicable building codes and sound engineering practices. As a condition of Project approval, the Project would be required to be constructed in accordance with the California Building Standards Code (CBSC, Title 24, Part 11 of the California Code of Regulations) and the San Bernardino County Building Code (Title 6, Division 3 of the San Bernardino County Code of Ordinances), which adopts of the CBSC with local amendments (San Bernardino County, 2023a). The CBSC and San Bernardino County Building Code have been specifically tailored for California earthquake conditions and provide standards that must be met to safeguard life or limb, health, property, and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures.

In addition, the CBSC (Chapter 18) and the San Bernardino County Development Code (Chapter 87.08) require development projects to prepare geologic engineering reports to identify property-specific recommendations to preclude adverse effects involving unstable soils and strong seismic ground-shaking, including, but not limited to, recommendations related to ground stabilization, selection of appropriate foundation type and depths, and selection of appropriate structural systems. The Project Applicant retained professional geotechnical firms, Leighton and Soils Southwest, to prepare geotechnical reports for the Project; these reports are appended to this Initial Study. These geotechnical reports are considered "Preliminary" and are subject to review and approval by the County Building and Safety Division prior to issuance of grading and building permits to ensure the requirements of CBSC and County Development Code are met and property addressed by the Project's construction plans. The County will condition the Project to comply with the Site-specific ground preparation and construction recommendations contained in the reviewed geotechnical report. With mandatory compliance with these standard and Site-specific design and construction measures, implementation of the Project would not directly or indirectly expose people or structures

to substantial adverse effects, including loss, injury or death, involving seismic ground shaking. Impacts would be less than significant.

iii. Less than Significant Impact. According to the Project's geotechnical investigation and the County's Geologic Hazards Map, the Project Site is not located within an area of liquefaction susceptibility (San Bernardino County, 2010; Leighton, 2017, pp. 5-6). Regardless, the Project would be required to be designed and constructed in accordance with applicable seismic safety guidelines, including the standard requirements of the CBSC and County Building Code, as noted above. Furthermore, and pursuant to the requirements of County Development Code Section 87.08.020, the Project would be required (via conditions of approval) to comply with the grading and construction recommendations contained within the geotechnical report for the Project Site to further reduce the risk of seismic-related ground failure due to liquefaction. Therefore, implementation of the Project would not directly or indirectly expose people or structures to substantial hazards associated with seismic-related ground failure and/or liquefaction hazards. Impacts would be less than significant.

iv. No Impact. According to the County's Geologic Hazard Overlay Map, the Project area is not located in an area that is susceptible to landslides (San Bernardino County, 2010). Additionally, the Project Site is relatively flat and contains no substantial natural or man-made slopes under existing conditions and no slopes are located on or adjacent to the Project Site. (Google Earth, 2025) Accordingly, no slope or stability hazards are present at or near the Project Site. Implementation of the Project would result in no impact.

VII-b) **Less than Significant Impact**. The analysis below summarizes the Project's likelihood to result in substantial soil erosion during temporary construction activities and/or long-term operation.

Construction-Related Erosion Impacts

Grading activities associated with the Project would temporarily expose underlying soils in the Project's grading footprint to water and air, which would increase erosion susceptibility during rainfall events or high winds while the soils are exposed. Pursuant to the requirements of the State Water Resources Control Board (SWRCB, 2023) the Project Applicant would be required to obtain coverage under a National Pollutant Discharge Elimination System (NPDES) permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. In addition, the Project would be required to comply with the Santa Ana RWQCB's *Santa Ana River Basin Water Quality Control Program*. Compliance with the NPDES permit and the *Santa Ana River Basin Water Quality Control Program* involves the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) for construction-related activities. The SWPPP will specify the BMPs that the Project Applicant will be required to implement during construction activities to ensure that waterborne pollution – including erosion/sedimentation – is prevented, minimized, and/or otherwise appropriately treated prior to surface runoff being discharged from the subject property. Examples of BMPs that may be utilized during construction include, but are not limited to, sandbag barriers,

geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, and hydro-seeding. Lastly, the Project would be required to implement an erosion and dust control plan pursuant to County Development Code Section 85.11.030 (and to ensure compliance with SCAQMD Rule 403) to minimize water- and windborne erosion. Mandatory compliance with the SWPPP and the erosion control plan would ensure that the Project's implementation does not violate any water quality standards or waste discharge requirements during construction activities. Therefore, water quality impacts associated with construction activities would be less than significant and no mitigation measures would be required.

Post-Development Erosion Impacts

Upon Project build-out, the Project Site would be covered by a building, landscaping, and impervious surfaces (e.g., parking lots). Stormwater runoff from the Project Site would be captured, treated to reduce waterborne pollutants (including sediment), and conveyed from the Project Site via an underground storm drain system. Upon completion of Project buildout, the amount of erosion that would occur on the Project Site would be minimal and less than existing conditions.

To meet the requirements of the County's Municipal Storm Water Permit, and in accordance with San Bernardino County Code of Ordinances Section 35.0118, the Project Applicant would be required to prepare and implement a water quality management plan (WQMP), which is a Site-specific post-construction water quality management program designed to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters, under long-term conditions via best management practices (BMPs). The WQMP is required to identify an effective combination of erosion control and sediment control measures (i.e., BMPs) to reduce or eliminate sediment discharge to surface water from storm water and non-storm water discharges. The preliminary WQMP for the Project, which is appended to this Initial Study, identifies preventive, low impact development BMPs (such as the use of permeable surfaces across the site, catch basin inserts, and an underground retention system), non-structural source control BMPs (such as vacuum sweeping of parking lots and routine maintenance of catch inserts to prevent clogging and maximize removal efficiency), and structural source control BMPs (such as utilizing efficient irrigation systems that minimize overspray), to minimize erosion. The WQMP also is required to establish a post-construction implementation and maintenance plan to ensure on-going, long-term erosion protection. Compliance with the WQMP will be required as a condition of approval for the Project, as will the long-term maintenance of erosion and sediment control features. Because the Project would be required to utilize erosion and sediment control measures to preclude substantial, long-term soil erosion and loss of topsoil, the Project would result in less than significant impacts related to soil erosion.

VII-c) **Less than Significant Impact**. The Project Site is relatively flat and not susceptible to landslide hazards (San Bernardino County, 2010). Additionally, the Project does not propose the construction of any manufactured slopes. Accordingly, the Project would result in no impacts associated with landslides.

The Project Site has a medium to high risk of subsidence (San Bernardino County, 2019, Figure 5.6-4). The County will condition the Project to comply with the site-specific ground preparation and construction recommendations contained in the Project's geotechnical report, and the County will ensure compliance prior to issuance of grading and building permits. Accordingly, impacts would be less than significant.

Lateral spreading is primarily associated with liquefaction hazards. As noted above under the Response VII(a), the Project Site is not located within an area susceptible to liquefaction. Thus, the potential for lateral spreading is low. Accordingly, impacts associated with lateral spreading would be less than significant.

VII-d) **No Impact**. Near-surface soils on the Project Site consist of gravelly sand and cobbles; clay content in on-site soils is low, which is a critical characteristic of expansive soils (Leighton, 2017, pp. 3, 6). Accordingly, the Project Site does not contain expansive soils and, as such, would not create substantial direct or indirect risks to life or property associated with the presence of expansive soils. No impacts would occur.

VII-e) **No Impact**. The Project is designed to connect to the municipal wastewater disposal and treatment system. The Project does not include septic tanks or alternative wastewater disposal systems. Accordingly, implementation of the Project would result in no impact related to the use or performance of septic tanks and/or alternative wastewater systems.

VII-f) **Potentially Significant Impact**. The Project Site is underlain near the surface with young alluvial fan deposits, which have a low paleontological sensitivity (USGS, 2003; Leighton, 2017, p. 3). However, at depth, it is possible that Project construction activities could encroach into previously undisturbed Pleistocene older alluvium, which has a high paleontological sensitivity (San Bernardino County, 2019, pp. 5.5-18-5.5-19). The required EIR will evaluate the Project's potential to directly or indirectly destroy a unique paleontological feature.

Potentially significant adverse impacts to Geology and Soils have been identified or are anticipated. An in-depth analysis of potential impacts to Geology & Soils will be provided in the EIR and feasible mitigation measures will be identified if warranted.

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

VIII-a) Potentially Significant Impact. Project-related construction and operational activities would emit air pollutants, several of which are classified as greenhouse gases (GHGs). A GHG emissions assessment will be prepared to quantify the GHG emissions resulting from implementation of the Project. The results of the GHG emissions assessment will be disclosed in the Project's EIR, and the EIR will determine whether the Project-related GHG emissions have the potential to result in a significant impact on the environment.

VIII-b) Potentially Significant Impact. The Project's potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions will be evaluated in the Project's EIR.

Potentially significant adverse environmental impacts related to Greenhouse Gas Emissions have been identified or are anticipated. An in-depth analysis of potential Greenhouse Gas Emissions will be provided in the EIR and feasible mitigation measures will be identified if warranted.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	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	☐	☐	☐	☒

A Phase I Environmental Site Assessment (ESA) was prepared by Enercon Services, Inc. (Enercon) to determine the presence/absence of hazards and hazardous materials on the Project Site. This report is included as *Appendix* G to this Initial Study and its findings are incorporated in the analysis presented herein.

IX-a & b) Less than Significant Impact. A significant impact may occur if a project would involve the use or disposal of hazardous materials as part of its routine operations, or would have the potential to generate toxic or otherwise hazardous emissions that could adversely affect sensitive receptors. The analysis below addresses the potential for hazardous materials effects associated with the existing condition of the Project Site, constructing the proposed Project, and/or operating the Project.

Impacts Associated with Existing Site Conditions

The Project Site and the immediate vicinity were used for agriculture or were undeveloped land until at least 1938. The Project Site appears to be fallow land by 1949 and agricultural activity in the surrounding area appears to decline as the area begins to be developed with homes. By 1959, the southeast and southcentral portion of the Project Site contained a residence, which remains on the Site under existing conditions, and multiple outbuildings. From 1980 to 2000, the southeast and southcentral portions of the Project Site also were used to store heavy construction machinery and equipment as part of a backhoe construction business, known as R.B. Equipment Company. All other portions of the Project Site have been vacant and undeveloped since agricultural activities ceased in the 1940s (Enercon, 2025, pp. 15-17).

Based on a review of historic regulatory agency hazardous materials databases, historic site aerial photographs, interviews with current property owners, a review of prior Phase I and Phase II ESA reports, and a reconnaissance of the Project Site, Enercon did not uncover substantial evidence of hazardous substances and petroleum products, storage tanks or hazardous product containers, stained soils, stressed vegetation, odors, wells, or pits, ponds or pools of liquid at the Project Site and determined that the Project Site does not contain any recognized environmental conditions (RECs), soil contamination that exceeded applicable screening thresholds, or other environmental concerns in connection with the Project Site (Enercon, 2025, pp. 11-21).

Based on the foregoing information, there are no existing conditions or features on the Project Site that would represent a substantial hazard to the public or the environment.

Impacts Associated with Project Construction Activities

Heavy equipment (e.g., dozers, excavators, tractor) would operate on the subject property during construction of the Project. Heavy equipment is typically fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which is considered hazardous if improperly stored or handled. Also, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be located on the Project Site during construction. Improper use, storage, or transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with the proposed Project than would occur on any other similar construction site. Construction contractors would be required to comply with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous

construction-related materials, including but not limited requirements imposed by the Environmental Protection Agency (EPA), US Department of Transportation regulations listed in the Code of Federal Regulations (Title 49, Hazardous Materials Transportation Act); Caltrans standards; California Department of Toxic Substances Control (DTSC), SCAQMD, Santa Ana RWQCB, and the California Department of Industrial Relations Division of Occupational Safety and Health (Cal/OSHA). With mandatory compliance to applicable hazardous materials regulations, the Project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials during the construction phase. Impacts would be less than significant.

Impacts Associated with Project Operational Activities

The Project Site would be developed with an industrial warehouse building; the future building user(s) are not yet identified. Hazardous materials storage is not expected to occur within the building or on the Project Site; however, the future user(s) of the Project could use hazardous chemicals and/or materials could be utilized during routine Project operations and maintenance, including but not limited to aerosols, cleaners, fertilizers, lubricants, paints or stains, solvents, and fuels (e.g., gasoline, propane). State and federal Community-Right-to-Know laws allow the public access to information about the amounts and types of chemicals in use at local businesses. Laws also are in place that require businesses to plan and prepare for possible chemical emergencies. Any business that occupies the warehouse building on the Project Site and that handles hazardous materials (as defined in Section 25500 of California Health and Safety Code, Division 20, Chapter 6.95) will require a permit from the San Bernardino County Fire Protection District Hazardous Materials Division to register the business as a hazardous materials handler. Such businesses also are required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to the responsible Certified Unified Program Agencies (CUPA), which for the Project would be the San Bernardino County Fire Protection District, and the State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business, and to prepare a Hazardous Materials Business Emergency Plan (HMBEP). An HMBEP is a written set of procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material. With mandatory regulatory compliance, the Project would not pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials, nor would the Project increase the potential for accident conditions which could result in the release of hazardous materials into the environment. Based on the foregoing information, potential hazardous materials impacts associated with long-term operation of the Project would be regarded as less than significant.

IX-c) **Less than Significant Impact**. The Wilmer Amina Carter High School is located approximately 0.2-mile northeast of the Project Site. As described above under Responses IX(a) and (b), the use of and transport of hazardous substances or materials to-and-from the Project Site during construction and long-term operational activities would be required to comply with applicable federal, State, and local regulations that would preclude substantial public safety hazards. Furthermore, Project-related

trucks would not travel adjacent to Wilmer Amina Carter High School because all truck traffic serving the Project would be restricted to designated truck routes and there are no truck routes adjacent to the school. Accordingly, there would be no risk for existing or proposed schools to be exposed to substantial safety hazards associated with emission, handling of, or the routine transport of hazardous substances or materials to-and-from the Project Site and impacts would be less than significant.

IX-d) **No Impact**. Government Code Section 65962.5 requires DTSC, the State Department of Health Services, State Water Resources Control Board, and the State Department of Resources Recycling and Recovery to maintain a list of hazardous materials sites that fall within specific, defined categories. The Project Site is not included on any hazardous materials sites database regulated by Government Code Section 65962.5 (DTSC, n.d.). No impact would occur.

IX-e) **No Impact**. The Project Site is not within an airport land use plan area or within two miles of a public use airport. The nearest public-use airport is the San Bernardino International Airport, approximately 9.5 miles southeast of the Project Site. Therefore, the proposed project would not result in a safety or noise hazard for people working at the Project Site.

IX-f) **No Impact**. The Project Site does not contain any emergency facilities nor does it serve as an emergency evacuation route. As part of the County's discretionary review process, the County reviewed the Project's application materials to ensure that adequate emergency ingress and egress would be available to-and-from the Project Site and that Project operation would not substantially impede emergency response times in the local area. During construction, all materials and equipment would be stored/staged on the Project Site and would not interfere with emergency vehicles traveling along Maple Avenue. Project construction activities would occur within the Maple Avenue public right-of-way; however, for any work within the right-of-way that requires a partial or full closure of a sidewalk or vehicle travel lane, the construction contractor would be required to implement a traffic control plan that complies with the *California Manual on Uniform Traffic Control Devices* and must be approved by the County to ensure that emergency response is not adversely affected. During construction and long-term operation, the proposed Project would be required to maintain adequate emergency access for emergency vehicles. Accordingly, implementation of the Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, and no impact would occur.

IX-g) **No Impact**. The Project Site is not located adjacent to wildlands nor is the Project Site located within or adjacent to a "Very High Fire Hazard Severity Zone" (CAL FIRE, 2024). Accordingly, the Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. No impact would occur.

No potentially significant adverse environmental impacts are identified related to Hazards & Hazardous Materials, and no further evaluation of this topic is required.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	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 groundwater 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;	☐	☐	☒	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site;	☒	☐	☒	☐
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted 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?	☐	☐	☒	☐

The analysis in this section incorporates information from the Project's *Preliminary Hydrology Report* and *Preliminary Water Quality Management Plan* (WQMP) prepared by Huitt-Zollars, Inc. These reports are

included as *Appendices H* and *I*, respectively, to this Initial Study and their findings are incorporated into the analysis presented herein.

X-a) **Less than Significant Impact**. The Project Applicant would be required to comply with Section 402 of the Clean Water Act, which authorizes the NPDES permit program that covers point sources of pollution discharging to a water body. The NPDES program would require the Project Applicant and/or construction contractor to prepare a SWPPP and obtain authorization to discharge stormwater under an NPDES construction stormwater permit because the Project would result in construction on a site that is larger than one acre. The Project Applicant also would be required to comply with regional and local requirements to implement the California Porter-Cologne Water Quality Control Act (Section 13000 *et seq.*, of the California Water Code), which requires that comprehensive regional water quality control plans be developed for all waters within the State of California (such as the Basin Plan and the IRWMP for the Santa Ana River Watershed). The Project Site is located within the jurisdiction of the Santa Ana RWQCB.

As demonstrated in the analysis below, the Project would not violate any water quality standards or waste discharge requirements.

Construction-Related Water Quality Impacts

Construction of the Project would involve clearing/demolition, grading, paving, utility installation, building construction, and landscaping activities, which have the potential to generate silt, debris, organic waste, chemicals, paints, and other solvents; should these materials come into contact with water that reaches the groundwater table or flows off-site, the potential exists for the Project's construction activities to adversely affect water quality.

Pursuant to the requirements of the Santa Ana RWQCB and the San Bernardino County Code of Ordinances (Section 35.0118), the Project Applicant would be required to obtain coverage under the State's General Construction Storm Water Permit for construction activities (NPDES permit). The NPDES permit is required for all development projects that include construction activities, such as clearing, grading, and/or excavation, that disturb at least one (1) acre of total land area. Compliance with the NPDES permit program involves the preparation and implementation of a SWPPP for construction-related activities. The SWPPP will specify the BMPs that the Project's construction contractors would be required to implement during construction activities to ensure that potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Examples of BMPs that may be utilized during construction include, but are not limited to, sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, and hydro-seeding. Additionally, pursuant to the County's Development Code (Section 85.11.030), the Project Applicant also would be required to implement an erosion control plan to minimize water- and windborne erosion. Mandatory compliance with the SWPPP and the erosion control plan would ensure that the Project's construction

does not violate any water quality standards or waste discharge requirements. Therefore, water quality impacts associated with construction activities would be less than significant.

Post Development Water Quality Impacts

Stormwater pollutants that may be produced during Project operation include pathogens (bacterial/virus), phosphorous, nitrogen, noxious aquatic plants, sediment, metals, oil/grease, trash/debris, pesticides/herbicides, and organic compounds (Huitt-Zollars, 2023a, p. 2-3).

The Project Applicant would be required to prepare and implement a WQMP to demonstrate compliance with the County's NPDES municipal stormwater permit, and to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters. The WQMP is a Site-specific post-construction water quality management program designed to address the potential release of pollutants of concern for downstream receiving waters and other water pollutants using BMPs. Implementation of the WQMP ensures on-going, long-term protection of the watershed basin. The preliminary WQMP for the Project is appended to this Initial Study. As identified in the preliminary WQMP, the Project is designed to include structural source control BMPs that include an on-site infiltration basin, a hydrodynamic separator, and storm drain catch basins equipped with filter inserts, as well as operational source control BMPs (including but not limited to: the installation of water-efficient landscape irrigation systems, storm drain system stenciling and signage, and implementation of a trash and waste storage areas) to minimize, prevent, and/or otherwise appropriately treat stormwater runoff flows before they are discharged into the municipal storm drain system. Compliance with the preliminary WQMP would be required as a condition of Project approval pursuant to County Code of Ordinances Section 35.0118, and long-term maintenance of on-site BMPs would be required to ensure their long-term effectiveness.

Additionally, the NPDES program requires certain land uses, including the industrial land uses proposed by the Project, to prepare a SWPPP for operational activities and to implement a long-term water quality sampling and monitoring program, unless an exemption has been granted. On April 1, 2014, the California State Water Resources Control Board adopted a new NPDES permit for storm water discharge associated with industrial activities (referred to as the "Industrial General Permit"). This permit was amended in 2015 and 2018 and is effective as of as of July 1, 2020. (SWRCB, 2020). Under this currently effective NPDES Industrial General Permit, the Project would be required to prepare a SWPPP for operational activities and implement a long-term water quality sampling and monitoring program or receive an exemption. Because the permit is dependent upon a detailed accounting of all operational activities and procedures, and the Project's building users and their operational characteristics are not known at this time, details of the operational SWPPP (including BMPs) or potential exemption to the SWPPP operational activities requirement cannot be determined with certainty at this time. However, based on the performance requirements of the NPDES Industrial General Permit, the Project's mandatory compliance with all applicable water quality regulations would further reduce potential water quality impacts during long-term operation.

Based on the foregoing analysis, the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality during long-term operation. Impacts would be less than significant.

X-b) **Less than Significant Impact**. The Project would be served with potable water from the West Valley Water District and the Project Applicant does not propose the use of any wells or other groundwater extraction activities. Therefore, the Project would not directly draw water from the groundwater table. Accordingly, implementation of the proposed Project would not directly deplete or decrease groundwater supplies and the Project's impact to groundwater supplies would be less than significant.

Development of the Project would increase impervious surface coverage on the Project Site which would, in turn, reduce the amount of water percolating into the groundwater basin (Upper Santa Ana Valley, Rialto-Colton Subbasin) that underlies the Project Site. Site. Recharge to the Rialto-Colton subbasin primarily occurs from Lytle Creek in the northwestern part of the subbasin, Reche Canyon in the southeastern part, and the Santa Ana River in the southcentral part. Lesser amounts of recharge are provided by percolation of precipitation to the valley floor, underflow, and irrigation and septic returns. (DWR, 2004) The Project would not physically impact any of the major sources of groundwater recharge in the Subbasin. Therefore, the Project would not result in substantial, adverse effects to local groundwater levels.

Additionally, the Project includes design features that would maximize the percolation of on-site storm water runoff into the groundwater basin, such as an infiltration basin and permeable landscape areas. Accordingly, buildout of the Project with these design features would not interfere substantially with groundwater recharge or impede sustainable groundwater management of the Rialto-Colton subbasin. Based on the foregoing information, the Project would not interfere substantially with groundwater recharge.

For the reasons stated above, the Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project would impede sustainable groundwater management of the basin. Impacts would be less than significant.

X-c) **i. Less than Significant Impact**. Although the grading proposed by the Project would alter the Project Site's existing ground contours and the drainage patterns within the Project Site boundaries, such changes would not result in substantial erosion or siltation on- or off-site. Pursuant to the requirements of the State Water Resources Control Board, the Project Applicant would be required to obtain coverage under the State's General Construction Storm Water Permit for construction activities (NPDES permit). The NPDES permit is required for all development projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one (1) acre of total land area. Compliance with the NPDES permit program involves the preparation and implementation of a SWPPP for construction-related activities. The SWPPP will specify the BMPs that

the Project Applicant will be required to implement during construction activities to ensure that waterborne pollution – including erosion/sedimentation – is prevented, minimized, and/or otherwise appropriately treated prior to surface runoff being discharged from the Project Site. Examples of BMPs that may be utilized during construction include, but are not limited to, sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, and hydro-seeding. Lastly, the Project would be required to implement an erosion and dust control plan pursuant to County Development Code Section 85.11.030 (and to ensure compliance with SCAQMD Rule 403) to minimize water- and windborne erosion. Mandatory compliance with the SWPPP and the erosion control plan would ensure that the Project's implementation does not violate any water quality standards or waste discharge requirements during construction activities. Based on the foregoing information, water quality impacts associated with Project construction activities would be less than significant.

During operation of the Project, the Project Applicant would be required to prepare and implement a WQMP, which is a Project Site-specific post-construction water quality management program that will be implemented to minimize erosion and siltation, pursuant to County Code of Ordinances Section 35.0118. The WQMP is required to identify an effective combination of erosion control and sediment control measures (i.e., BMPs) to reduce or eliminate sediment discharge to surface water from storm water and non-storm water discharges. The WQMP also is required to establish a post-construction implementation and maintenance plan to ensure on-going, long-term erosion protection. Compliance with the WQMP is required as a condition of approval for the Project, as is the long-term maintenance of erosion and sediment control features. The preliminary WQMP for the Project is provided as *Technical Appendix I* to this Initial Study. Because the Project Applicant would be required to utilize erosion and sediment control measures to preclude substantial, long-term soil erosion and loss of topsoil, Project operation would result in less than significant impacts related to soil erosion and sedimentation.

ii. & iii. Less than Significant Impact. The Project's storm drain system is designed to capture all stormwater runoff originating on the Project Site and convey these flows to an on-site underground infiltration system located on the southwest side of the Project Site. The overflow from the underground infiltration system will be discharged into the existing, master-planned 45-inch public storm drain line located beneath Maple Avenue to the east of the Project Site.

Upon Project buildout, approximately 31.5 cubic feet per second (cfs) of stormwater runoff would be discharged from the Project Site during peak storm conditions; this discharge volume represents an approximately four (4) percent decrease from existing discharge rate of 32.9 cfs. The discharge flows from the Project Site are consistent with the master plan design flows for the existing storm drain beneath Maple Avenue. (Huitt-Zollars, 2023a, pp. 1-2) Accordingly, implementation of the Project would not substantially increase the rate or amount of surface water runoff discharged from the site in a manner that would result in flooding on- or off-site or that would exceed the capacity of the existing stormwater drainage system servicing the Project Site. Impacts would be less than significant.

iv. No Impact. According to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map No. 06071C7920H, the Project Site is classified as an "Area of Minimal Flood Hazard (Zone X))" and is not located within a special flood hazard area (FEMA, 2008). Accordingly, development on the Project Site would have no potential to place housing, or other structures, within a 100-year floodplain or impede or redirect flood flows within a 100-year floodplain. No impact would occur.

X-d) **No Impact**. The Project Site is not within a 100-year flood hazard zone. Therefore, the Project does not have the potential to release pollutants due to 100-year flood inundation (FEMA, 2008). A tsunami is a sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement of a seafloor associated with large, shallow earthquakes. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. The Project Site is located approximately 45 miles from the Pacific Ocean. Due to site distance, the Project would not be subject to tsunami-related inundation. Additionally, there are no enclosed or semi-enclosed bodies of water in proximity to the Project Site. Due to site distance, the Project would not be subject to seiche related inundation. No impacts would occur.

X-e) **Less than Significant Impact**. As discussed in Response X(a) above, the Project Site is located within the Santa Ana River Basin and Project-related construction and operational activities would be required to comply with the Santa Ana RWQCB's regulations by preparing and adhering to a SWPPP and WQMP. As also discussed in Threshold X-a above, implementation of the Project would not conflict with or obstruct the *Santa Ana River Basin Water Quality Control Plan* and impacts would be less than significant.

The Project Site is located within the Rialto-Colton subbasin of the Upper Santa Ana Valley Groundwater Basin. The Rialto-Colton subbasin is part of the adjudicated San Bernardino Basin Area. Adjudicated basins, like the San Bernardino Basin Area, are exempt from the 2014 Sustainable Groundwater Management Act (SGMA) because such basins already operate under a court-ordered management plan to ensure their long-term sustainability. No component of the Project would obstruct or prevent implementation of the management plan for the San Bernardino Basin Area. As such, the Project's construction and operation would not conflict with any sustainable groundwater management plan. Impacts would be less than significant.

No potentially significant adverse environmental impacts are identified to Hydrology and Water Quality, and no further evaluation of this topic is required.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	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?	☒	☐	☐	☐

XI-a) No Impact. The Project would connect to the existing roadway system and other infrastructure and would not involve the reconfiguration of streets that could have the potential to alter the surrounding pattern of future development, or that would affect the connectivity of existing residential uses in the vicinity of the Project Site. Although the Project would result in the vacation/abandonment of an unbuilt segment of Vineyard Avenue that traverses the Project Site, the proposed vacation would not physically divide an established community because this segment has never been utilized for public access and there are numerous other roadways in the Project Site vicinity that provide local east-west access (e.g., Casmalia Street, Bohnert Avenue).

North of the Project Site are existing single-family homes. Development of the Project would not divide these homes from an established community because these homes are already physically separated from the Project Site by a wall and none of these homes utilize the Project Site for access. South of the Project Site is vacant property (that is planned for future industrial development); thus the Project would not physically divide an existing community located south of the Project Site. Maple Avenue abuts the Project Site on the east and existing industrial land uses abut the Project Site on the west (with walls and fences installed along respective property lines). Accordingly, land uses to the west and east are already physically separated from the Project Site under existing conditions; therefore, the Project would not result in the division or separation of any communities located to the west or east of the Project Site. Due to the existing barriers that already separate the Project Site from abutting properties, implementation of the Project would not result in the physical disruption or division of an established community. No impact would occur.

XI-b) Potentially Significant Impact. The Project proposes an amendment to the Policy Plan Land Use Map to change the Project Site's land use designation from Very Low Density Residential (VLDR) to Special Development (SD) to accommodate the development of industrial land uses. The required EIR will provide an analysis of the Project's potential to 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.

Potentially significant adverse impacts to Land Use and Planning have been identified or are anticipated. An in-depth analysis of potential impacts to Land Use and Planning will be provided in the EIR and feasible mitigation measures will be identified if warranted.

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

XII-a) Less than Significant Impact. The California DOC designates the Project Site as Lytle Creek Fan Mineral Resources Zone 2 (MRZ-2) (DOC, 2008a). The MRZ-2 zone corresponds to areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists. This zone shall be applied to known mineral deposits or where well-developed lines of reasoning, based upon economic-geologic principles and adequate data, demonstrate that the likelihood for occurrence of significant mineral deposits is high (DOC, 2008b). The MRZ-2 classification is applied to a portion of the Project Site due to the likely presence of Plain Cement Concrete (PCC)-grade aggregate resources (ibid.). Despite the potential presence of PCC-grade aggregate resources on a portion of the Project Site, the potential deposits on and abutting the Project Site are not classified as a regionally-significant deposit (San Bernardino County, 2019, Figure 5.11-3). Furthermore, due to constraints on and abutting the Project Site (e.g., the relatively small size and narrow dimensions of the Site, which present issues related to required equipment setbacks and staging areas, and the residential land uses adjacent to the Site to the north and east) mineral resources extraction would not be feasible on-site. For the reasons described above, the Project Site is determined to not contain a mineral resource of substantial value to the region and development of the Project would not result in the loss of a locally important mineral resource site.

XII-b) Less than Significant Impact. Refer to Response XII(a), above.

No potentially significant adverse environmental impacts are identified to Mineral Resources and no further study of this topic is required.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
XIII. NOISE				
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise level 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?	☐	☐	☒	☐

A *Noise and Vibration Impact Analysis* was prepared for the Project by Urban Crossroads to evaluate Project-related long-term operational and short-term construction noise impacts. This report is included as *Technical Appendix J* to this Initial Study and its findings are incorporated into the analysis presented herein.

XIII-a) Less than Significant Impact. The analysis presented on the following pages summarizes the Project's potential construction noise levels and operational noise levels. The detailed noise calculations for the analysis presented here are provided in Appendices 7.1 through 10.2 of the Project's Noise Study, which is appended to this Initial Study.

Construction Noise Impact Analysis

The Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* recognizes that construction projects are accomplished in several different stages and outlines the procedures for assessing noise impacts during construction. Each stage has a specific equipment mix, depending on the work to be completed during that stage. As a result of the equipment mix, each stage has its own noise characteristics; some stages have higher continuous noise levels than others, and some have higher impact noise levels than others. Project construction activities are expected to proceed in five (5) stages, primarily during daytime hours: 1) site preparation; 2) grading; 3) building construction; 4) paving; and 5) application of architectural coatings. These activities would create temporary periods of noise when heavy construction equipment is in operation and would cause a short-term increase in ambient noise levels. Project construction noise levels at nearby,

representative sensitive receptor locations are summarized in in Table 1, *Project Construction Noise Level Summary*. The receptor locations referenced in Table 1 are illustrated on Figure 15, *Noise Receiver Locations*. The modeled receptor locations include existing homes in the Project vicinity and are representative of existing sensitive receptors nearest the Project Site.

Table 1 Project Construction Noise Level Summary (Daytime)

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels[2]
R1	61.3	60.6	57.9	55.2	53.5	61.3
R2	61.1	60.4	57.7	55.0	53.3	61.1
R3	62.2	61.5	58.8	56.1	54.4	62.2
R4	61.8	61.1	58.4	55.7	54.0	61.8

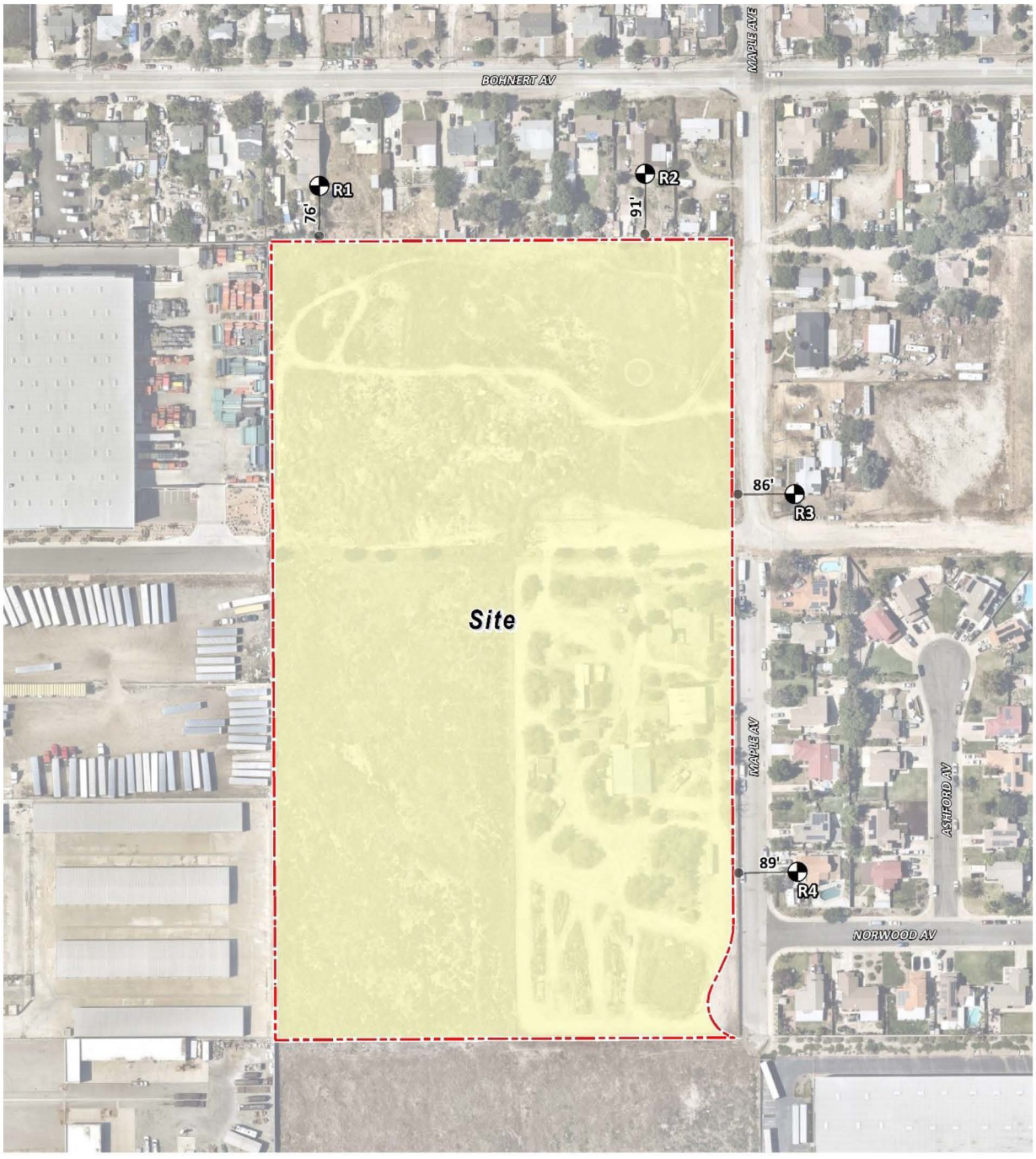
[1]Noise receiver locations are shown on Figure 15.

[2]Construction noise level calculations based on distance from the construction activity, which is measured from the Project Site boundary to nearest receiver locations. CadnaA construction noise model inputs are included in Appendix 10.1 of the Project's Noise Study.

Source: (Urban Crossroads, 2025, Table 10-2)

As shown in Table 1, noise levels during peak Project construction would range from 61.1 to 62.2 $dBAL_{eq}$ at nearby receiver locations. The noise levels presented in Table 1 are expected to occur during daytime hours when construction activities are allowed by right pursuant to the County Development Code Section 83.01.080(g)(3); the Development Code does not limit construction noise between the hours of 7:00 a.m. and 7:00 p.m. Monday through Saturday. Thus proposed daytime construction activities would not conflict with or exceed the standards established by the Development Code. Notwithstanding, noise from daytime construction activities is evaluated against a secondary standard, established by the FTA, to ensure that daytime construction noise does not result in a substantial adverse effect to nearby receptor locations. The FTA standard of 80 dBA L_{eq} is consistent with safety standards adopted by the National Institute for Occupational Safety and Health (NIOSH) and construction noise levels of 80 dBA L_{eq} or below have been demonstrated to result in insignificant health effects to exposed receptors during prolonged exposure (more than 8 hours per day) (Urban Crossroads, 2025, pp. 16, 54). Accordingly, daytime Project construction activities would not expose nearby receptors to substantial adverse effects and impacts would be less than significant.

There is the potential during the Project's construction phase that pouring concrete within the building footprint (for the building foundation and/or wall panels) could occur during nighttime hours. Noise levels during potential nighttime concrete pouring activities are presented in Table 2, *Project Construction Noise Levels (Nighttime)*. At all receiver locations, the Project's nighttime concrete pouring noise levels would not exceed the standards established by the County – and would be less than the safety standards adopted by NIOSH – and impacts would be less than significant.



Source(s): Urban Crossroads (10-03-2023)

Figure 15

Not to Scale

Noise Receiver Locations

Table 2 Project Construction Noise Levels (Nighttime)

Receiver Location[1]	Concrete Pour Construction Noise Levels (dBA Leq)		
	Exterior Noise Level[2]	Threshold[3]	Threshold Exceeded?[5]
R1	46.0	48.8	No
R2	45.8	49.2	No
R3	46.9	52.0	No
R4	46.5	56.2	No

[1]Construction noises source and receiver locations are shown on Figure 15.
[2]Nighttime concrete pour noise model inputs are included in Appendix 10.2 of the Project's Noise Study.
[3]Exterior nighttime noise level standards, adjusted to reflect the ambient noise levels (see Table 5-1 of the Project's Noise Study) per the San Bernardino County Development Code Section 83.01.080(e).
[4]Do the estimated Project construction noise levels exceed the construction noise level threshold?
Source: (Urban Crossroads, 2025 Table 10-4)

Operational Noise Impact Analysis – Stationary Noise

Stationary (on-site) noise sources associated with long-term Project operation are expected to include loading dock activity, roof-top air conditioning units, parking lot vehicle activities, trash enclosure activity, and truck movements. The daytime and nighttime stationary noise levels associated with Project operation at nearby sensitive receptor locations (the same receptor locations used for the construction analysis, above) are summarized in Table 3, *Project Operations Noise Level Summary*.

Table 3 Project Operations Noise Level Summary

Receiver Location[1]	Project Operational Noise Levels (dBA L_{eq})[2]		Noise Level Standards (dBA L_{eq})[3]		Noise Level Standards Exceeded?[4]	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	48.9	48.8	55.0	48.8	No	No
R2	40.6	40.3	55.0	49.2	No	No
R3	32.7	31.7	55.2	52.0	No	No
R4	37.8	36.3	58.0	56.2	No	No

[1] See Figure 15 for the receiver locations.
[2] Proposed Project unmitigated operational noise levels as shown on Tables 9-2 and 9-3 of the Project's Noise Study.
[3] Exterior noise level standards, adjusted to reflect the ambient noise levels (see Table 5-1 of the Project's Noise Study) per the San Bernardino County Development Code Section 83.01.080(e).
[4] Do the estimated Project operational noise source activities exceed the noise level standards?
"Daytime" = 7:00 a.m. - 10:00 p.m.; "Nighttime" = 10:00 p.m. - 7:00 a.m.
Source: (Urban Crossroads, 2025, Table 9-4)

The maximum daytime hourly noise levels at off-site receiver locations are expected to range from 32.7 to 48.9 dBA L_{eq}, which would correspond to an increase above existing ambient noise levels of between 0.0 dBA L_{eq} (at receivers R3 and R4) and 2.8 dBA L_{eq} (at receiver R1) (Urban Crossroads, 2025, p. 49). The maximum nighttime hourly noise levels at off-site receiver locations are expected to range from 31.7 to 48.8 dBA L_{eq}, which would correspond to an increase above existing ambient noise levels of between 0.0 dBA L_{eq} (at receivers R3 and R4) and 3.0 dBA L_{eq} (at receiver R1) (Urban Crossroads,

2025, p. 50). Neither the daytime nor nighttime Project noise levels would exceed the applicable thresholds of significance (Urban Crossroads, 2025, pp. 19-20, 49). Project operational noise levels would be less than significant.

Operational Noise Impact Analysis – Traffic Noise

To evaluate permanent, off-site noise increases that ould result from Project-related traffic, noise levels were modeled for the following traffic scenarios:

- Existing plus Project: This scenario evaluates a theoretical condition where the Project is added to traffic conditions that exist today, without considering ambient growth or cumulative development projects.
- Opening Year: This scenario refers to the existing traffic noise conditions with expected ambient growth and cumulative development projects added to reflect projected roadway noise conditions at the time the Project becomes operational in the year 2025.
- Horizon Year (2040): This scenario evaluates long-term cumulative traffic conditions that considers full build out of surrounding areas.

Traffic noise contours and noise levels were established based on existing and projected future traffic conditions on off-site roadway segments within the Project's study area, and do not account for the effect of any existing noise barriers or topography that may affect ambient noise levels. Refer to the Project's Noise Study for a detailed description of the methodology used to evaluate the Project's traffic-related noise effects.

Table 4, *Existing Plus Project Traffic Noise Level Summary*, summarizes existing noise levels along Project study area roadway segments and noise levels with the addition of Project traffic. Under this analysis scenario, the Project would result in a noise increase of between 0.0 to 0.9 dBA along adjacent roadway segments, which would not exceed the applicable significance thresholds. Therefore, the Project's contribution to off-site traffic noise would not result in a substantial permanent increase in ambient noise levels under Existing plus Project traffic conditions and Project-related impacts would be less than significant.

Table 5, *Opening Year (2025) Traffic Noise Level Summary*, presents a comparison of existing noise levels (with ambient growth) along Project study area roadway segments and the noise levels that result with addition of Project traffic. Under this Opening Year scenario (2025), the Project would result in a noise increase of between 0.0 to 0.8 dBA to adjacent roadway segments, which would not exceed the applicable significance thresholds. Therefore, the Project's contribution to off-site traffic noise would not result in a substantial permanent increase in ambient noise levels under Opening Year traffic conditions and Project-related impacts would be less than significant.

Table 4 Existing Plus Project Traffic Noise Level Summary

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]			Incremental Noise Level Increase Threshold[3]	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	Alder Av.	s/o Casmalia Av.	Non-Sensitive	73.0	73.8	0.8	1.5	No
2	Alder Av.	n/o Renaissance Pkwy.	Non-Sensitive	75.0	75.0	0.0	1.5	No
3	Locust Av.	s/o Vineyard Av.	Non-Sensitive	72.4	72.4	0.0	1.5	No
4	Locust Av.	n/o Casmalia Av.	Non-Sensitive	73.0	73.8	0.8	1.5	No
5	Locust Av.	s/o Casmalia Av.	Non-Sensitive	70.6	70.6	0.0	1.5	No
6	Casmalia Av.	e/o Alder Av.	Non-Sensitive	75.0	75.7	0.7	1.5	No
7	Casmalia Av.	w/o Laurel Av.	Non-Sensitive	73.9	74.8	0.9	1.5	No
8	Casmalia Av.	w/o Locust Av.	Non-Sensitive	74.3	75.1	0.8	1.5	No
9	Casmalia Av.	e/o Locust Av.	Non-Sensitive	72.6	72.7	0.1	1.5	No

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
[3] Does the Project create an incremental noise increase exceeding the significance criteria (Table 4-1 of the Project's Noise Study)?
Source: (Urban Crossroads, 2025, Table 7-7)

Table 5 Opening Year (2025) Traffic Noise Level Summary

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]			Incremental Noise Level Increase Threshold[3]	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	Alder Av.	s/o Casmalia Av.	Non-Sensitive	75.3	75.7	0.4	1.5	No
2	Alder Av.	n/o Renaissance Pkwy.	Non-Sensitive	77.0	77.0	0.0	1.5	No
3	Locust Av.	s/o Vineyard Av.	Non-Sensitive	72.5	72.5	0.0	1.5	No
4	Locust Av.	n/o Casmalia Av.	Non-Sensitive	73.1	73.9	0.8	1.5	No
5	Locust Av.	s/o Casmalia Av.	Non-Sensitive	71.0	71.0	0.0	1.5	No
6	Casmalia Av.	e/o Alder Av.	Non-Sensitive	77.6	78.0	0.4	1.5	No
7	Casmalia Av.	w/o Laurel Av.	Non-Sensitive	75.1	75.8	0.7	1.5	No
8	Casmalia Av.	w/o Locust Av.	Non-Sensitive	75.5	76.1	0.6	1.5	No
9	Casmalia Av.	e/o Locust Av.	Non-Sensitive	74.0	74.0	0.0	1.5	No

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
[3] Does the Project create an incremental noise increase exceeding the significance criteria (Table 4-1 of the Project's Noise Study)?
Source: (Urban Crossroads, 2025, Table 7-8)

Table 6, *Horizon Year (2040) Traffic Noise Level Summary*, summarizes Horizon Year (2040) noise conditions, both with and without Project traffic. Under this scenario, the Project would result in a noise increase of between 0.0 to 0.5 dBA to adjacent roadway segments, which would not exceed the applicable significance thresholds. Therefore, the Project's contribution to off-site traffic noise would not result in a substantial permanent increase in ambient noise levels under Horizon Year (2040) traffic conditions and Project-related impacts would be less than significant.

Table 6 Horizon Year (2040) Traffic Noise Level Summary

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]			Incremental Noise Level Increase Threshold[3]	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	Alder Av.	s/o Casmalia Av.	Non-Sensitive	75.7	76.1	0.4	1.5	No
2	Alder Av.	n/o Renaissance Pkwy.	Non-Sensitive	77.5	77.5	0.0	1.5	No
3	Locust Av.	s/o Vineyard Av.	Non-Sensitive	73.2	73.2	0.0	1.5	No
4	Locust Av.	n/o Casmalia Av.	Non-Sensitive	75.9	76.3	0.4	1.5	No
5	Locust Av.	s/o Casmalia Av.	Non-Sensitive	74.5	74.5	0.0	1.5	No
6	Casmalia Av.	e/o Alder Av.	Non-Sensitive	78.0	78.4	0.4	1.5	No
7	Casmalia Av.	w/o Laurel Av.	Non-Sensitive	76.8	77.3	0.5	1.5	No
8	Casmalia Av.	w/o Locust Av.	Non-Sensitive	76.7	77.2	0.5	1.5	No
9	Casmalia Av.	e/o Locust Av.	Non-Sensitive	74.5	74.5	0.0	1.5	No

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
[3] Does the Project create an incremental noise increase exceeding the significance criteria (Table 4-1 of the Project's Noise Study)?
Source: (Urban Crossroads, 2025, Table 7-9)

XIII-b) Less than Significant Impact. As demonstrated by the analysis below, implementation of the Project would not result in the generation of excessive groundborne vibration or groundborne noise.

Construction Analysis

Construction activities on the Project Site would utilize construction equipment that has the potential to generate vibration. Table 7, *Project Construction Vibration Levels*, summarizes Project construction vibration levels at the modeled receiver locations. As shown, all receiver locations in the vicinity of the Project Site would be exposed to vibration levels that fall below the significance threshold (i.e., 0.2 in/sec peak particle velocity [PPV]) (Urban Crossroads, 2025, p. 56). Accordingly, Project construction would not generate temporary, excessive groundborne vibration or noise levels and a less than significant impact would occur.

Operational Analysis

Under long-term conditions, expected operational activities at the Project Site would not include or require equipment, facilities, or activities that would result in perceptible ground-borne vibration. Trucks would travel to and from the Project Site on surrounding roadways; however, vibration and groundborne noise levels for heavy trucks operating at the posted speed limits on smooth, paved surfaces – as is expected on the Project Site and surrounding roadways is minimal. Accordingly, Project operation would not generate excessive groundborne vibration or groundborne noise levels and impacts would be less than significant.

Table 7 Project Construction Vibration Levels

Location[1]	Distance to Const. Activity (Feet)[2]	Typical Construction Vibration Levels PPV (in/sec)[3]						Thresholds PPV (in/sec)[4]	Thresholds Exceeded?[5]
		Small bulldozer	Jackhammer	Loaded Trucks	Large bulldozer	Vibratory Roller	Highest Vibration Level		
R1	76’	0.001	0.007	0.014	0.017	0.040	0.040	0.2	No
R2	91’	0.000	0.005	0.011	0.013	0.030	0.030	0.2	No
R3	86’	0.000	0.005	0.012	0.014	0.033	0.033	0.2	No
R4	89’	0.000	0.005	0.011	0.013	0.031	0.031	0.2	No

[1] Construction noise source and receiver locations are shown on Figure 15.
[2] Distance from receiver to limits of construction activity.
[3] Based on the Vibration Source Levels of Construction Equipment (refer to Table 10-5 of the Project’s Noise Study).
[4] Section 83.01.090(a) of the San Bernardino County Development Code
[5] Does the peak vibration exceed the acceptable vibration thresholds?
"PPV" = Peak Particle Velocity
Source: (Urban Crossroads, 2025, Table 10-6)

XIII-c) Less than Significant Impact. The Project Site is not located within two miles of a public airport or within an airport land use plan. The closest airport is the San Bernardino International Airport located roughly 9.5 miles southeast of the Project Site. As such, the Project Site would not be exposed to excessive noise levels from airport operations, and therefore, impacts are considered less than significant.

No potentially significant adverse environmental impacts are identified from Project-related Noise and no further evaluation of this topic is required.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	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?	☐	☐	☒	☐

XIV-a) Less than Significant Impact. The Project does not include the development of any residential uses and, therefore, would not directly increase the residential population in the County. The Project would introduce employment land uses like the existing and planned employment land uses in the Project Site vicinity and, therefore, would serve as an extension of local economic growth. The employment opportunities generated by the Project, estimated at 261 jobs as disclosed in the *Project Description* herein, is not expected to induce substantial population growth due to the size of the local labor market as well as the inventory of available housing units in the local market (EDD, 2024; CDF, 2024). The Project Site is served by existing public roadways and would connect to master-planned utility infrastructure and the Project would not require the extension or expansion of any infrastructure beyond what is needed to service the Project (and which is already anticipated by local master plans). Accordingly, implementation of the Project would not induce direct or indirect substantial unplanned growth in the area and impacts would be less than significant.

XIV-b) Less than Significant Impact. The Project Site contains one residence, and implementation of the Project would remove this structure from the Project Site. The removal of this structure from the Project Site would not displace a substantial number of people nor substantially affect the supply of readily available housing units in the County. Therefore, implementation of the Project would not displace a substantial number of existing people or housing and would not necessitate the construction of replacement housing elsewhere. Implementation of the Project would result in a less than significant impact.

No potentially significant adverse environmental impacts are identified related to Population and Housing, and no further evaluation of this topic is required.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	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:				
i. Fire protection?	☐	☐	☒	☐
ii. Police protection?	☐	☐	☒	☐
iii. Schools?	☐	☐	☒	☐
iv. Parks?	☐	☐	☒	☐
v. Other public facilities?	☐	☐	☒	☐

XV-a) **i. Less than Significant Impact**. The construction and operation of the Project would increase the demand for fire protection by introducing more building area on the Project Site. Service demand in and of itself is not an environmental impact under CEQA unless such demand causes a physical change to the environment. The increase in building area on the Site is not anticipated to result in an increase in demand for fire protection services high enough to trigger the need to physically construct new fire protection facilities, as the Project Site is within three miles of two existing fire stations, San Bernardino County Stations 78 and 81. Furthermore, the County forwarded the Project's application materials to the San Bernardino County Fire Protection District (County Fire) for review and comment. County Fire did not provide any comments to the County indicating that the Project would not be adequately served by fire protection services or that incremental increase in the demand for services would result in or require new or expanded fire protection facilities in order to maintain acceptable service ratios, response times, or other performance objectives.

Additionally, the Project would incorporate fire prevention and fire suppression design features to minimize the potential demand placed on County Fire. The proposed buildings would be of concrete tilt-up construction. Concrete is non-flammable and concrete tilt-up buildings have a lower fire hazard risk than typical wood-frame construction. The Project also would install fire hydrants on-site – the County reviewed the Project's Site plan to ensure proper spacing of hydrants on-site to provide adequate coverage – and would provide paved primary and secondary emergency access to the Project Site to support County Fire in the event fire suppression activities are needed on-site. Lastly, the proposed warehouse buildings would feature a fire alarm system and ceiling-mounted sprinklers.

Although the Project would not result in the need for new or expanded fire protection facilities, as a standard condition of approval, the Project Applicant/Developer or Project Site owner would be required to pay impact fees for fire protection services in accordance with County Fire Fee Ordinance No. FPD-01, which requires a fee payment that the County applies to the funding of fire protection facilities. Mandatory compliance with Ordinance No. FPD-01 would be required prior to the issuance of a building permit. In addition, property tax revenues generated from development of the site would also provide funding to offset potential increases in the demand for fire protection at Project build-out.

Based on the foregoing, the Project would receive adequate fire protection service and would not result in the need for new or physically altered fire protection facilities. Impacts would be less than significant.

ii. Less than Significant Impact. Under existing conditions, the Project Site receives police protection services from the San Bernardino County Sheriff's Department via its Fontana Station (located approximately three miles south of the Project Site). The Sheriff's Department would continue to provide police protection services to the Project Site upon buildout of the Project. The Project Site, which has one residential home, has received police protection services for its residents. Although development of the site with a new warehouse building would increase the number of employees and visitors on the Project Site above historic levels, the incremental increase in demand for police protection services is not anticipated to require or result in the construction of a new or physically altered police facility. Additionally, the Project includes design measures that would minimize incidences of crime (e.g., lighting at building entries and parking lots, secured cargo loading areas) Furthermore, property tax revenues generated from development of the site would provide funding to offset potential increases in the demand for police services at Project build-out. Based on the foregoing, the proposed Project would receive adequate police protection service, and would not result in the need for new or physically altered police protection facilities. Impacts would be less than significant.

iii. Less than Significant Impact. The Project Site is located within the Rialto Unified School District (USD) boundaries. The Project would not create a direct demand for public school services, as the subject property would contain non-residential uses that would not generate any school-aged children requiring public education. The proposed Project is not expected to draw a substantial number of new residents to the region and would, therefore, not indirectly generate school-aged students requiring public education. Because the proposed Project would not directly generate students and is not expected to indirectly draw students to the area, the proposed Project would not cause or contribute to a need to construct new or physically altered public school facilities. Furthermore, the Project would be required to pay school impact fees to the Rialto USD pursuant to Government Code Section 65995-6. Pursuant to Government Code Section 65995(3)(h), the payment of statutory fees is "deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning use, or development of real

property, or any change in governmental organization or reorganization as defined in Section 56021 or 56073, on the provision of adequate school facilities." Therefore, mandatory payment of school impact fees would ensure that the Project's potential impacts to school facilities and services would be less than significant.

iv. Less than Significant Impact. The Project would allow for the operation of a warehouse facility. The proposed use would not result in an increase in the County's residential population such that new or expanded recreational facilities would be needed. As such, Project impacts to park facilities and services would be less than significant.

v. Less than Significant Impact. The proposed Project would allow for the operation of a warehouse facility. Employment opportunities are expected to be mostly filled by the local labor pool. While the Project could result in a nominal increase in demand for library and health services, due to the limited nature of the proposed development, the Project would not result in or require new or expanded library or health care facilities. Therefore, Project impacts to library and health services would be less than significant.

No potentially significant adverse environmental impacts are identified to Public Services, and no further study of this topic is required.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	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 would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

XVI-a) No Impact. The Project does not propose any type of residential use or other land use that may generate a population that would increase the use of existing neighborhood and regional parks or other recreational facilities. Accordingly, implementation of the proposed Project would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park.

XVI-b) No Impact. The Project does not propose the construction of any new on- or off-site recreation facilities. Additionally, the Project would not expand any existing off-site recreational facilities. Therefore, environmental effects related to the construction or expansion of recreational facilities would not occur.

No potentially significant adverse environmental impacts are identified to Recreation, and no further evaluation of this topic is required.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	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?	☐	☐	☒	☐

The California Natural Resources Agency adopted changes to the CEQA Guidelines in December 2018 that require vehicle miles traveled (VMT) to be used as the metric to evaluate a project's transportation impacts as of July 1, 2020. Pursuant to CEQA Guidelines Section 15064.3(a), automobile delay, as measured by level of service (LOS) and other similar metrics, no longer constitutes a significant environmental effect under CEQA. Lead agencies in California are required to use VMT to evaluate project-related transportation impacts.

XVII-a) Potentially Significant Impact. The required EIR will include an analysis of the Project's potential to conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

XVII-b) Potentially Significant Impact. The County's VMT analysis guidelines, as established in their *Transportation Impact Study Guidelines* (July 2019), are consistent with the requirements established by CEQA Guidelines Section 15064.3 to evaluate transportation impacts associated with a land use project. The required EIR will disclose the VMT associated with the Project and will evaluate the Project's impacts against the significance criteria established by the County's *Transportation Impact Study Guidelines*.

XVII-c) Less than Significant Impact. The types of traffic generated during operation of the Project (i.e., passenger cars and trucks) would be compatible with the type of traffic observed along adjacent roadways under existing conditions. All proposed improvements within the public right-of-way would be installed in conformance with County design standards. If any component of Project construction would occur in the public right-of-way and require the partial or full closure of a sidewalk and/or travel lane, all work would be required to adhere to the applicable construction control practices that are specified in the *State of California Department of Transportation Construction Manual* and the

California Manual on Uniform Traffic Control Devices, to minimize potential safety hazards. Based on the foregoing information, the Project's construction and operation would not create or substantially increase safety hazards due to a design feature or incompatible use. Impacts would be less than significant.

XVII-d) Less than Significant Impact. The County reviewed the Project's site plan drawings and confirmed that the Project would provide adequate access to and from the Project Site and within the Project Site for emergency vehicle response. The types of traffic generated during operation of the Project (i.e., passenger cars and trucks) would be compatible with the type of traffic observed along surrounding roadways under existing conditions and Project traffic would not interfere with the circulation of emergency vehicles along public streets adjacent to the Project Site. All Project construction materials and equipment would be stored/staged on the Project Site and would not interfere with emergency vehicles traveling along Maple Avenue and Vineyard Avenue. Any Project construction activities that would occur within the Maple Avenue or Vineyard Avenue public right-of-way and require a partial or full closure of a sidewalk or vehicle travel lane would require a traffic control plan that complies with the *California Manual on Uniform Traffic Control Devices* and that must be approved by County to ensure that emergency response is not adversely affected. Accordingly, the Project's construction and operation would not create or substantially increase safety hazards due to a design feature or incompatible use. Impacts would be less than significant.

No potentially significant adverse environmental impacts related to Transportation are identified and no further study of this topic is required.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☒	☐	☐	☐

XVIII-a) i. No Impact. ASM performed an archaeological reconnaissance field survey of the Project Site to determine if there were any features on the Project Site eligible for listing on a historic register and performed an archival records search at the SCCIC at California State University, Fullerton in order to identify any previously recorded archaeological sites within the Project Site boundaries or in the immediate vicinity. Additionally, ASM requested a review of Sacred Lands Files (SLFs) by the NAHC. No tribal cultural resources were observed on the Project Site, no tribal cultural resources listed or eligible for the California Register of Historic Resources were previously recorded on the Project Site or in the immediate area, and the SLF review was negative. Refer to the cultural resources report (*Technical Appendices B and C*) prepared for the Project and appended to this Initial Study for additional detail.

XVIII-b) ii. Potentially Significant Impact. The County will send notification of the proposed Project to Native American tribes with traditional or cultural affiliation to the Project area in accordance with the requirements of SB 18 and AB 52 and will consult with interested tribes regarding the Project's potential to affect a tribal cultural resource. The Project's potential to cause a substantial adverse change in the significance of a tribal cultural resource will be addressed in the EIR.

Potentially significant adverse impacts to Tribal Cultural Resources have been identified or are anticipated. An in-depth analysis of potential impacts to Tribal Cultural Resources will be provided in the EIR and feasible mitigation measures will be identified if warranted.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	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?	☐	☐	☒	☐

XIX-a) Less than Significant Impact. The Project would connect to existing water, sewer, and storm drain lines beneath Maple Avenue and Vineyard Avenue. The Project also would connect to electricity and communications infrastructure that already exist in the area. All such connections would be accomplished in conformance with the rules and standards enforced by the applicable service provider. Construction activities within the public street right of way have the potential to create intermittent and short-term inconvenience hazards for motorists and pedestrians; however, all utility construction work that occurs within a public street right of way must adhere to the construction control practices that reduce impacts that are specified in the *State of California Department of Transportation Construction Manual*, published by Caltrans (Caltrans, 2022). The construction of the proposed utility service connections has the potential to cause environmental effects associated with short-term air pollutant emissions (including GHG emissions), energy use, noise emissions, and water quality effects that are an inherent part of the Project's construction process. The Project's

construction air quality, noise emissions, and water quality effects have been disclosed as part of this Initial Study (see Subsections III, VI, VIII, X, XIII, and XVII – the construction-level impacts disclosed in these subsections are inclusive of the effects from the construction of utility infrastructure). There are no significant environmental impacts specifically related to construction of the Project's utility and service system connections.

XIX-b) Less than Significant Impact. The West Valley Water District (WVWD) is responsible for supplying potable water to the Project Site and surrounding area. WVWD provided a Will Serve letter stating that WVWD is willing to provide water services to the proposed Project (WVWD, 2023). As discussed in the 2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan (IRUWMP), adequate water supplies are projected to be available to meet WVWD's estimated water demand through 2045 under normal, historic single-dry, and historic multiple-dry year conditions (WSC, 2021, pp. 10-26 - 10-28). The WVWD's forecasts for projected water demand are based on growth projections prepared by the SCAG, which rely on the adopted land use plans that cover the geographic area within WVWD's service. Because the Project involves a General Plan Amendment, the Project would be inconsistent with the growth assumptions used by WVWD to calculate its future water service obligations. Using the WVWD's water use rates, the Project Site's existing residential land use designation is estimated to demand 990 gallons per day/acre while the proposed industrial land use designation is estimated to demand 1,000 gallons per day/acre, a net increase of 10 gallons per day/acre (WVWD, 2020, Appendix A, Table 1). Accordingly, the Project would result in a projected daily net increase of approximately 160 gallons of water per day (10 gallons per day/acre x 16.6 acres = 160 gallons), which corresponds to a net increase of approximately 0.18 acre-feet per year, as compared to existing demand projections disclosed in the IRUWMP. Per the IRUWMP, the WVWD is projected to have a surplus of more than 3,000 acre-feet per year under all climactic conditions through 2045; thus, the Project's projected demand represents a de minimis increase in overall water supply demand across WVWD's service area resulting in less than significant impacts on water supply.

Pursuant to CEQA Guidelines Section 15155 (a)(1)(E), a Water Supply Analysis is not required for the proposed Project because the Project does not involve a land use that would house more than 1,000 persons, occupy more than 40 acres of land, or have more than 650,000 SF of floor area.

XIX-c) Less than Significant Impact. The Project is estimated to generate 23,835 gallons per day (gpd) of wastewater (1,500 gpd/acre x 15.89 acres = 23,835 gpd) (San Bernardino County, 2019, p. 5.18-13). Wastewater conveyance services would be provided to the Project by the City of Rialto and wastewater flows would be treated by the Rialto Wastewater Treatment Plant (RWWTP) (City of Rialto, 2023). The RWWTP has an existing treatment capacity of approximately 11.7 million gallons of wastewater per day and treats approximately 9.0 million gallons of wastewater per day on average (San Bernardino County, 2019, Table 5.18-1). Therefore, the RWTP has approximately 2.7 million gallons (11.7 million gpd – 9.0 million gpd = 2.7 million gpd) of excess treatment capacity under existing conditions. The wastewater generated by the Project would represent approximately 0.4 percent of the excess treatment capacity of the RWWTP ([23,835 gpd ÷ 2.7 million gpd] × 100 = 0.88

percent); therefore, it is anticipated that RWWTP has sufficient treatment capacity to provide service to the Project. Because there is adequate capacity at existing treatment facilities to serve Project demands, impacts would be less than significant.

XIX-d) Less than Significant Impact. Implementation of the Project would generate an incremental increase in solid waste volumes requiring off-site disposal during short-term construction and long-term operational activities. Solid waste generated by the Project would be disposed of at the County owned and operated Mid-Valley Sanitary Landfill (MVSL). The MVSL is permitted to receive 7,500 tons of refuse per day and has a total capacity of 101,300,000 cubic yards. According to CalRecycle, the MVSL has a total remaining capacity of 61,219,377 cubic yards. The MVSL is estimated to reach capacity, at the earliest time, in the year 2045. (CalRecycle, 2019) During September 2023, the MVSL's peak daily disposal was approximately 5,850 tons, which represents 78 percent of the landfill's maximum permitted daily capacity of 7,500 tons (CalRecycle, 2024).

Construction Impact Analysis

Solid waste requiring disposal would be generated by the construction process, primarily consisting of discarded materials and packaging. Based on the size of the Project's proposed building and the United States Environmental Protection Agency's (EPA) construction waste generation factor of 4.34 pounds per s.f. for non-residential uses, approximately 675.6 tons of waste is expected to be generated during the Project's construction phase ([311,351 s.f. × 4.34 pounds per s.f.] ÷ 2,000 pounds per ton = 675.6 tons) (EPA, 2009, Table A-2). AB 939 requires that a minimum of 65% of all solid waste be diverted from landfills (by recycling, reusing, and other waste reduction strategies); therefore, the Project is estimated to generate approximately 236.5 tons during its construction phase. The Project's construction phase is estimated to last for approximately 17 months (17 months x 23.5 work days per month = 400 work days); therefore, the Project is estimated to generate approximately 0.59 tons of solid waste per day (236.5 tons ÷ 400 work days = 0.59 ton per day) requiring landfill disposal during construction.

Non-recyclable construction waste generated by the Project would be disposed at the MVSL. As described above, this landfill receives well below their maximum permitted daily disposal volume; thus, the relatively minimal construction waste generated by the Project is not anticipated to cause the landfill to exceed its maximum permitted daily disposal volume. Furthermore, the MVSL is not expected to reach its total maximum permitted disposal capacities during the Project's construction period. Thus, waste generated by the Project's construction is not anticipated to cause the landfill to exceed its maximum permitted daily disposal volume. Because the Project would generate a relatively small amount of solid waste per day as compared to the permitted daily capacities at the receiving landfill, no impacts to the MVSL facility would occur during the Project's short-term construction activities.

Operational Impact Analysis

Based on a daily waste generation factor of 1.42 pounds of waste per 100 s.f. of industrial building area obtained from CalRecycle, long-term, on-going operation of the Project would generate approximately 2.21 tons of solid waste per day ([[1.42 pounds ÷ 100 s.f.] × 311,351 s.f.] ÷ 2,000 pounds = 2.21 tons per day) (CalRecycle, n.d.). Pursuant to AB 939, at least 50% of the Project's solid waste is required to be diverted from landfills; therefore, the Project would generate a maximum of 1.11 tons of solid waste per day requiring landfilling (2.21 tons per day × 50% = 1.11 tons per day) (CalRecycle, n.d.).

Non-recyclable solid waste generated during long-term operation of the Project would be disposed at the MVSL. As described above, this landfill receives well below their maximum permitted daily disposal volume; thus, waste generated by the Project's operation is not anticipated to cause the landfill to exceed its maximum permitted daily disposal volume. Furthermore, the MVSL is estimated to have adequate long-term capacity to accept waste from the Project as the landfill would not reach capacity until 2045, at the earliest time, and has opportunities for future expansion. Because the Project would generate a relatively small amount of solid waste per day as compared to the permitted daily capacities at the receiving landfill, impacts to the MVSL facility would occur during Project operation.

XIX-e) Less than Significant Impact. The California Integrated Waste Management Act established an integrated waste management system that focused on source reduction, recycling, composting, and land disposal of waste. In addition, the Act established a 50% waste reduction requirement for cities and counties by the year 2000, along with a process to ensure environmentally safe disposal of waste that could not be diverted. Per the requirements of the Integrated Waste Management Act, the San Bernardino County Board of Supervisors adopted the San Bernardino Countywide Integrated Waste Management Plan (CIWMP), which outlines the goals, policies, and programs the County and its cities will implement to create an integrated and cost-effective waste management system that complies with the provisions of California Integrated Waste Management Act and its diversion mandates. (San Bernardino County, 2018)

San Bernardino County Solid Waste Management Division reviews and approves all new construction projects that require a Construction and Demolition Solid Waste Management Plan (waste management plan). A project's waste management plan consists of two parts which are incorporated into the Conditions of Approval (COA's) by the San Bernardino County Solid Waste Management Division. As part of the plan, proposed projects are required to estimate the amount of tonnage to be disposed and diverted during construction. Disposal/diversion receipts or certifications are required as a part of that summary. The County approval of a Construction and Demolition Solid Waste Management Plan would ensure that impacts related to construction waste would be less than significant.

Under long-term operations, the Project Applicant would be required to coordinate with the waste hauler to develop collection of recyclable materials for the Project on a common schedule as set forth in applicable local, regional, and State programs. Recyclable materials that would be recycled by the Project include paper products, glass, aluminum, and plastic. Additionally, the Project's waste hauler would be required to comply with all applicable local, State, and Federal solid waste disposal standards, thereby ensuring that the solid waste stream to the landfills that serve the Project are reduced in accordance with existing regulations.

Based on the foregoing analysis, the proposed Project would comply with all federal, State, and local statutes and regulations related to solid waste, thereby ensuring that the solid waste stream to the landfill that serves the Project are reduced in accordance with existing regulations. Based on the above analysis, the Project would comply with federal, State, and local management and reduction statutes and regulations related to solid waste, and impacts would be less than significant.

No potentially significant adverse environmental impacts related to Utilities and Service Systems are identified, and no further evaluation of this topic is required.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	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 a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, 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?	☐	☐	☐	☒

XX-a-d) **No Impact**. The Project Site is not located adjacent to any wildlands. The Policy Plan does not identify the Project Site within a fire hazard severity zone and the Project Site and surrounding area are not located within a County fire safety overlay zone (San Bernardino County, 2022, Policy Map HZ-5). According to the California Department of Forestry and Fire Protection (CAL FIRE), the Project Site is not located within a "Very High Fire Hazard Severity Zone" (CAL FIRE, 2024). Thus, implementation of the Project would not exacerbate any existing wildfire hazard risks or expose people or the environment to adverse environmental effects related to wildfires.

No potentially significant adverse environmental impacts are identified related to Wildfire and no further evaluation of this topic is required.

ENVIRONMENTAL ISSUE AREAS EXAMINED	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE				
Does the project:				
a) 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) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☒	☐	☐	☐
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

XXI-a) Potentially Significant Impact. The Project has the potential to substantially reduce the habitat of a wildlife species, cause a wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. The EIR will evaluate the Project's potential to degrade the quality of the environment and/or result in substantial adverse effects to biological and cultural resources.

XXI-b) Potentially Significant Impact. Development of the Project Site, in addition to concurrent construction and operation of other development projects in the area, has the potential to result in cumulatively considerable impacts, as addressed by the following analysis.

Aesthetics

The Project represents an infill development Project in a mostly urbanized environment. Properties adjacent to the Project Site are developed with residential and non-residential land uses and the new

development on the Project Site would have minimal effect to the existing character of the Project's viewshed. All development in the immediate vicinity of the Project would be required to comply with the development regulations and design standards contained in the County's Development Code or City of Rialto Development Code, as applicable, which would ensure that minimum standards related to visual character and quality are met to preclude adverse aesthetic effects (e.g., size, scale, building materials, lighting). Accordingly, the Project's aesthetic impacts would not be cumulatively considerable.

Agriculture and Forestry Resources

The Project would have no impact on agriculture or forestry resources. Therefore, there is no potential for the Project to contribute to a cumulatively considerable impact under this topic.

Air Quality

As noted previously in this Initial Study, the Project has the potential to result in substantial air pollution during its construction and operation. The required EIR will evaluate if the air pollution generated from Project-related activities has the potential to result in cumulatively considerable adverse impacts to the environment.

Biological Resources

The Project Site does not support any sensitive plant or wildlife species, riparian, or sensitive natural habitat, or federally-protected wetlands; therefore, there is no potential for the Project to contribute to a cumulatively- considerable impact to these resources. Although the Project Site is highly disturbed and fragmented from other open space areas under existing conditions, there is the potential that the burrowing owl and/or nesting birds could be present on the Project Site prior to construction and there also is the potential that other development projects in the Project area or the larger San Bernardino County area could support these resources. The required EIR will evaluate the potential for the Project's implementation to contribute to cumulatively considerable effects to biological resources.

Cultural Resources

The Project Site does not contain important historic or prehistoric archaeological resources and mandatory compliance with State law would preclude impacts to human remains; therefore, there is no potential for the Project to contribute to a cumulatively-considerably impact to these resources.

Although development activities on the Project Site would not impact any known prehistoric archaeological resources, there is the remote potential that such resources are buried beneath the surface of the Project Site and could be impacted during construction. Other projects within region would similarly have the potential to impact unknown, subsurface prehistoric resources during ground-disturbing activities. The EIR will evaluate the Project's potential contribute to cumulatively considerable impacts to prehistoric archaeological resources.

Energy

The Project's construction and operation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary and would not obstruct a state or local plan for renewable energy or energy efficiency. In addition, all cumulative projects would also be required to comply with the California Building Standards Code, which establishes standards for energy efficiency and "green" construction and operations. Therefore, implementation of the Project would result in a less-than-significant cumulative impact to energy.

Geology and Soils

Potential effects related to geology and soils are inherently site-specific; therefore, with the exception of impacts to paleontological resources, there is no potential for the Project to contribute to a cumulatively considerable impact under this topic. Furthermore, the Project would be required to comply with all federal, State, and local regulations that are in place to preclude adverse geology and soils effects, including effects related to strong seismic ground shaking, fault rupture, soil erosion, and hazardous soil conditions (e.g., liquefaction, expansive soils, landslides).

The Project Site is underlain with young alluvial fan deposits that have a low paleontological resource sensitivity; however, at depth, it is possible that Project construction activities could encroach into previously undisturbed Pleistocene older alluvium, which has a high paleontological sensitivity. Other projects within region would similarly have the potential to impact unknown, subsurface paleontological resources during ground-disturbing activities. The required EIR will evaluate the potential for cumulatively considerable impacts to paleontological resources.

Greenhouse Gas Emissions

Global climate change (GCC) occurs as the result of global emissions of GHGs. An individual development project does not have the potential to result in direct and significant GCC-related effects in the absence of cumulative sources of GHGs. The CEQA Guidelines also emphasize that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impacts analysis (See CEQA Guidelines Section 15130(f)). As noted previously in this Initial Study, the Project has the potential to generate substantial greenhouse gas emissions during its construction and operation. The required EIR will evaluate if the greenhouse gas emissions generated from Project-related activities has the potential to result in cumulatively considerable adverse impacts to the environment.

Hazards and Hazardous Materials

Potential effects related to hazards and hazardous materials are inherently site-specific and related to conditions that exist on an individual property or potential operations. Furthermore, federal, State, and local regulations are in place to ensure proper handling, transport, storage, and use of hazardous materials and preclude significant impacts under this topic.

Hydrology and Water Quality

Construction and operation of the Project and other projects in the Santa Ana River watershed would have the potential to result in a cumulative water quality impact, including erosion and sedimentation. However, in accordance with applicable federal, State, and local regulations, all development projects would be required to implement plans during construction and operation (e.g., SWPPP and WQMP) to minimize adverse effects to water quality, which would avoid a cumulatively considerable impact.

The Project and other projects in the Santa Ana River Basin would be required to comply with federal, State, and local regulations to preclude flood hazards both on- and off-site. Compliance with federal, State, and local regulations would require on-site areas to be protected, at a minimum, from flooding during peak storm events (i.e., 100-year storm) and that proposed development would not expose downstream properties to increased flooding risks during peak storm events. Accordingly, a cumulatively considerable effect related to flooding would not occur.

Land Use and Planning

The Project would not physically divide an established community and therefore has no potential to result in cumulatively considerable impact for this issue. Notwithstanding, as noted previously in this Initial Study, the Project would change the planned type and intensity of the land use for the Project Site; the required EIR will evaluate if any Project action or component has the potential to result in a cumulatively considerable impact due to a conflict with applicable land use/planning documents.

Mineral Resources

Due to the development and urban land uses surrounding the Project Site, the area would not be compatible with mineral extraction activities. Therefore, there is no potential for the Project to contribute to a cumulatively considerable impact under this topic.

Noise

Noise levels diminish rapidly with distance; therefore, for a development project to contribute to a noise-related cumulative impact it must be near another development project or source of substantial noise. The vacant parcel to the south of the Project Site is proposed for development and there may be potential for an overlap in Project-related construction activities; however, due to attenuation from distance and topography (the property to the south is lower than the Project Site), and intervening development, construction noise from the property to the south of the Project Site would not result in considerable cumulative effects at sensitive receptors near the Project Site.

Under long-term operating conditions, the Project would comply with the County's noise ordinance and would not produce substantial noise or noticeable vibration at the Project Site; all nearby development projects would similarly be required to comply with applicable noise and vibration control regulations, which would avoid a cumulatively considerable impact.

Population and Housing

The Project would not implement land uses that generate new residents and would not require the construction of replacement housing. The Project would not result in an adverse, cumulatively considerable environmental effect related to population and housing.

Public Services

All development projects in the San Bernardino County, including the Project, would be required to pay applicable development impact fees, a portion of which would be used by the County to offset the incremental increase in demand of public services. Furthermore, future development would generate an on-going stream of property tax revenue and sales tax revenue, which would provide funds that could be used by the San Bernardino County for the provision of fire and police protection services. The Project would not directly result in the introduction of new residents to the County and, therefore, would have no potential to result in cumulatively considerable impacts to resident-serving public facilities such as schools, parks, libraries, and other public facilities or services. The Project would not result in cumulatively considerable impacts to public services.

Recreation

The Project would have no impact to recreation facilities. Therefore, there is no potential for the Project to contribute to a cumulatively considerable impact under this topic.

Transportation

The required EIR will evaluate the Project's potential to result in a cumulatively considerable environmental effect related to a conflict with any applicable policies addressing the circulation network and/or VMT that exceeds applicable significance thresholds. The Project would not contribute to a significant cumulative impact under the topics discussed under Transportation Thresholds "c" and "d" because the Project would not cause or exacerbate existing transportation design safety concerns or adversely affect emergency access, and there are no cumulative development projects adjacent to the Project Site that could contribute additive effects that could degrade motor vehicle or pedestrian safety or emergency vehicle access along the same roads that would be used by Project-related traffic.

Tribal Cultural Resources

Development activities on the Project Site would not impact any known tribal cultural resources. However, there is the remote potential that such resources are buried beneath the surface of the Project Site and could be impacted during construction. Other projects within region would similarly have the potential to impact unknown, subsurface tribal cultural resources during ground-disturbing activities. The required EIR will evaluate the potential for the Project to result in cumulatively considerable impacts to tribal cultural resources that may be discovered on the Project Site during construction.

Utilities and Service Systems

The Project would require water and wastewater infrastructure, as well as solid waste disposal for building operation. Development of public utility infrastructure is part of an extensive planning process involving utility providers and jurisdictions with discretionary review authority. The coordination process associated with the preparation of infrastructure plans is intended to ensure that adequate public utility services and resources are available to serve both individual development projects and cumulative growth in the region. Each individual development project is subject to review for utility capacity to avoid unanticipated interruptions in service or inadequate supplies. Coordination with the utility providers would allow for the provision of utility services to the Project and other developments. The Project and other planned projects are subject to connection and service fees to offset increased demand and assist in facility expansion and service improvements (at the time of need). Because of the utility planning and coordination activities described above, cumulatively considerable impacts to utilities and service systems would not occur.

Wildfire

The Project Site is not located in a State Responsibility Area or high wildfire hazard area; therefore, no cumulatively considerable impacts associated with wildfire would occur due to the development of the Project.

XXI-c) Potentially Significant Impact. The potential for the proposed Project to directly or indirectly affect human beings will be evaluated in the required EIR, particularly with respect to air quality and greenhouse gas emissions.

Potentially significant adverse environmental impacts have been identified or are anticipated. In-depth analyses of potential impacts will be provided in the EIR and feasible mitigation measures will be identified as warranted.

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