



**LAND USE SERVICES DEPARTMENT  
PLANNING DIVISION  
PLANNING COMMISSION STAFF REPORT**

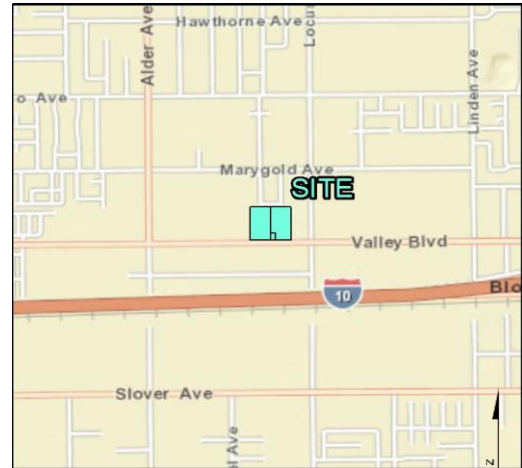


**HEARING DATE: November 21, 2013**

**AGENDA ITEM # 3**

**Project Description**

APN: **0252-051-06, 0252-051-69, & 0252-051-70**  
 APPLICANT: RELATED CALIFORNIA/BLOOMINGTON HOUSING PARTNERS, LP  
 COMMUNITY: BLOOMINGTON/FIFTH SUPERVISORIAL DISTRICT  
 LOCATION: NORTH SIDE OF VALLEY APPROXIMATELY 300 FEET WEST OF LOCUST AVE.  
 PROJECT NO: P201300295  
 STAFF: DAVE PRUSCH  
 REP(S): WITHEE MALCOM ARCHITECTS  
 PROPOSAL: PLANNED DEVELOPMENT PERMIT TO ESTABLISH A 190-UNIT AFFORDABLE HOUSING DEVELOPMENT AND 13,993 SQUARE FEET TO BE UTILIZED AS A COMMUNITY LIBRARY AND COMMUNITY CENTER, AND TENTATIVE PARCEL 19470 MAP TO CREATE TWO PARCELS ON 9.00 ACRES.



85 Hearing Notices Sent On: November 5, 2013  
 P.C. Field Inspection Date: November 19, 2013

Report Prepared By: Dave Prusch  
 Field Inspected By: Commissioner Mathews

**SITE INFORMATION:**

**Project Size:** 9.00 Acres  
**Terrain:** Flat  
**Vegetation:** Ruderal plant community

**SURROUNDING LAND DESCRIPTION:**

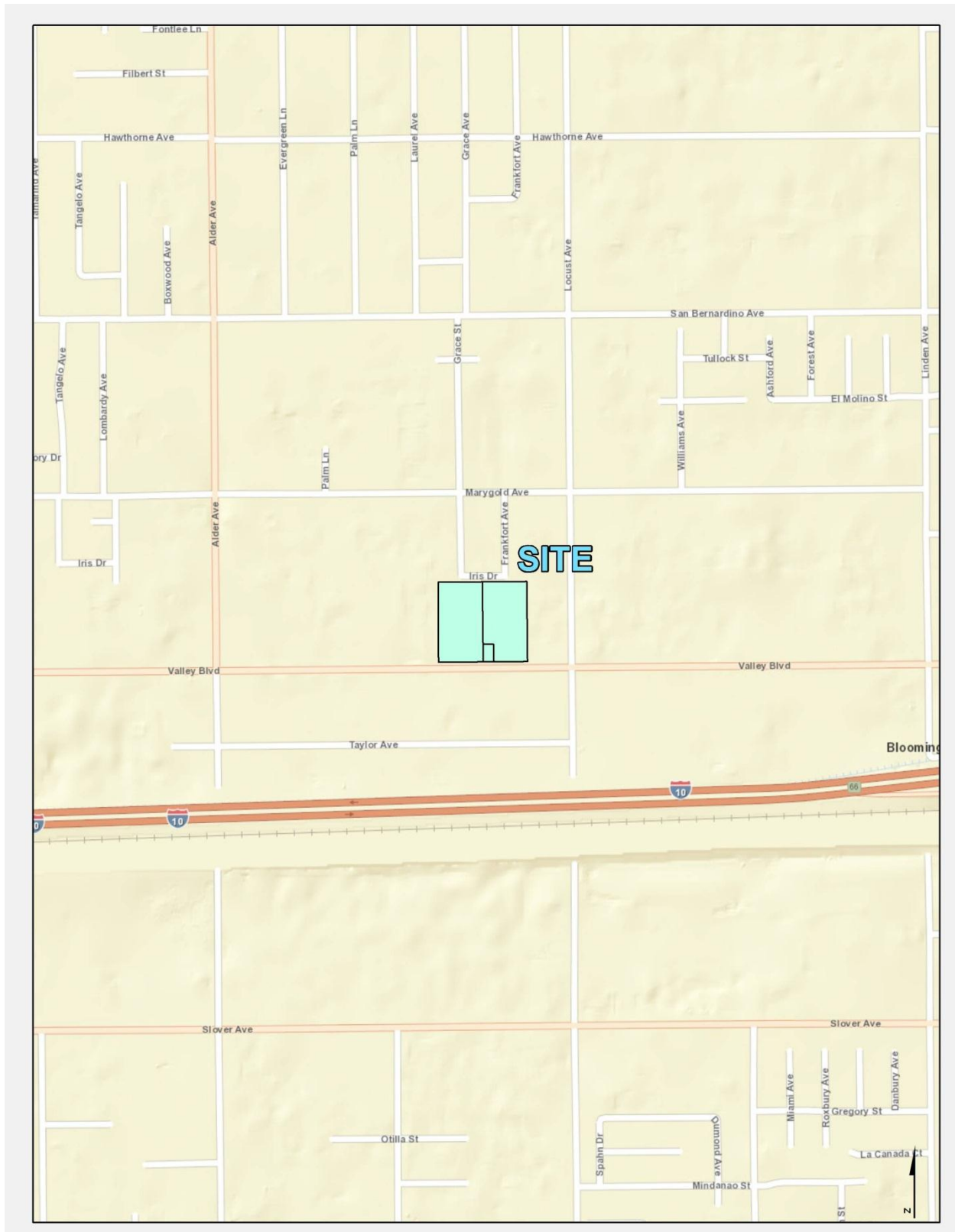
AREA	EXISTING LAND USE	LAND USE ZONING DISTRICT
SITE	Vacant	Bloomington Community Plan –Service Commercial (BL/CS)
North	Iris Drive and a single-family residential subdivision	Bloomington Community Plan - Residential (BL/RS)
South	Valley Boulevard, commercial and industrial uses, and vacant land	Bloomington Community Plan CS-Service Commercial (BL/CS)
East	Commercial and industrial uses	Bloomington Community Plan –Service Commercial (BL/CS)
West	Single-family residential uses and vacant land	Bloomington Community Plan - Service Commercial (BL/CS) CS

	<u><b>AGENCY</b></u>	<u><b>COMMENT</b></u>
City Sphere of Influence:	Rialto	No Comments Received
Water Service:	Fontana Water Company	Will Serve Letter Received
Sewer Service:	CSA-70 BL (Bloomington)	Will Serve Letter Received

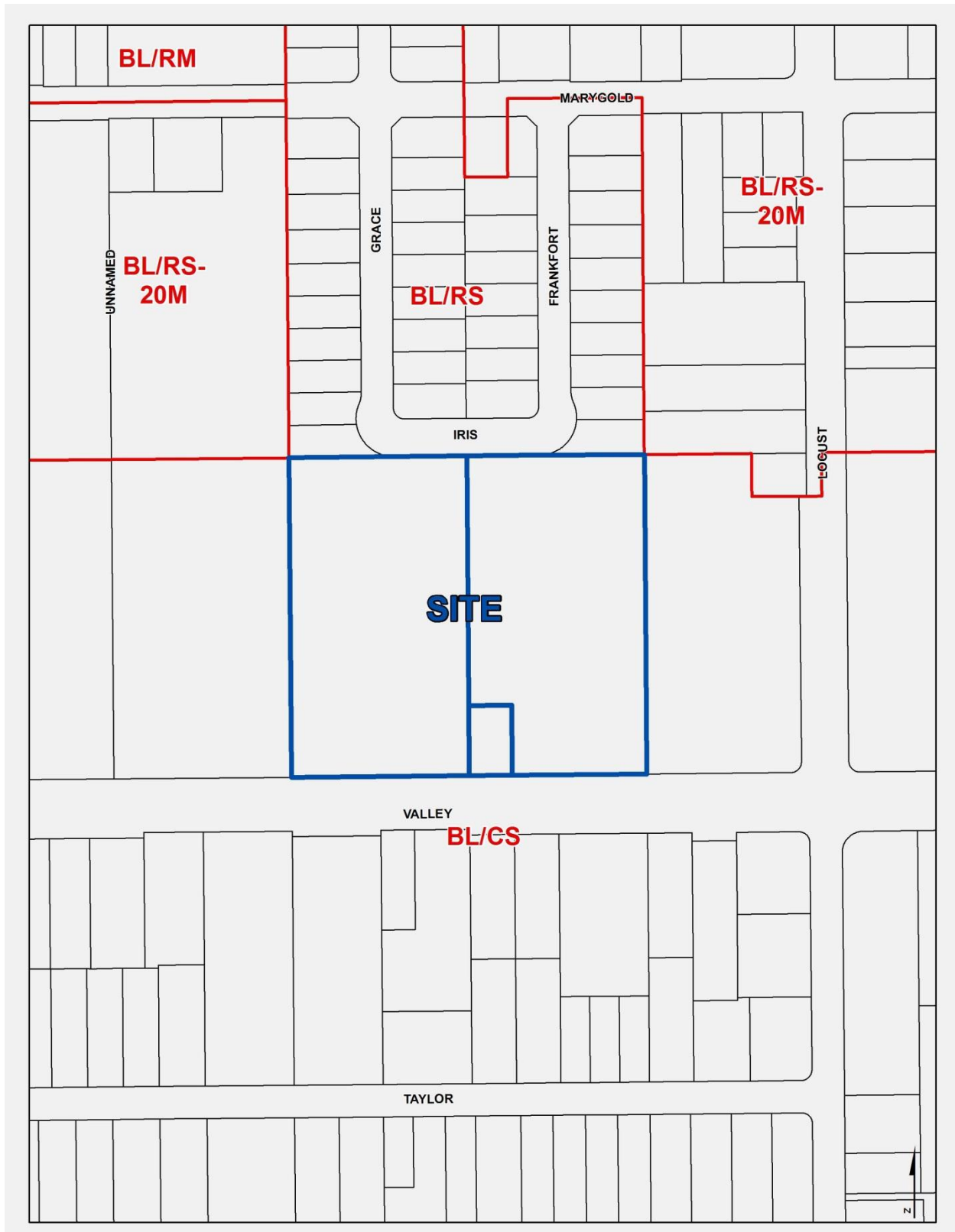
**STAFF RECOMMENDATION:** That the Planning Commission **Recommend** that the Board of Supervisors **APPROVE** the Planned Development Permit and Tentative Parcel Map 19470.

This project shall be referred to the Board of Supervisors for final action. Therefore, the recommendations of the Planning Commission will not be the final action and cannot be appealed to the Board.

### VICINITY MAP



### LAND USE ZONING DISTRICT MAP





### AERIAL MAP

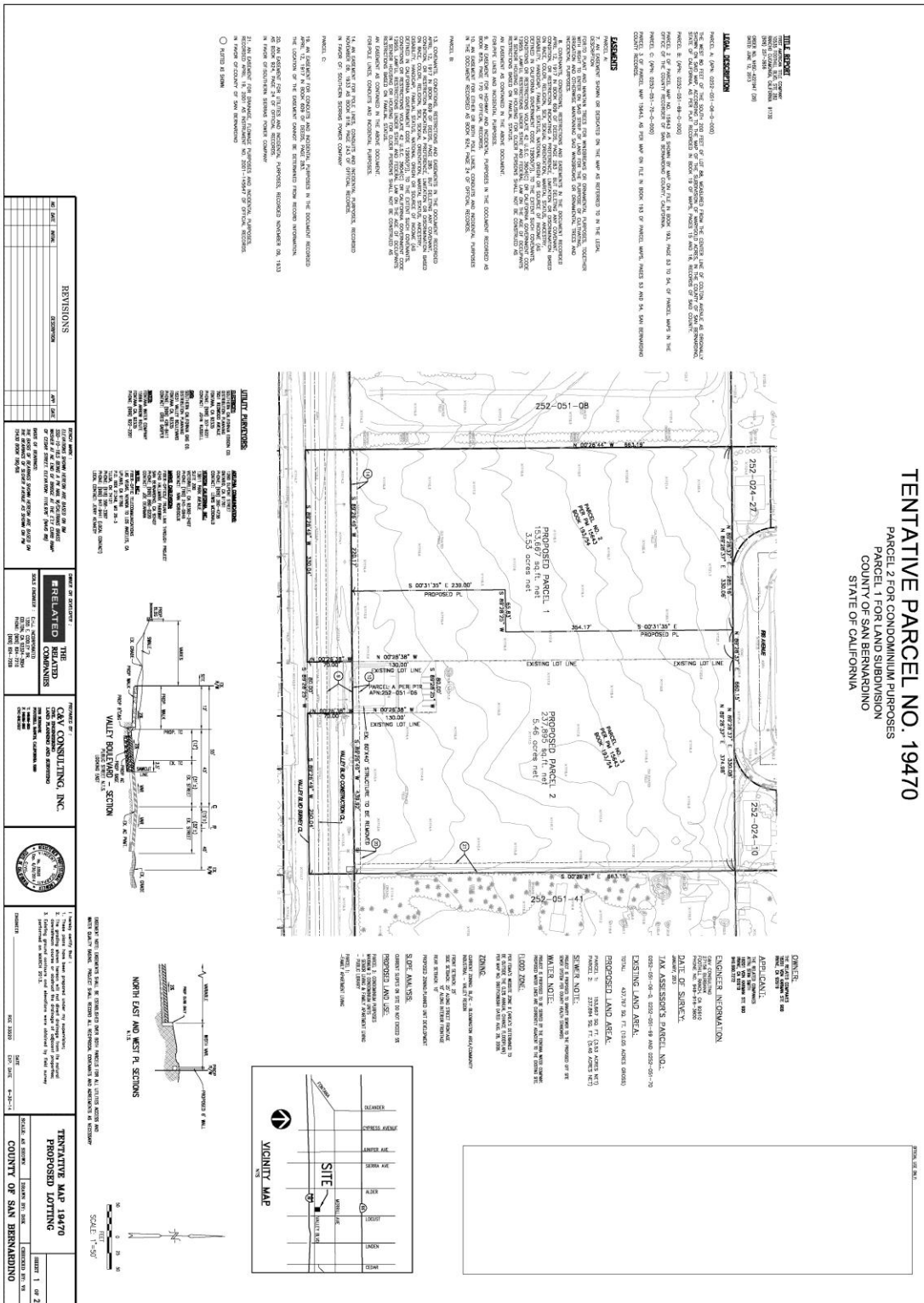








TENTATIVE PARCEL MAP





## SITE PHOTOS

View looking northeast from Valley Boulevard



View looking west along Valley Boulevard

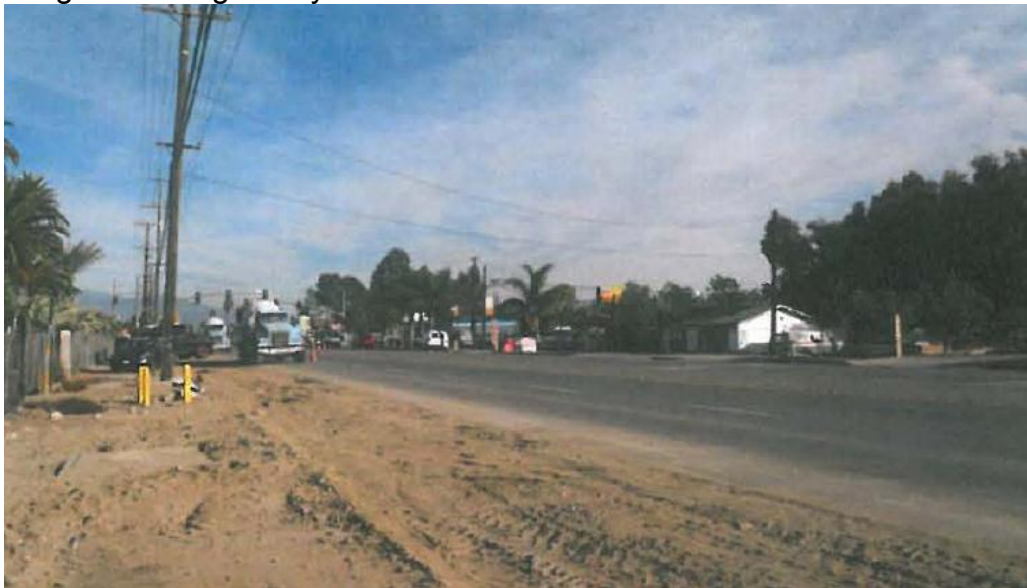


### SITE PHOTOS (cont.)

View looking south from Valley Boulevard



View looking east along Valley Boulevard



## BACKGROUND

The Community Development and Housing Department (CDH) owns approximately nine (9) acres of real property located near the corner of Valley Boulevard and Locust Avenue in an unincorporated area of the Community of Bloomington. On February 26, 2013 the Board of Supervisors approved the selection of the Bloomington I Housing Partners, L.P. (Developer), through a Request for Qualifications process, to develop an affordable mixed-generational housing and library development (Project). The Board also authorized the Developer and CDH to enter into a pre-development loan agreement for pre-development costs associated with studies, planning, and engineering necessary for County entitlements for the Project. The applicant is requesting approval of a Preliminary and Final Planned Development Permit to construct a 190-unit multi-family development for low- and very low-income households and a Tentative Parcel Map to subdivide the property into two parcels. The proposed Project would have 70 units for seniors, 120 family units, a 6,950 square foot regional library, and community-benefit space, which would include medical and counseling facilities.

The Project is proposed to be built in two phases. Phase one would consist of the 70 units for seniors which would include 11 Mental Health Services Act (MHSA) units, and the library. The 70 senior units, the library, the 2,200 square foot senior community space, and a leasing office would all be housed in a single building in the site's southeast quadrant along Valley Boulevard. The senior housing would include one and two-bedroom townhomes, as well as one-bedroom apartment units above the library space. Phase one would also include 36 family units and a 2,625 square foot community space and classroom building which would be housed in eight buildings located in the northeast quadrant of the Project site. The family housing is proposed in two-story buildings containing two-bedroom townhomes and in three-story buildings containing two-bedroom, two-story townhomes over three-bedroom stacked flats. The common open spaces, including pool, tot lots, and patio/seating areas are proposed within family areas; but would be accessible to all residents. Phase two would consist of the remaining 84 family units located along the westerly portion of the site. Vehicular access to the Project site would be provided along Valley Boulevard, via a signalized full-access central main entry driveway, and two secondary exit-only driveways, at the eastern and western boundaries of the site.

## ANALYSIS

The proposed Project requires a Planned Development Permit (PDP), pursuant to County of San Bernardino Development Code (Development Code) Chapters 84.18 and 85.10. The PDP allows flexibility in the application of Development Code standards. In addition, the Project also qualifies for various affordable housing incentives and density bonuses (Development Code Chapter 83.03) that allow the Project to be economically feasible and increase the density above what is allowed. The proposed development is also within the Bloomington Community Plan Area; therefore, is subject to the goals and policies identified in the Bloomington Community Plan as well as the General Plan.

**Planned Development Permit.** The underlying zoning designation for the site is BL/CS which generally allows for commercial uses and only allows for residential uses as part of a mixed use project with a Planned Development Permit (PDP). In addition, the library use would typically require a Conditional Use Permit; however, may be permitted through a PDP. There is no maximum density in the CS zone; however, as part of the PDP the Planning Commission may make recommendations for the Board of Supervisors to adopt development standards as part of the PDP. The applicant is requesting a proposed density of 21 units per acre. The proposed density is slightly higher than the allowable density in a Multiple Residential (RM) zone which



would allow 20 units per acre. The proposed Project has 42% open space, which exceeds the 40% open space requirement per the Planned Development Standards.

**Amenities.** The Project would have community rooms for the senior and the family portions of the Project, which would program specific activities for the populations they would be serving. Additional amenities include two tot lots, laundry facilities, barbeque areas, community gardens and a large common pool area. There are pedestrian paths integral to the Project leading the residents to the various amenities and parking areas. The entire site is fenced and the residential areas are gated. The proposed setback to the rear of the Project has been increased to 62 feet due to the proximity of the single family homes to the north. In addition, there are only two story buildings proposed in the rear of the site, all of the three story buildings are within the central and front portions of the site.

**Services.** In order to provide adequate services to the site, the Project is conditioned to build an eighteen inch sewer line from the Project site east to an existing sewer line in the City of Rialto. The County of San Bernardino Special Districts Department will be requesting that the Board of Supervisors create a new zone, designated BL (Bloomington) for the existing County Service Area 70, which is a special district that provides various services throughout the County. The sewer line will be constructed to serve this Project site, as well as other properties in the area, and will connect to the wastewater disposal system of the City of Rialto. Special Districts has issued a will serve letter for sewer service for this Project.

The Project will have water service provided by the Fontana Water Company, a private water company which provides service in this area of the County and adjacent cities of Fontana, Rialto, Rancho Cucamonga and Ontario. Fontana Water Company has issued a “Will Serve” letter for the Project. There is an existing water line in Valley Boulevard; however, it needs to be upsized. The Fontana Water company is currently working on plans for these improvements and the Project is conditioned to pay its fair share toward these improvements. Although these improvements are necessary for the proposed Project, this also creates an economic incentive for property owners to develop their properties along Valley Boulevard. Other proposed offsite improvements include: storm drain, a traffic signal at the main entry, natural gas, electricity, CATV, and phone.

**Parking.** Mixed use projects having residential uses are allowed within the CS zone through the PDP approval and parking standards may be established by the PDP. The Project would provide a total of 364 parking spaces, including 307 spaces for the residents and 57 for the library and visitor spaces. Parking for the residents is proposed within carports that would extend along the northern, eastern, and western site perimeters. Guest and library parking would be provided adjacent to the main entrance. The residential portion of the Project would be parked at ratio of 1.0 space per one-bedroom units and 2.0 spaces per two- and three-bedroom units, which is consistent with the parking standards identified in Development Code 83.03.050. In addition, there would be 57 parking spaces for the library. Staff recommends this as adequate due to the fact that there would be a bus stop directly in front of the library and many of the patrons of the library would be students riding bicycles and school buses.

**Community Outreach.** In order to ensure that constituents of the Community of Bloomington was aware of the proposed Project, two community meetings were held. The first meeting was held at the Gerald Smith Elementary School. At this meeting the proposed Project was described and a variety of architectural styles were presented. There was a “dot” exercise for attendees to place dots on the architecture style that they preferred for the Project, and the Mediterranean style received the majority of the dots. The second community meeting was an event at the Truth Tabernacle Church, which is a very large property to the north of the site. A

large Community event was held so attendees could learn about the proposed Project, the new community Library and several other services that are provided by the County. Several departments from the County attended, including Department of Behavior Health, Fire, Transitional Assistance Department, Pre-school services, Workforce Development, Child Support and Aging and Adult Services. Refreshments, entertainment, and prizes were provided to the attendees. The County estimates that there were approximately 500 people in attendance at this event. Community reaction to the Project was favorable.

**Affordable Housing Incentives and Concessions.** The proposed Project is 100% affordable with 30% of the units being made available to very low income households; therefore, the Project would be eligible for three incentives or concessions that are allowed under the County Development Code. Incentives or concessions are typically reduced development standards or other regulatory incentives that result in actual cost reductions. There are numerous changes proposed to the Energy Code over the next couple years. Due to the timing for the developer to submit for Tax Credit Financing, they need to submit construction drawings before the end of 2013. If the developer does not obtain the building permit within 180 days, the Project would be subject to the new Energy Code requirements that would result in an increase cost of \$10,000 per unit (over \$1M for phase 1). Therefore, the applicant is requesting a concession from the County's local building code ordinance to allow the Building Official the discretion to grant extensions to building plan approvals, consistent with the state Building Code template.

**Green Building Project Amenities.** The Project also includes photovoltaic converters on some of the carport roofs to reduce greenhouse gases and offset some of the operating expenses. Bus service is available to the Project, provided by Omnitrans. The nearest existing bus stop to the site is located approximately 0.1-mile east of the site, along the northerly side of Valley Boulevard. The Project applicant is coordinating with Omnitrans to determine the feasibility of potentially establishing a new and/or relocated bus stop immediately south of the Project site along Valley Boulevard.

**Project Phasing.** The Project will be constructed in two phases, with two parcels being created with a Tentative Parcel Map application, which is being processed concurrently with the Planned Development Permit application. Parcel two will be developed first, with parcel one being developed subsequently. In addition to the two parcels which are being proposed, parcel number two will also include a condominium plan for the purpose of creating a separate legal entity for the library. This condominium plan is being created for financing purposes and liability issues only.

**CEQA and NEPA.** The Project required not only preparation of an Initial Study, pursuant to CEQA requirements, but also an Environmental Assessment, pursuant to the National Environmental Policy Act (NEPA). A NEPA analysis is required because there is federal funding that is being used to finance the housing Project. Based upon the analysis for the proposed Project as designed with specific mitigation measures, the Project would not result in a significant impact on the quality of the human environment. Therefore a Mitigated Negative Declaration has been prepared pursuant to CEQA requirements. With respect to NEPA requirements, a Finding of No Significant Impact (FONSI) is being proposed for CDH compliance with federal funding requirements administered by HUD. Following is a brief summary of key issues analyzed in the joint IS/EA document:

**Aesthetics:** The proposed Project will include landscaping around the entire perimeter of the site and will incorporate the design guidelines found in Chapter 83.10 Landscape Standards of the Development Code. The architectural design of the Project includes a Mediterranean style

with articulated massing and a varied mix of building scale that provides an aesthetically appealing skyline. Building materials and exterior color themes include a mix of contemporary earth tones that are complementary to surrounding development. The main entrance to the library will be off of Valley Boulevard and will be accentuated by light blue tiles which will be illuminated from the interior. The library will also have a turret style element which will prominently feature the Bloomington Branch Library and it will also be illuminated. Trees and shrubs in the conceptual landscape plan will accentuate the primary entrance into the Project and throughout the Project providing visual character to the Project.

Traffic: A Traffic Impact Analysis was prepared for this Project by RBF Consulting on June 21, 2013, and revised August 30, 2012. The Traffic Impact Analysis evaluated the potential traffic and circulation improvements required to mitigate impacts and maintain satisfactory levels of service. The Project is estimated to generate a total of approximately 2,135 trip-ends per day on a typical weekday, with approximately 164 a.m. peak hour trips and 199 p.m. peak hour trips. The analysis provides baseline information for the existing year (2013) and forecast year (2015) analysis of conditions, including ambient growth and cumulative development, with and without Project traffic.

The study area for the analysis, including eight (8) existing and future intersections, was determined in cooperation with the County, the City of Rialto and Caltrans. Impacts on each intersection were analyzed based on the analysis methodology and level of service criteria of the agency with jurisdiction over the subject intersection. The traffic analysis identifies off-site improvements required to mitigate impacts on the study area intersections and assigns a fair-share contribution to the cost of the improvements, proportional to the Project's contribution to projected traffic in each intersection. A regional transportation system fee program is in place to fund certain improvements in the study area. This Project will be subject to the regional fee, which will mitigate Project impacts on the fee program facilities.

Air Quality: The Project air quality analysis shows that short-term and long-term emissions from the Project will not exceed the South Coast Air Quality Management District (SCAQMD) established significance thresholds and the impact is considered less than significant with mitigation measures incorporated. The Project provides a residential land use in close proximity to existing commercial development and further promotes a mixed use atmosphere which will reduce trips and vehicle miles traveled. A dust control plan will be required as a mitigation measure to regulate short-term construction activities that could create windblown dust.

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

The Project GHG analysis used the Screening Tables in the County's GHG Plan. The purpose of the Screening Tables is to provide guidance in measuring the reduction of GHG emissions attributable to certain design and construction measures incorporated into development projects. The analysis and methodology is based upon the GHG Plan, which includes GHG emission inventories, a year 2020 emission reduction target and, the goals and policies to reach the County's emissions reduction target. Projects that garner 100 points using the Screening Tables would provide the "fair share" contribution of reductions and are considered consistent



with the GHG Plan. The GHG Screening Table depicts which performance standards the Project would meet in order to exceed the minimum requirement of 100 points.

The Project includes design features that would reduce Project related GHG emissions. The Project would exceed Title 24 and California Green Building Code requirements by 15 percent. The Project also proposes to install energy efficient lighting throughout the site and photovoltaic converters on the library/Senior housing structure and senior carport roofs. Drought tolerant landscaping, drip irrigation, and low impact development would also be incorporated into the Project design. Recycling bins would be provided throughout the site. The proposed Project would achieve 113 points on the County's Screening Tables; therefore, the Project's GHG emissions would be less than significant.

CEQA/NEPA Public Review: On August 21, 2013 the Land Use Services Department sent out the Notice of Availability (NOA) and Notice of Intent (NOI) to adopt a Mitigated Negative Declaration. The Initial Study was also sent to the State Clearing House for circulation. The comment period began on August 21, 2013, which initiated the 30 day review and availability of the Initial Study document. As of the closing date of the comment period, September 19, 2013, a few comment letters have been received and will be provided to the Planning Commission, with staff recommendations/responses at the Planning Commission meeting.

**RECOMMENDATION:** That the Planning Commission **RECOMMEND** to the Board of Supervisors that the following actions be taken:

- 1) **ADOPT** the Mitigated Negative Declaration pursuant to CEQA requirements and a Finding of No Significant Impact pursuant to the National Environmental Policy Act (NEPA), based on a finding that the joint Initial Study/Environmental Assessment was completed in compliance with CEQA and NEPA, that it has been reviewed and considered prior to approval of the Project, and that the Initial Study/Mitigated Negative Declaration and Environmental Assessment/Finding of No Significant Impact reflects the independent judgment of the County of San Bernardino;
- 2) **APPROVE** Planned Development Permit to establish a 190-unit affordable housing development and 13,993 square feet to be utilized as a community library and community center, and tentative parcel 19470 map to create two parcels on 9.00 acres.
- 3) **APPROVE** Tentative Parcel Map 19470 subject to the conditions of approval; and
- 4) **FILE** the Notice of Determination.

ATTACHMENTS:

- |            |   |
|------------|---|
| Exhibit A: | Findings  |
| Exhibit B: | Conditions of Approval-Planned Development and Tentative Parcel Map |
| Exhibit C: | Initial Study/Environmental Assessment Document                     |
| Exhibit D: | Responses to Comments   |

## EXHIBIT A

### FINDINGS

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APN: 0252-051-06, 0252-051-69, & 0252-051-70

RELATED CALIFORNIA/BLOOMINGTON HOUSING PARTNERS, LP

P201300295

Planning Commission: November 21, 2013

### **PLANNED DEVELOPMENT PERMIT FINDINGS**

1. The proposed development is consistent with the General Plan and any other applicable plan, because the proposed development conforms to the General Plan Land Use Zoning designation, the which is Bloomington Service Commercial (BL/CS), the Bloomington Community Plan and the Housing Element:

- GOAL LU 1. The County will have a compatible and harmonious arrangement of land uses by providing a type and mix of functionally well-integrated land uses that are fiscally viable and meet general social and economic needs of the residents.

POLICY LU 1.1. Develop a well-integrated mix of residential, commercial, industrial and public uses that meet the social and economic needs of the residents in the three geographic regions of the County: Valley, Mountains, and Desert.

POLICY LU 1.2. The design and siting of new development will meet locational and development standards to ensure compatibility of the new development with adjacent land uses and community character.

- GOAL LU 2. Residential land uses will be provided in a range of styles, densities, and affordability and in a variety of area of line, ranging from traditional urban neighborhoods to more rural neighborhoods.

POLICY LU 2.1 Promote varied approaches to residential development to foster a variety of housing types and densities and more efficient use of the land.

1. Allow innovative residential development, such as clustering as a means of achieving more efficient housing construction and providing larger areas of usable common open space and avoiding natural hazards.

2. Establish a system to award density bonuses in return for special design, infrastructure improvements, extra amenities, usable open space, or other developer efforts.

POLICY LU 2.2 When more intensive development is proposed adjacent to developed large lots, then the new development shall be required to provide adequate buffering, so that compatibility between rural residential uses and more urban uses may be maintained.

- GOAL LU 5. Reduce traffic congestion and air pollution and improve the quality of life for the County residents by providing employment and housing opportunities in close proximity to each other.
- GOAL LU 9. Development will be in a contiguous manner as much as possible to minimize environmental impacts, minimize public infrastructure and service costs, and further countywide economic development goals.



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RELATED CALIFORNIA/BLOOMINGTON HOUSING PARTNERS, LP

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- GOAL BL/LU 1. Provide a mix of housing choices that support a range of lifestyles in the community, ranging from traditional urban neighborhoods to more “rural” neighborhoods.
- GOAL BL/LU 4. Provide adequate sites for the production of new senior housing.
- GOAL BL/CI 3. Ensure adequate water sources and associated infrastructure to service the needs of existing and future water users in the Bloomington Community Plan area.

POLICY BL/CI 3.2 Support efforts to continue to improve cooperation and communication among water providers and the County in addressing water related issues.

- GOAL BL/CI 4. Provide wastewater disposal facilities which will serve the Bloomington Community Plan area in a way that protects the public from any adverse water quality or health impacts.

POLICY BL/CI 4.1 Support the development of a community sewer system when and where sewerage becomes necessary.

- GOAL H 2. Because innovative housing design and construction techniques and energy conservation may reduce the cost of housing without sacrificing quality, the following action programs will be implemented or pursued.

POLICY H 2.1 Continue to utilize planned development density bonus and density transfer provisions as described in the County Development Code to allow creation of lot sizes less than that normally required by residential land use zoning districts.

- GOAL H 5. Because the housing needs of all economic segments of the population are not currently served by the housing market, the following voluntary incentives, strategies, and action programs will be implemented to stimulate the market sufficiently to fulfill this unmet need.

POLICY H 5.1 Continue to promote the use of the Housing Incentives Program (HIP).

1. Continue to stimulate construction of affordable new residential developments of five or more units within the unincorporated County areas, including senior housing.

POLICY H 5.2 Continue to implement the HIP such that it would encourage the phasing of affordable housing in large planned developments when the density bonus incentive has been implemented.

1. Continue to encourage phasing of affordable units in all future multi-phased housing developments that include affordable housing.

POLICY H 5.6 Identify sites for affordable housing in the various planning regions of the County.

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1. Direct and encourage the construction of affordable housing in the Planning regions.

POLICY H 5.8 Continue to form partnerships with nonprofit organizations, public agencies, other community-based organizations, and housing developers to increase ownership opportunities for very low- and low income households.

2. The physical characteristics of the site have been adequately assessed and the site for the proposed development is adequate in terms of shape and size to accommodate the use and all landscaping, loading areas, open spaces, parking areas, setbacks, walls and fences, yards, and other required features because the proposed development has been designed to adequately address the development standards of the County Development Code. The proposed project is consistent with the Planned Development Standards and the Affordable Housing Incentives-Density Bonus and the site is adequate in shape and size to accommodate the proposed residential and commercial uses along with all required landscaping, open space, setbacks, walls, fences, yards, noise attenuation measures, water, sewer and drainage improvements.
3. The site for the proposed development has adequate access, in that the site design and development plan conditions consider the limitations of existing streets and highways and provides improvements to accommodate the anticipated requirements of the proposed development, because the proposed project has been designed with adequate internal circulation and has been conditioned to provide a signal at the main entrance to the site to provide a safe entrance and egress from the development.
4. Adequate public services and facilities exist, or will be provided, in compliance with the conditions of the development plan approval, to serve the proposed development and the approval of the proposed development will not result in a reduction of public services to properties in the vicinity to be a detriment to public health, safety, and general welfare, because the project has been conditioned to install a sewer line to connect to the City of Rialto through a Extraterritorial Agreement for treatment. The project has been conditioned to pay its fair share contributions to upgrade the water service in Valley with the Fontana Water Company. The Project will be served by the City of Colton Unified School District for kindergarten through High School.
5. The proposed development, as conditioned, will not have a substantial adverse effect on surrounding property or their allowed use, and will be compatible with the existing and planned land use character of the surrounding area because the proposed multi-family residential portion of the project has been setback 62 feet from the rear property line away from the single family residential units, and the library fronts Valley Boulevard which is planned for a mix of commercial, industrial and residential land uses.
6. The improvements required by the proposed conditions of the development approval, and the manner of development adequately address all natural and manmade hazards associated with the proposed development and the project site including fire, flood, seismic, and slope hazards because the proposed project has included specific studies addressing emergency access, geology, seismic, drainage, air quality, and noise. These and other potential hazards have been adequately addressed through the development review process by incorporating as mitigation measures and conditions of approval the

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RELATED CALIFORNIA/BLOOMINGTON HOUSING PARTNERS, LP

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recommendations proposed in the various studies, and by incorporating the requirements and standards of the County Development Code

7. The proposed development carries out the intent of the Planned Development Permit provisions by providing a more efficient use of the land and an excellence of design greater than that which would be achieved through the application of conventional development standards, because the proposed project is a Planned Development and provided much needed affordable housing for very low and low income families and seniors for the Bloomington Community and a new branch library for Bloomington. The project has been designed to private significant amounts of open space, recreational amenities and architectural design features that has achieved a more efficient use of land through the Planned Development Permit process.
8. If the development proposes to mix residential and commercial uses whether done in a vertical or horizontal manner, the residential use is designed in a manner that it is buffered from the commercial use and is provided sufficient amenities to create a comfortable and healthy residential environment and to provide a positive quality of life for the residents. The project has been designed to provide community rooms for the senior and the family portions of the project, two tot lots, laundry facilities, barbeque areas, community gardens and a large common pool area. The project provides pedestrian paths integral to the project leading the residents to the various amenities and parking areas. The entire site is fenced and the residential areas are gated.
9. There is no substantial evidence that the project will have a significant effect on the environment because an Initial Study has been completed for the proposed project and it is determined, on the basis of staff's independent evaluation, that the project will not have a significant adverse impact on the environment with the implementation of all the conditions of approval and environmental mitigation measures. The proposed Mitigated Negative Declaration for this project reflects the County's independent judgment in making this decision. Therefore, adoption of a Mitigated Negative Declaration is recommended.

APN: 0252-051-06, 0252-051-69, & 0252-051-70

RELATED CALIFORNIA/BLOOMINGTON HOUSING PARTNERS, LP

P201300295

Planning Commission: November 21, 2013

### **TENTATIVE PARCEL MAP:FINDINGS**

1. The proposed map, subdivision design, and improvements are consistent with the General Plan, any applicable community plan, and any applicable specific plan. The subdivision complies with the General Plan and the Bloomington Community Plan because the parcels are proposed in conjunction with a Planned Development Permit (PDP) application that shows the proposed parcels design and associated improvements are consistent with the General Plan and Bloomington Community Plan.
2. The site is physically suitable for the type and proposed density of development because the a PDP application has been concurrently processed with the Tentative Parcel Map that shows each parcel can accommodate the proposed development. The parcels are of a configuration that conforms to the development standards of the County Development Code.
3. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat. An Initial Study/Environmental Assessment has been prepared for the proposed Project and finds no significant environmental damage or impacts to fish or wildlife or their habitat will occur as a result of the project.
4. The design of the subdivision or type of improvements is not likely to cause serious public health or safety problems because the site location, the design, and the density proposed are such that hazards from flood, fire, noise and other potential public health hazards are minimized. Any other required improvements are also not likely to cause public health or safety problems because they are standard conditions required for subdivision purposes.
5. The design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision. The conditions of approval require that public rights of way and easements will not be interfered with and that statements of concurrence from utility companies whose easements may be affected by the proposed subdivision be provided.
6. The discharge of sewage from the proposed subdivision into the community sewer system will not result in violation of existing requirements prescribed by the California Regional Water Quality Control Board. The Project is required to connect to the City of Rialto sewer system. The City of Rialto has reviewed the Project and indicated they are able to provide sewer service with construction of a sewer line extension.
7. The design of the subdivision provides, to the extent feasible, passive or natural heating and cooling opportunities. The associated PDP has been designed to incorporate these opportunities.
8. The proposed subdivision, its design, density, and type of development and improvements conforms to the regulations of this Development Code and the regulations of any public agency having jurisdiction by law. The project was reviewed by responsible County agencies, and any necessary regulations have been imposed on the subdivision as a condition of approval.

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RELATED CALIFORNIA/BLOOMINGTON HOUSING PARTNERS, LP

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9. There is no substantial evidence that the project will have a significant effect on the environment because an Initial Study has been completed for the proposed project and it is determined, on the basis of staff's independent evaluation, that the project will not have a significant adverse impact on the environment with the implementation of all the conditions of approval and environmental mitigation measures. The proposed Mitigated Negative Declaration for this project reflects the County's independent judgment in making this decision. Therefore, adoption of a Mitigated Negative Declaration is recommended.



## EXHIBIT B

### CONDITIONS OF APPROVAL

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## **CONDITIONS OF APPROVAL**

### **Planned Development Permit (PDP)** **Bloomington Housing Project** **GENERAL REQUIREMENTS-FOR ALL PHASES** Conditions of Operation and Procedures

#### **LAND USE SERVICES/ Planning (909) 387-8311**

1. **Project Approval Description.** This Planned Development (PD) is approved to be constructed and operated in compliance with the San Bernardino County Code (SBCC), the following conditions of approval, the approved site plan, Preliminary Development Plan, Final Development Plan and any other required and approved reports and/or displays (e.g. elevations). This project includes a Preliminary and Final Development Plan for a 190 unit Multi-Family Residential project that includes 13,993 square feet to be utilized as a County branch library and community center. The Project site is 9 acres in size and is located on the north side of Valley Boulevard between Locust and Alder Avenues in the Community of Bloomington. The project APN is: 0252-051-06, 69 and 70. The project number is P201300295.
  - a) Project signs shall comply with SBCC Chapter 83.13.
  - b) Project landscaping shall comply with SBCC Chapter 83.10
  - c) On-site parking shall comply with the approved Preliminary Development Plan.
  - d) Project construction shall comply with all applicable construction codes including the California Building Codes (CBC) and Uniform Fire Code (UFC).
2. This project is eligible for bonus density, incentives, or concessions, pursuant to Sections 83.03.040 (b) (1) and 83.040 (c) (3), which provide for concessions to be granted in the form of relief from local regulations other than the Development Code. The locally-adopted administrative section of the building code regarding expiration of building plans approvals is a local regulation. The County may grant concessions to an affordable housing project by allowing the Building Official the discretion to grant extension to building plan approvals, consistent with the State Building Code template.
3. **“Developer” Defined.** The term “developer” as used in these conditions of approval for this project and for any development of this project site, includes all of the following: the applicant, the property owner and any lessee, tenant or sub-tenant, operator and/or any other agent or other interested party of the subject project and/or project site and/or any heir or any other successor in interest in the project site or project land use by sale or by lease of all or of a portion of the project site or project land uses and/or any other right given to conduct any land use in any or all of the project structures or any area on the project site.

**Effective Date: TBD**  
**Expiration Date: TBD**

4. Revisions. Any proposed change to the approved use/activity on the site (e.g. from warehouse to manufacturing); or any increase in the developed area of the site or any expansion or modification to the approved facilities, including changes to structures building locations, elevations, signs, parking allocation, landscaping, lighting, allowable number of occupants (clients and/or employees); or a proposed change in the conditions of approval, including operational restrictions from those shown either on the approved site plan and/or in the conditions of approval shall require that an additional land use application (e.g. Revision to an Approved Action) be submitted to County Planning for review and approval obtained.
  
5. Continuous Effect/Revocation. All of the conditions of this project are continuously in effect throughout the operative life of the project for the use approved. Failure of the property owner, tenant, applicant, developer or any operator (herein "developer") to comply with any or all of the conditions at any time may result in a public hearing and revocation of the approved land use, provided adequate notice, time and opportunity is provided to the property owner or other party to correct the non-complying situation.
  
6. Expiration. This project permit approval shall expire and become void if it is not "exercised" within three (3) years of the effective date of this approval, unless an extension of time is approved. The permit is deemed "exercised" when either:
  - a) The permittee has commenced actual construction or alteration under a validly issued building permit, or
  - b) The permittee has substantially commenced the approved land use or activity on the project site, for those portions of the project not requiring a building permit. (SBCC §86.06.060)Occupancy of completed structures and operation of the approved and exercised land use remains valid continuously for the life of the project and the approval runs with the land, unless one of the following occurs:
  - a) Construction permits for all or part of the project are not issued or the construction permits expire before the structure is completed and the final inspection is approved.
  - b) The land use is determined by the County to be abandoned or non-conforming.
  - c) The land use is determined by the County to be not operating in compliance with these conditions of approval, the County Code, or other applicable laws, ordinances or regulations. In these cases, the land use may be subject to a revocation hearing and possible termination.

**PLEASE NOTE:** This will be the ONLY notice given of the approval expiration date. The "developer" is responsible to initiate any Extension of Time application.
  
7. Extension of Time. Extensions of time to the expiration date (listed above or as otherwise extended) may be granted in increments each not to exceed an additional three years beyond the current expiration date. An application to request consideration of an extension of time may be filed with the appropriate fees no less than thirty days before the expiration date. Extensions of time may

be granted based on a review of the application, which includes a justification of the delay in construction and a plan of action for completion. The granting of such an extension request is a discretionary action that may be subject to additional or revised conditions of approval or site plan modifications. (SBCC §86.06.060)

8. Development Impact Fees. Additional fees may be required prior to issuance of development permits. Fees shall be paid as specified in adopted fee ordinances.
9. Indemnification. In compliance with SBCC §81.01.070, the developer shall agree, to defend, indemnify, and hold harmless the County or its “indemnitees” (herein collectively the County’s elected officials, appointed officials (including Planning Commissioners), Zoning Administrator, agents, officers, employees, volunteers, advisory agencies or committees, appeal boards or legislative body) from any claim, action, or proceeding against the County or its indemnitees to attack, set aside, void, or annul an approval of the County by an indemnitee concerning a map or permit or any other action relating to or arising out of County approval, including the acts, errors or omissions of any person and for any costs or expenses incurred by the indemnitees on account of any claim, except where such indemnification is prohibited by law. In the alternative, the developer may agree to relinquish such approval.

Any condition of approval imposed in compliance with the County Development Code or County General Plan shall include a requirement that the County acts reasonably to promptly notify the developer of any claim, action, or proceeding and that the County cooperates fully in the defense. The developer shall reimburse the County and its indemnitees for all expenses resulting from such actions, including any court costs and attorney fees, which the County or its indemnitees may be required by a court to pay as a result of such action.

The County may, at its sole discretion, participate at its own expense in the defense of any such action, but such participation shall not relieve the developer of their obligations under this condition to reimburse the County or its indemnitees for all such expenses.

This indemnification provision shall apply regardless of the existence or degree of fault of indemnitees. The developer’s indemnification obligation applies to the indemnitees’ “passive” negligence but does not apply to the indemnitees’ “sole” or “active” negligence or “willful misconduct” within the meaning of Civil Code Section 2782.

10. Project Account. The Job Costing System (JCS) account number is *P201300295*. This is an actual cost project with a deposit account to which hourly charges are assessed by various county agency staff (e.g. Land Use Services, Public Works and County Counsel). Upon notice, the “developer” shall deposit additional funds to maintain or return the account to a positive balance. The “developer” is responsible for all expenses charged to this account.



Processing of the project shall cease, if it is determined that the account has a negative balance and that an additional deposit has not been made in a timely manner. A minimum balance of \$1000.00 shall be in the project account at the time of project approval and the initiation of the Condition Compliance Review. Sufficient funds shall remain in the account to cover all estimated charges that may be made during each compliance review. All fees required for processing shall be paid in full prior to final inspection, occupancy and/or operation of each approved use in each approved structure or land use activity area. There shall be sufficient funds (\$500.00) remaining in the account to properly fund file closure and any other required post-occupancy compliance review and inspection requirements (e.g. landscape performance).

11. NOD/MND/CDFG Fees. The California Environmental Quality Act (CEQA) requires that an environmental determination be prepared for this project. County staff completed an environmental initial study for this project and circulated it for review. A Mitigated Negative Declaration (MND) will be issued indicating that all identified impacts were found to be mitigated below a level of significance. A Notice of Determination (NOD) of this finding is required to be filed with a fee (currently \$50). The California Department of Fish and Game (CDFG) requires that an additional fee (currently \$2,156.25) be paid with the NOD filing, unless CDFG issues a determination of "No Biological Effect". The combined fees (\$2,206.25) are required to be paid to the Clerk of the Board with the NOD filing, and the project approval does not become effective until these fees are paid and the filing is posted.
12. Condition Compliance. In order to obtain construction permits for grading, or any new building, final inspection, the developer shall process a Condition Compliance Release Form (CCRF) for each respective building and/or phase of the development through County Planning in accordance with the directions stated in the Approval letter. County Planning shall release their holds on each phase of development by providing to County Building and Safety the following:
  - a) Grading Permits - a copy of the signed CCRF for grading/land disturbance and two "red" stamped and signed approved copies of the grading plans.
  - b) Building Permits - a copy of the signed CCRF for building permits and three "red" stamped and signed approved copies of the final approved site plan.
  - c) Final Inspection - a copy of the signed CCRF for final inspection of each respective building, after an on-site compliance inspection by County Planning.
13. Additional Permits. The property owner, developer, and land use operator are all responsible to ascertain and comply with all laws, ordinances, regulations and any other requirements of Federal, State, County and Local agencies as are applicable to the development and operation of the approved land use and project site. These include:
  - a) Federal: Federal Aviation Administration
  - b) State of California: Regional Water Quality Control Board (RWQCB)

- c) County of San Bernardino: Land Use Services - Code Enforcement; Building and Safety, Public Health-Environmental Health Services, Special Districts, Public Works. County Fire, and
  - d) Local: Local Agency Formation Commission (LAFCO), San Bernardino International Airport Authority (Avigation Easement), City of Redlands by special agreement provides water, sewer, sanitation, police and fire services to this area
14. Continuous Maintenance. The property owner and “developer” shall continually maintain the property so that it is visually attractive and not dangerous to the health, safety and general welfare of both on-site users (e.g. employees) and surrounding properties. The “developer” shall ensure that all facets of the development are regularly inspected, maintained and that any defects are timely repaired. Among the elements to be maintained, include but are not limited to:
- a) Annual maintenance and repair inspections shall be conducted for all structures, fencing/walls, walks, parking lots, driveways, and signs to assure proper structural, electrical and mechanical safety and a properly operating irrigation system.
  - b) Graffiti and debris shall be removed immediately with weekly maintenance.
  - c) Landscaping shall be maintained in a continual healthy thriving manner at proper height for required screening. Drought-resistant, fire retardant vegetation shall be used where practicable. Where landscaped areas are irrigated, it shall be done in a manner designed to conserve water, minimizing aerial spraying.
  - d) Erosion control measures shall be maintained to reduce water run off, siltation, and promote slope stability.
  - e) Architectural controls shall be enforced by the property owner to maintain compatibility of theme, materials, unfaded colors, building mass, size and height.
  - f) Signage. All on-site signs, including posted area signs (e.g. “No Trespassing”) shall be maintained in a clean readable condition at all times and all graffiti and vandalism shall be removed and repaired on a regular weekly basis. Signs on the site shall be of the size and general location as shown on the approved site plan or an approved sign plan.
  - g) Parking and on-site circulation requirements, including surfaces, all markings and traffic/directional signs shall be maintained in an unfaded condition as identified on the approved site plan. Any modification to parking and access layout requires County review and approval. The markings and signs shall be clearly defined and legible. These include parking spaces, disabled space and access path of travel, directional designations and signs, stop signs, pedestrian crossing, speed humps “No Parking” “carpool” and “Fire Lane” designations.
  - h) Garage Parking Spaces. All garage (enclosed) parking spaces shall be provided with automatic garage door openers and shall at all times remain clear and uncluttered so as to accommodate the parking of vehicles.

15. Performance Standards. The approved land uses shall operate in compliance with the general performance standards listed in the County Development Code Chapter 83.01, regarding air quality, electrical disturbance, fire hazards (storage of flammable or other hazardous materials), heat, noise, vibration and the disposal of liquid waste. In addition to these, none of the following shall be perceptible without instruments at any point outside the project boundaries at adjoining property lines:
- a) Odors: No offensive or objectionable odor
  - b) Emissions: No emission of dirt, dust, fly ash, and other forms of particulate matter.
  - c) Smoke: No smoke from any project source shall be emitted of a greater density than that described in No. 2 on the Ringelmann Chart (as published currently by the United States Bureau of Mines)
  - d) Radiation: No dangerous amount of radioactive emissions.
  - e) Toxic Gases: No emission of toxic, noxious or corrosive fumes of gases.
  - f) Glare: No intense glare that is not effectively screened from view at any point outside the project boundary.
16. Lighting. The glare from any luminous source, including on-site lighting shall not exceed one-half (0.5) foot-candle at property line. All lighting shall be limited to that necessary for maintenance activities and security purposes. This is to allow minimum obstruction of night sky remote area views. No light shall project onto adjacent roadways in a manner that interferes with on-coming traffic. All signs proposed by this project shall only be lit by steady, stationary, shielded light directed at the sign, by light inside the sign, by direct stationary neon lighting or in the case of an approved electronic message center sign alternating no more than once every five seconds.
17. Clear Sight Triangle. Adequate visibility for vehicular and pedestrian traffic shall be provided at clear sight triangles at all 90 degree angle intersections of public rights-of-way and private driveways. All signs, structures and landscaping located within any clear sight triangle shall comply with the height and location requirements specified by County Development Code (SBCC§ 83.02.030) or as otherwise required by County Traffic.
18. Underground Utilities. There shall be no new above ground power or communication lines extended to the site. All new utilities shall be placed underground in a manner, which avoids disturbing any existing/natural vegetation or the site appearance. Existing utilities on Valley Boulevard frontage shall also be placed underground in coordination with the utility provider.

LAND USE SERVICES/ Code Enforcement (909) 387-4044

19. Enforcement. If any County agency is required to enforce compliance with the conditions of approval, the property owner and "developer" shall be charged for such enforcement activities in accordance with the County Code Schedule of Fees. Failure to comply with these conditions of approval or the approved site plan design required for this project approval shall be enforceable against the

property owner and “developer” (by both criminal and civil procedures) as provided by the San Bernardino County Code, Title 8 - Development Code; Division 6 - Administration, Chapter 86.09 - Enforcement.

PUBLIC HEALTH/ Environmental Health Services (DEHS) (909) 387-4666

20. Noise. Noise level shall be maintained at or below County Development Code Standards, Section 83.01.080. For information, please call DEHS at 909-387-4666.
21. Refuse Storage/Removal. All refuse generated at the premises shall at all times be stored in approved containers and shall be placed in a manner so that environmental public health nuisances are minimized. All refuse not containing garbage shall be removed from the premises at least 1 time per week, or as often as necessary to minimize public health nuisances. Refuse containing garbage shall be removed from the premises at least 2 times per week, or as often if necessary to minimize public health nuisances, by a permitted hauler to an approved solid waste facility in conformance with San Bernardino County Code Chapter 8, Section 33.0830 et. seq. For information, please call DEHS/LEA at: 800-442-2283.

COUNTY FIRE/ Community Safety (909) 386-8465

22. Fire Jurisdiction. The above referenced project is under the jurisdiction of the San Bernardino County Fire Department herein (“Fire Department”). Prior to any construction occurring on any parcel, the developer shall contact the Fire Department for verification of current fire protection requirements. All new construction shall comply with the current Uniform Fire Code requirements and all applicable statutes, codes, ordinances and standards of the Fire Department.
23. Additional Requirements. In addition to the Fire requirements stated herein, other on site and off site improvements may be required which cannot be determined from tentative plans at this time and would have to be reviewed after more complete improvement plans and profiles have been submitted to this office.
24. Construction permits, including Fire Condition Letters, shall automatically expire and become invalid unless the work authorized by such permit is commenced within 180 days after its issuance, or if the work authorized by such permit is suspended or abandoned for a period of 180 days after the time the work has commenced. Suspension or abandonment shall mean that no inspection by the Department has occurred with 180 days of any previous inspection. After a construction permit or Fire Condition letter becomes invalid and before such previously –approved work recommences, a new permit for such work, provided no changes have been made or will be made in the original construction documents for such work, and provided further that such suspension or abandonment has not exceeded one year. A request to extend the Fire Condition Letter or Permit may be marked in writing PRIOR to the expiration date justifying the reason that the Fire Condition Letter should be extended.

LAND USE SERVICES/ Land Development Division – Drainage Section (909) 387-8311

25. Tributary Drainage. Adequate provisions shall be made to intercept and conduct the tributary off site - on site drainage flows around and through the site in a manner, which will not adversely affect adjacent or downstream properties at the time the site is developed.
26. Natural Drainage. The natural drainage courses traversing the site shall not be occupied or obstructed.
27. Additional Drainage Requirements. In addition to drainage requirements stated herein, other "on-site" and/or "off-site" improvements may be required which cannot be determined from tentative plans at this time and would have to be reviewed after more complete improvement plans and profiles have been submitted to this office.
28. Continuous BMP Maintenance. The property owner/"developer" is required to provide periodic and continuous maintenance of all Best Management Practices (BMP) devices/facilities listed in the County approved Water Quality Management Plan (WQMP) for the project. This includes but is not limited to, filter material replacement and sediment removal, as required to assure peak performance of all BMPs. Furthermore, such maintenance activity will require compliance with all Local, State, or Federal laws and regulations, including those pertaining to confined space and waste disposal methods in effect at the time such maintenance occurs.
29. BMP Enforcement. In the event the property owner/"developer" (including any successors or assigns) fails to accomplish the necessary BMP maintenance within five (5) days of being given written notice by County Public Works, then the County shall cause any required maintenance to be done. The entire cost and expense of the required maintenance shall be charged to the property owner and/or "developer", including administrative costs, attorney's fees and interest thereon at the rate authorized by the County Code from the date of the original notice to the date the expense is paid in full.

LAND USE SERVICES/ Land Development Division – Roads Section (909) 387-8311

30. Road Standards. All required street improvements shall comply with latest San Bernardino County Road Planning and Design Standards and the San Bernardino County Standard Plans.

PUBLIC WORKS / Traffic Division – Road Section (909) 387-8186

31. Project Vehicles shall not back out into the public roadway
32. The easterly and westerly project driveways along Valley Boulevard will be restricted to right-turn exit only. These driveways will not provide entry access.

PUBLIC WORKS / Solid Waste Management (909) 387-8701

33. Recycling Storage Capacity. The developer shall provide equal space and storage bins for both refuse and recycling materials. This requirement is to assist the County in compliance with the recycling requirements of AB 2176.
34. Mandatory Commercial Recycling. Beginning July 1, 2012 all businesses defined to include a commercial or public entity that generates 4 or more cubic yards of commercial solid waste a week or is a multi-family residential dwelling of 5 units or more to arrange for recycling services. The County is required to monitor business recycling and will require the business to provide recycling information. This Requirement is to assist the County in compliance with the recycling requirements of AB 341.
35. Mandatory Commercial Trash Service. This project falls within a Uniform Handling Service area. If uniform handling service is implemented for all or part of a particular franchise area, all owners or a dwelling or a commercial or industrial unit within the uniform handling area who are required to have uniform handling service shall, upon notice thereof, be required to accept uniform handling service from the grantee holding a franchise agreement and pay the rate of such services. This requirement is a stipulation of County Code Title 4, Division 6, Chapter 5, Section 46.0501.

**PRIOR TO ISSUANCE OF GRADING PERMITS  
OR LAND DISTURBING ACTIVITIES**

The following shall be completed:

LAND USE SERVICES/ Building and Safety (909) 387-8311

36. Soils Report. When earthwork quantities exceed 5,000 cubic yards, a new/updated geotechnical (soil) report shall be submitted to the Building and Safety Division for review and approval prior to issuance of grading permits.
37. Geologic Feasibility Report. A geotechnical (soil) report shall be submitted to the Building and Safety Division for review and approval by the County Geologist and fees paid for the review prior to issuance of grading permits.
38. Prior to the issuance of a grading permit, a San Bernardino County Stormwater Management Plan is required.
39. Grading plans shall show protective measures for structures on adjacent property and within 15 feet of the property line.
40. Obtain a demolition permit for any building/s or structures to be demolished. Underground structures must be broken in, back-filled and inspected before covering.
41. Submit plans and obtain separate building permits for any required walls, retaining walls or trash enclosures.
42. Submit plans and obtain separate building permits for any required walls, retaining walls or trash enclosures.
43. Any building, sign or structure to be constructed or located on site will require professionally prepared plans approved by Building and Safety.
44. A preliminary grading plan is required. This plan shall delineate the boundary of an adequately sized building pad, driveway and show the location of all existing utility lines, pad elevations and any other data necessary to show that buildable site exists. Natural drainage courses and proposed drainage easements must be shown. Provide the grading plan on a scale sufficient to clearly show the above items. A minimum scale of 1:100 is recommended.
45. Grading Plans. If grading exceeds fifty (50) cubic yards, approved plans will be required.
46. All erosion control planting, landscaping and devices shall be installed upon completion of rough grading.
47. All runoff must be held to pre-development levels per Section 82.13.080 of the San Bernardino County code.



48. Upon completion of rough grading and prior to footing excavations, a compaction report shall be submitted to the Building and Safety Division for review and approval.
49. *Prior to issuance of Grading or Building Permit, the Project shall obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ, which includes filing a Notice of Intent (NOI) and preparation of a Storm Water Pollution Prevention Plan (SWPPP), and shall provide evidence to the County of compliance with Development Code Section 85.11.030, which requires preparation of Soil Erosion Pollution Prevention Plan.[Mitigation Measure GEO-1 Building and Safety – Prior to Grading]*
50. **NPDES.** An NPDES permit - Notice of Intent (NOI) - is required on all construction projects of one (1) acre or more prior to issuance of a grading/construction permit. Construction activity includes clearing, grading or excavation that results in the disturbance of at least one (1) acre of land. The WDID number issued by the Regional Water Quality Control Board will be required as evidence of filing the NOI.

COUNTY FIRE/Hazardous Materials Division (909) 386-8463

51. *Prior to site development, the approximately three-foot square patch of diesel fuel stained soil located on APN 0252-051-69 shall be over-excavated and removed, in consultation with the San Bernardino County Fire Department Hazardous Materials Division (Certified Unified Program Agency), pursuant to State and Federal contaminated soil regulations.[Mitigation Measure HAZ-1]*

LAND USE SERVICES/ Planning (909) 387- 8311

52. **AQ-Dust Control Plan.** *The “developer” shall prepare, submit for review and obtain approval from County Planning of both a Dust Control Plan (DCP) consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/ subcontracts a requirement that project contractors adhere to the requirements of the DCP. The DCP shall include the following requirements:*
  - a) *Exposed soil shall be kept continually moist to reduce fugitive dust during all grading and construction activities, through application of water sprayed a minimum of three times each day during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.*
  - b) *The contractor shall ensure that traffic speeds on unpaved roads and the project site areas are reduced to 15 miles per hour or less to reduce PM10 and PM2.5 fugitive dust haul road emissions.*
  - c) *Any portion of the site to be graded shall be pre-watered to a depth of three feet prior to the onset of grading activities.*

- d) *During high wind conditions (i.e., wind speeds exceeding 25 mph), areas with disturbed soil shall be watered hourly and activities on unpaved surfaces shall cease until wind speeds no longer exceed 25 mph.*
- e) *Any area that will remain undeveloped for a period of more than 30 days shall be stabilized using either chemical stabilizers and/or a desert wildflower mix hydro seed on the affected portion of the site.*
- f) *Storage piles that are to be left in place for more than three working days shall be sprayed with a non-toxic soil binder, covered with plastic or revegetated.*
- g) *Imported fill and exported excess cut shall be adequately watered prior to transport, covered during transport, and watered prior to unloading on the project site.*
- h) *Storm water control systems shall be installed to prevent off-site mud deposition.*
- i) *All trucks hauling dirt away from the site shall be covered.*
- j) *Construction vehicle tires shall be washed, prior to leaving the project site.*
- k) *Rumble plates shall be installed at construction exits from dirt driveways.*
- l) *Paved access driveways and streets shall be washed and swept daily when there are visible signs of dirt track-out.*
- m) *Street sweeping shall be conducted daily when visible soil accumulations occur along site access roadways to remove dirt dropped or tracked-out by construction vehicles. Site access driveways and adjacent streets shall be washed daily, if there are visible signs of any dirt track-out at the conclusion of any workday and after street sweeping.*

*[Mitigation Measure AQ-1] Prior to Grading Permits/Planning*

- 49. *If ground-disturbing activities or removal of any trees, shrubs, or any other potential nesting habitat are scheduled within the avian nesting season (from February 1 to August 31), a pre-construction clearance survey for nesting birds shall be conducted by a qualified biologist within three days prior to any ground disturbing activities. The biologist conducting the clearance survey shall document a negative survey with a brief letter report indicating that no impacts to active bird nests would occur.[Mitigation Measure BIO-1 Prior to Grading Permits/Planning]*
- 50. *If an active avian nest is discovered during the nesting bird clearance survey, construction activities shall stay outside of a 300-foot buffer around the active nest. For raptor species, this buffer shall be 500 feet. A biological monitor shall delineate the boundaries of the buffer area and monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity.[Mitigation Measure BIO-2 Prior to Grading Permits/Planning]*
- 51. *A pre-construction burrowing owl survey shall be conducted by a qualified biologist within three days prior to any ground disturbing activities to document the continued absence of burrowing owl from the Project site. The burrowing owl survey may be conducted, as part of the nesting bird clearance survey. The biologist conducting the survey shall document a negative survey with a brief letter*

*report indicating that no impacts to burrowing owls would occur. [Mitigation Measure BIO-3 Prior to Grading Permits/Planning]*

52. *Prior to issuance of the Grading or Building Permit, a Cultural Resources Monitoring Plan (CRMP) shall be prepared by a qualified archaeologist. The CRMP shall include the following elements:*
- *Preconstruction cultural resources sensitivity training for earthmoving personnel.*
  - *Documentation of the earthmoving personnel's training (i.e., sign in sheets, hardhat stickers, etc.).*
  - *A signed repository agreement.*
  - *Field and laboratory methods used for recovered artifacts (consistent with repository requirements).[Mitigation Measure CUL-1] Prior to Grading Permits/Planning*
53. *An archaeological monitor meeting the Secretary of the Interior's Standards for archaeologists shall be present on the Project site during the Project's ground disturbance activities.[Mitigation Measure CUL-2] Prior to Grading Permits/Planning.*
54. *Prior to issuance of Grading or Building Permit, the Project shall obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ, which includes filing a Notice of Intent (NOI) and preparation of a Storm Water Pollution Prevention Plan (SWPPP), and shall provide evidence to the County of compliance with Development Code Section 85.11.030, which requires preparation of Soil Erosion Pollution Prevention Plan. .[Mitigation Measure GEO-1] Prior to Grading Permits/Planning*
55. *Construction Noise. The "developer" shall submit and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce noise impacts during construction, which shall include the following vehicle and equipment emissions and other impacts to air quality by implementing the following measures and submitting documentation of compliance: The developer/construction contractors shall do the following:*
- a) *During the project site excavation and grading, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with the manufactures standards.*
  - b) *The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.*

- c) *The construction contractor shall limit all construction-related activities that would result in high noise levels between the hours of 7:00 a.m. and 6:00 p.m., Monday through Saturday excluding holidays.*
- d) *The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the project site during all project construction.*
- e) *The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings. [Mitigation Measure NOI-1] - Prior to Grading Permit/Planning*

55. Cultural Resources. The developer/property owner shall submit for review and obtain approval from County Planning of a letter agreeing to adhere to the following requirements and to include in any construction contracts/subcontracts a provision that project contractors shall also adhere to the following requirements:

- a) If archaeological, paleontological and/or historical resources are uncovered during ground disturbing activities, all work in that area shall cease immediately until written clearance by County Planning is provided indicating that satisfactory mitigation has been implemented. A qualified expert (e.g. archaeologist or paleontologist), as determined by County Planning in consultation with the County Museum shall be hired to record the find and recommend any further mitigation. The developer shall implement any such additional mitigation to the satisfaction of County Planning.
- b) If human remains are uncovered during ground disturbing activities, the San Bernardino County Coroner shall be contacted within 24 hours of the find. If the remains or cultural artifacts are determined to be of Native American origin, the local Native American representative shall also be notified.

PUBLIC WORKS/Solid Waste Management Division (909) 386-8968

56. *Prior to issuance of the Grading or Building Permit, the Project shall prepare and submit for review to the County's Solid Waste Management Division a Construction and Demolition Solid Waste Management Plan. The Plan shall:*

- *Include measures to ensure that a minimum of 50 percent of the construction waste is diverted;*
- *Estimate the amount of tonnage to be disposed and diverted during construction; and*
- *Provide evidence of what tonnage was actually diverted and disposed of. Disposal/diversion receipts or certifications shall be provided to the County, as part of the Plan. [Mitigation Measure USS-1 – Prior to Grading – Solid Waste Management Division]*

LAND USE SERVICES/ Land Development Division – Drainage Section (909) 387-8311

57. Drainage Facility Design. A Registered Civil Engineer shall investigate and design *adequate* drainage facilities to intercept and conduct the off-site and on-site drainage flows around and through the site in a manner, which will not adversely affect adjacent or downstream properties. Submit drainage study for review and obtain approval. A \$520 deposit for drainage study review will be collected upon submittal to the Land Development Division.
58. Drainage Easements. Adequate San Bernardino County Drainage Easements (minimum fifteen [15] feet wide) shall be provided over the natural drainage courses, drainage facilities/or concentration of runoff from the site to dewater into private property.
59. Topo Map. A topographic map shall be provided to facilitate the design and review of necessary drainage facilities.
60. Grading Plans. Grading plans shall be submitted for review and approval obtained. A \$520 deposit for grading plan review will be collected upon submittal to the Land Development Division.
61. Natural Drainage. The natural drainage courses traversing the site shall not be occupied or obstructed.
62. Permit. A permit, or authorized clearance, shall be obtained from Land Development Division prior to issuance of a grading permit by County Building and Safety.
63. WQMP. A completed Water Quality Management Plan (WQMP) shall be submitted for review and approval obtained. A \$2,500 deposit for WQMP review will be collected upon submittal to the Land Development Division. Copies of the WQMP guidance and template can be found at:  
[http://www.sbcounty.gov/dpw/land/environmental\\_mgmt.asp](http://www.sbcounty.gov/dpw/land/environmental_mgmt.asp)
64. WQMP Inspection Fee. The developer shall deposit an inspection fee for the WQMP Inspection Fee in the amount of \$3,600 to Land Development Division.

PUBLIC WORKS/ Solid Waste Management (909) 386-8968

65. CC&D Plan – Part 1. The developer shall prepare, submit, and obtain approval from Solid Waste Management Division (SWMD) of a “Construction Waste Management Recycling Plan (C&D Plan), Part I”. The C&D Plan shall list the types and volumes of solid waste materials expected to be generated from grading and construction. The Plan shall include options to divert from landfill disposal materials for reuse or recycling by a minimum of 50% of total volume.

Upon completion of construction, the developer shall complete SWMD's C&D Plan Part 2". This summary shall provide documentation of diversion of materials including but not limited to receipts or letters documenting material types and weights from diversion facilities or certification reuse of materials on site.

COUNTY FIRE/ Community Safety (909) 386-8465

66. Water System. Prior to any land disturbance, the water system shall be designed to meet the required fire flow for this development and shall be approved by the Fire Department. The required fire flow for this development and shall be approved by the Fire Department. The required fire flow shall be determined by using Appendix IIIA of the Uniform Fire Code.

### **PRIOR TO ISSUANCE OF BUILDING PERMITS**

The following shall be completed:

#### LAND USE SERVICES/ Building and Safety (909) 387-8311

67. Building Plans. Three copies of the proposed professionally prepared building plans shall be submitted for plan review with appropriate fees and approval of these shall be obtained with permits, for any building, sign, or structure (including trash enclosures) to be constructed or located on site.
68. All new buildings shall be designed to include the "Green Building Measures" as outlined in the California Green Building Standards Code.
69. Provide approval from Metropolitan Water District for any work proposed within their easement.
70. Prior to the issuance of building permits, erosion control devices must be installed at all perimeter openings and slopes. No sediment is to leave the job site.
71. Wall Plans. Submit professionally prepared plans for review and obtain approval with permits for all fences and walls greater than six feet (6') in height and any required walls, retaining walls or trash enclosures.
72. Outdoor Lighting Plans. Three copies of the proposed professionally prepared Outdoor lighting plan shall be submitted for plan review with appropriate fees and approval of these shall be obtained with permits, prior to any lighting installation.
73. Sign Plans. Any building, sign, or structure to be constructed or located on site will require professionally prepared plans approved by the Building and Safety Division.
74. Disabled Access. Provide van accessible parking spaces for the disabled. One in every eight accessible spaces, but not less than one, shall be served by an access aisle 96 inches wide and shall be designated van accessible. The words "NO PARKING" shall be painted on the ground within each eight-foot loading area as specified in the California Building Code.
75. Provide disabled parking in each parking area to serve each accessible building or area.
76. Path of Travel. Provide a path of travel from the disabled parking spaces up to the primary entrance of each accessible building or area.



LAND USE SERVICES/ Planning (909) 387-8311

77. *In the event that cultural resources are exposed during Project construction:*
- *The monitor/archaeologist shall temporarily halt construction activities in the immediate area of discovery while it is evaluated for significance.*
  - *Construction activities shall continue in the other Project areas.*
  - *While the monitor/archaeologist is not present, work in the immediate area of discovery shall be halted and the monitor/archaeologist notified immediately to evaluate the discovered resource(s).*
  - *The monitor/archaeologist shall determine whether the findings are significant and whether additional work, such as data recovery excavation, is warranted. [Mitigation Measure CUL-4- Prior to Construction/Planning]*
78. *If human remains are discovered during Project construction, the County Coroner shall be notified pursuant to Health and Safety Code Section 7050.5. If the Coroner recognizes the remains to be Native American, he or she shall contact the Native American Heritage Commission, in accordance with Public Resources Code Section 5097.98.[Mitigation Measure CUL-5 Prior to Construction/Planning]*
79. *If construction-related excavations, trenching, or other forms of ground disturbance are required 5.0 feet or more below the surface, a paleontological monitor shall be present on the Project site during the Project's ground disturbance activities. The paleontological monitor shall be equipped to salvage fossils as they are unearthed, to avoid construction delays, and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. [Mitigation Measure CUL-6 – Prior to Construction/Planning]*
80. *Prior to issuance of Grading or Building Permit, the Project shall submit to the County for review a Project-specific Water Quality Management Plan, which includes a combination of site design/Low Impact Development Best Management Practices (BMP) (where feasible), source control, and/or treatment control BMPs, including regional treatment systems to address all identified pollutants and any hydrologic conditions of concern. The Project WQMP shall comply with the regulatory requirements outlined in the San Bernardino County Stormwater Program Technical Guidance Document for Water Quality Management Plans Document. [Mitigation Measure HYD-1 Prior to Grading –Land Development Division]*
81. *If unanticipated paleontological resources are encountered during ground disturbing activities:*
- *All work within 50 feet shall halt, until the discovery can be evaluated by a qualified paleontologist.*
  - *The monitor shall determine whether the findings are significant and whether additional work, including recovery and preservation of the find, is warranted.*

**Effective Date: TBD**  
**Expiration Date: TBD**

- *If the monitor determines additional work is warranted, a Paleontologic Mitigation Program (PMP) shall be prepared by a qualified paleontologist, pursuant to County Code Section 82.20.030, prior to issuance of a Certificate of Occupancy. [Mitigation Measure CUL7- Prior to Construction /Planning]*
82. The developer shall submit to County Planning for review and approval landscape and irrigation plans that are designed so that all common area irrigation areas shall be capable of being operated by a computerized irrigation system which includes an ET based controller capable of reading current weather data and making automatic adjustments to independent run times for each irrigation valve based on changes in temperature, solar radiation, relative humidity, rain and wind. In addition, the computerized irrigation system shall be equipped with flow sensing capabilities, thus automatically shutting down the irrigation system in the event of a mainline break or broken head. These features will assist in conserving water, eliminating the potential of slope failure due to mainline breaks and eliminating over-watering and flooding due to pipe and/or head breaks.
83. Landscape and Irrigation Plan. Landscape and Irrigation Plans shall be prepared in conformance with Chapter 83.10, Landscaping Standards, of the County Development Code. The developer shall submit four copies of a landscape and irrigation plan to County Planning.
85. Lighting Plan. The developer shall submit a Lighting Plan for review and obtain approval from County Planning prior to the issuance of a building permit. All lighting shall be designed in a manner consistent with the approved Preliminary Development Plan:
- a) Lighting shall be required on all new development for the purpose of providing illumination to ensure public safety and security. Lighting fixtures shall be functional, coordinated and visually attractive. Lighting shall be required at the following locations:
    - Pedestrian walkways and plazas.
    - Building entries, driveway entries and parking areas.
    - Hazardous locations, such as changes of grade and stairways, shall be well-lit with lower-level supplemental lighting or additional overhead units.
  - b) Lights shall be placed and designed so as not to cause glare or excessive light spillage on neighboring sites or public roadways.
    - Low intensity lamps shall be used especially at the development edge.
    - All lighting shall be hooded and designed with sharp-cutoff luminaires to reflect away from adjoining properties and public thoroughfares.
    - Shielding shall be by internal silvering of the globe or by external opaque reflectors
  - c) All parking lot and driveway lighting shall provide uniform illumination at a minimum level of 0.5 foot candle.

- d) All light fixtures are to be concealed source fixtures except for pedestrian-oriented accent lights.
  - e) Security lighting fixtures are not to project above the fences or roofline of the building and are to be shielded. The shields shall be painted to match the surface to which they are attached. Security lighting fixtures are not to be substituted for parking lot or walkway lighting fixtures and are restricted to lighting only loading and storage locations, or other similar service areas.
  - f) Exterior wall-mounted floodlights are expressly prohibited except for security lighting in areas as noted above.
  - g) All illuminated signs are to be internally illuminated.
  - h) Lighting of building faces is permitted.
  - i) The design of all lighting fixtures and their structural support shall be architecturally compatible with the surrounding buildings.
  - j) Walkway lighting fixtures shall have an overall height not to exceed twelve (12) feet.
  - k) Parking lot fixtures shall have an overall height not to exceed thirty-eight (38) feet or the height of adjacent buildings, whichever is less.
  - l) When walkway lighting is provided primarily by low fixtures, there shall be sufficient peripheral lighting to illuminate the immediate surroundings to ensure public safety.
    - Shatterproof coverings are recommended on low-level fixtures.
86. Phasing Plan. As the Project is to be constructed in phases, the Developer shall submit a detailed phasing plan to County Planning for review and approval. The phasing plan shall be subject to review and approval by County Fire, Public Works, and County Land Use Services (Planning, Building and Safety and Land Development Divisions). The phasing plan shall address emergency access, resident access, construction access, infrastructure, drainage, parking, construction staging, and landscaping and amenities required for each phase. All improvements shall be completed prior to receiving final occupancy for each phase of development as shown on the approved phasing plan. The club house facility shall be completed with phase one of the project.
87. Water. Prior to the issuance of a building permit, a payment will be made to the Fontana Water Company for the construction of the project's fair share of water improvements necessary for the project. Proof of payment shall be provided to the Planning Division."
88. Sewer. Prior to the issuance of a building permit, a payment will be made to the County Special Districts Department for the cost of construction of the sewer improvements necessary for the project, or cause necessary improvements to be built. Proof of compliance, either payment or of construction shall be provided to the Planning Division.

LAND USE SERVICES/ Code Enforcement (909) 387-4044

89. Sign Registration. Prior to installation of any freestanding, wall, roof, projecting or monument sign, an approved sign registration application and plot plan are required.

PUBLIC HEALTH/ Environmental Health Services (DEHS) (909) 387-4666

90. Water. Water purveyor shall be Fontana Water Company
91. Water Letter. Applicant shall procure a verification letter from the water agency with jurisdiction. This letter shall state whether or not water connection and service shall be made available to the project by the water agency. This letter shall reference the Assessor's Parcel Number. For projects with current active water connections, a copy of water bill with project address may suffice. For information, contact the Water Section at 800-442-2283 Letter dated June 20, 2013 on file with EHS.
92. Sewer. Method of sewage disposal shall be provided by a public wastewater collection entity. The project proposes the use of a Zone of County Service Area 70-BL, to accommodate its wastewater needs which will require formation of the zone and the approval of an out-of-agency service agreement with the City of Rialto for acceptance and treatment of effluent. A Form S1, Sewer Service Certification, provided by County Special Districts, indicates that it is financially and physically feasible to install sewer trunk lines to permit adequate sewer service to the property.
93. Wastewater Verification. Developer shall procure a verification letter from the sewerage agency with jurisdiction. This letter shall state whether or not sewer connection and service shall be made available to the project by the sewerage agency. The letter shall reference the Assessor's Parcel Number.
94. The extension of sewer service to this project will require an agreement with the City of Rialto for acceptance of wastewater generated outside its boundaries from the proposed Zone of CSA 70. Such an agreement is required to be reviewed and approved by LAFCO before a will-serve letter or other contractual relationship can be finalized. For further information on this process, contact the LAFCO office at (909) 383-9900, Walter Allison at the City of Rialto at (909) 820-2530 or James Oravets of the County Special Districts Department related to the Zone's provision of service at (909) 383-5940.
95. Submit verification of service approval to DEHS for any project that requires water or sewer connection outside a purveyor's jurisdiction. For information, contact LAFCO at: 909-383-9900.
96. Acoustical Information. Submit preliminary acoustical information demonstrating that the proposed project maintains noise levels at or below San Bernardino County Noise Standard(s), San Bernardino Development Code Section 83.01.080. The purpose is to evaluate potential future on-site and/or adjacent off-site noise sources. If the preliminary information cannot demonstrate

compliance to noise standards, a project specific acoustical analysis shall be required. Submit information/analysis to the DEHS for review and approval. For information and acoustical checklist, contact DEHS at 800-442-2283.

97. Public Swimming Pools. Plans for swimming pool(s) and associated restroom facilities shall be reviewed and approved by DEHS. For information, call DEHS/Plan Check at: 800-442-2283.

LAND USE SERVICES / Land Development Division – Road Section (909) 387-8311

98. Road Dedication/Improvement. The developer shall submit for review and obtain approval from the Land Use Services Department the following dedications, plans and permits for the listed required improvements, designed by a Registered Civil Engineer (RCE), licensed in the State of California. These shall be submitted to the Land Use Services Department, located at 385 N. Arrowhead Ave, San Bernardino CA 92415-0187. Phone: (909) 387-8311.

Valley Boulevard (Major Highway (Variance) – 110 feet)

- Street Improvements. Design curb and gutter with match-up paving 43 feet from centerline.
  - Sidewalks. Design sidewalk per County Standard 109 type C.
  - Driveway Approach. Design driveway approach per San Bernardino County Standard 129B. and located per Standard 130.
99. Road Design. Road sections within or bordering the development shall be designed and constructed to Valley Road standards San Bernardino County in accordance with the policies and requirements of the County Department of Public Works and the Master Plan of Highways.
100. Street Improvement Plans. The developer shall submit for review and obtain approval of street improvement plans prior to construction.
101. Utilities. Final plans and profiles shall indicate the location of any existing utility facility or utility pole which would affect construction, and any such utility shall be relocated as necessary without cost to the County.
102. Encroachment Permits. Prior to installation of road and drainage improvements, a permit is required from County Public Works, Transportation Operations Division, Permit Section, (909) 387-8039, as well as other agencies prior to work within their jurisdiction.
103. Soils Testing. Any grading within the road right-of-way prior to the signing of the improvement plans shall be accomplished under the direction of a soils testing engineer. Compaction tests of embankment construction, trench back fill, and all sub-grades shall be performed at no cost to San Bernardino County and a written report shall be submitted to the Transportation Operations Division,

Permits Section of County Public Works, prior to any placement of base materials and/or paving.

104. Open Roads/Cash Deposit. Existing County roads which will require reconstruction shall remain open for traffic at all times, with adequate detours, during actual construction. A cash deposit shall be made to cover the cost of grading and paving prior to issuance of road encroachment permit. Upon completion of the road and drainage improvement to the satisfaction of the Department of Public Works, the cash deposit may be refunded.
105. Transitional Improvements. Right-of-way and improvements (including off-site) to transition traffic and drainage flows from proposed to existing shall be required.
106. Street Gradients. Road profile grades shall not be less than 0.5% unless the engineer at the time of submittal of the improvement plans provides justification to the satisfaction of County Public Works confirming the adequacy of the grade.

PUBLIC WORKS/Traffic Division (909) 387-8186

107. Based on the traffic study (revised) dated August 14, 2013 from RBF Consulting, the applicant shall submit for approval, traffic signal plans for the intersection of Valley Boulevard and the Project Main Driveway (Center Driveway).
108. *Regional Transportation Mitigation Fees.* *This project falls within the Regional Transportation Facilities Mitigation Plan for the Rialto Subarea. This fee shall be paid by a cashier's check to the Department of Public Works Business Office. These fees are subject to periodic updates. The Plan fees shall be computed in accordance with the Plan fees in effect as of the date that the building plans are submitted and the building permit is applied for. The current Regional Transportation Fee Plan can be found at the following website:*  
[http://www.sbcounty.gov/dpw/transportation/transportation\\_planning.asp](http://www.sbcounty.gov/dpw/transportation/transportation_planning.asp)  
*[Mitigation Measure XVI-1] Prior to Building Permit/County Traffic*

*At this time, based on the current fee schedule, the estimated Regional Transportation Fees for this project are shown in Table 1. As noted above, these are subject to change if the Plan is revised.*

Table 1: Current Summary of the Regional Transportation Fees

	Estimated Fee
<b>Phase 1:</b> 106 Units, and Library (6,493 sq. ft.)	\$677,028
<b>Phase 2:</b> 84 Units	\$460,824

COUNTY FIRE/ Community Safety (909) 386-8465

109. Access. The development shall have a minimum of 2 points of vehicular access. These are for fire/emergency equipment access and for evacuation routes. Standard 902.2.1
  - a) Single Story Road Access Width. All buildings shall have access provided by approved roads, alleys and private drives with a minimum twenty six (26) foot unobstructed width and vertically to fourteen (14) feet six (6) inches in height. Other recognized standards may be more restrictive by requiring wider access provisions.
  - b) Multi-Story Road Access Width. Buildings three (3) stories in height or more shall have a minimum access of thirty (30) feet unobstructed width and vertically to fourteen (14) feet six (6) inches in height.
110. Building Plans. Not less than three (3) complete sets of Building Plans shall be submitted to the Fire Department for review and approval.
111. Fire Flow Test. Your submittal did not include a flow test report to establish whether the public water supply is capable of meeting your project fire flow demand. You will be required to either produce a current flow test report from your water purveyor demonstrating that the fire flow demand is satisfied or you must install an approved fire sprinkler system. This requirement shall be completed prior to combination inspection by Building and Safety.
112. Turnaround. An approved turnaround shall be provided at the end of each roadway one hundred and fifty (150) feet or more in length. Cul-de-sac length shall not exceed six hundred (600) feet; all roadways shall not exceed a 12% grade and have a minimum of forty five (45) foot radius for all turns. Standard 902.2.1
113. Water System Commercial. A water system approved and inspected by the Fire Department is required. The system shall be operational, prior to any combustibles being stored on the site. All fire hydrants shall be spaced no more than three hundred (300) feet apart (as measured along vehicular travel-ways) and no more than three hundred [300] feet from any portion of a structure. [F54]
114. Combustible Protection. Prior to combustibles being placed on the project site, an approved paved road with curb and gutter and fire hydrants with an acceptable fire flow shall be installed. The topcoat of asphalt does not have to be installed until final inspection and occupancy.
115. Fire Sprinkler-NFPA #13R. An automatic fire sprinkler system complying with NFPA Pamphlet #13R and Fire Department standards is required. The applicant shall hire a Fire Department approved fire sprinkler contractor. The fire sprinkler contractor shall submit three (3) sets of detailed plans (minimum 1/8" scale) with hydraulic calculations and manufactures specification sheets to the Fire Department for approval. The contractor shall submit plans showing the type of storage and use with the applicable protection system. The required fees shall be paid at the time of plan submittal. [F59]



116. Fire Alarm. A manual, automatic or manual and automatic fire alarm system complying with the California Fire Code, NFPA and all applicable codes is required. The applicant shall hire a Fire Department approved fire alarm contractor. The fire alarm contractor shall submit three (3) sets of detailed plans to the Fire Department for review and approval. The required fees shall be paid at the time of plan submittal. Standard 1007.1.1FA. [F62]
117. Fire Lanes. The applicant shall submit a fire lane plan to the Fire Department for review and approval. Fire lane curbs shall be painted red. The "No Parking, Fire Lane" signs shall be installed on public/private roads in accordance with the approved plan. Standard 901.4 [F93]
118. Class I standpipe system. A Class I standpipe system is required. A Fire Department approved fire sprinkler contractor shall submit three (3) sets of hydraulic calculations and detailed plans to the Fire Department for review and approval, showing type of storage and use with the applicable protection system. Commercial and industrial buildings in excess of two hundred thousand (200,000) square feet with an interior area less than four hundred (400) feet in width, shall be equipped with a Class I standpipe system, located at every other access door with a maximum of three hundred (300) feet spacing. Buildings with an interior area greater than four hundred (400) feet in width shall be equipped with a Class I standpipe system located at every access door maximum of one hundred (100) foot spacing. Standpipe connections shall be configured to reach any portion of interior space within two hundred (200) feet in any direction of travel. This system shall be calculated to provide two hundred and fifty (250) gpm @ 100 psi per hose outlet from an adjacent fire sprinkler riser with two hand lines flowing. The two most hydraulically remote outlets are to be included in the design for a total flow of 500 gpm minimum per system. A Fire Department approved fire sprinkler contractor shall submit four (4) sets of hydraulic calculations and detailed plans, showing type of storage and use with the applicable protection system. The required fees shall be paid at the time of plan submittal. [F70]

#### PUBLIC WORKS/ Solid Waste Management (909) 386-8701

119. C&D Plan – Part 1. The developer shall prepare, submit, and obtain approval from Solid Waste Management Division (SWMD) of a "Construction Waste Management Recycling Plan (C&D Plan), Part I" **for each phase of the project.** The C&D Plan shall list the types and volumes of solid waste materials expected to be generated from grading and construction. The Plan shall include options to divert from landfill disposal materials for reuse or recycling by a minimum of 50% of total volume. Forms can be found on our website at [www.sbcounty.gov/dpw/solidwaste](http://www.sbcounty.gov/dpw/solidwaste).

Upon completion of construction, the developer shall complete SWMD's C&D Plan Part 2 and shall provide documentation of diversion of materials including but not

limited to receipts or letters documenting material types and weights from diversion facilities or certification reuse of materials on site.

**PRIOR TO ISSUANCE OF FINAL OCCUPANCY PERMITS  
The Following Shall Be Completed:**

PUBLIC HEALTH – Environmental Health Services Division (800) 442-2283

120. Prior to occupancy of a newly constructed or remodeled apartment complex, hotel, motel, resort, pursuant to San Bernardino County Code 33.101 et. seq., a Certificate of Use request shall be submitted to the Division of Environmental Health Services. For information, call DEHS/Community Environmental Health at: 1-800-442-2283.

DEPARTMENT OF PUBLIC WORKS – Traffic Division (909) 387-8186

121. Based on the traffic study (revised) dated August 14, from RBF Consulting, the applicant shall construct at 100% cost to the applicant all improvements as shown on the approved traffic signal plan, submitted prior to issuance of a building permit, for the intersection of Valley Boulevard and the project main driveway (center driveway).

PUBLIC WORKS / Solid Waste Management (909) 386-8701

122. C&D Plan – Part 2. The developer shall complete SWMD's C&D Plan Part 2". This summary shall provide documentation of actual diversion of materials including but not limited to receipts or letters from diversion facilities or certification reuse of materials on site. The C&D Plan – Part 2 shall provide evidence to the satisfaction of County Solid Waste that demonstrates that the project has diverted from landfill disposal materials for reuse or recycling by a minimum of 50% of total volume of all construction waste.

LAND USE SERVICES/Building and Safety (909) 387-8311

123. Building Occupancy. Any building without specified tenants and uses may receive final inspection for construction purposes only. A Tenant Improvement that identifies the tenant and proposed uses shall be submitted and approved prior to occupancy being granted.
124. Van Accessible Parking. Provide van accessible parking spaces for the disabled. One in every eight accessible spaces, but not less than one, shall be served by an access aisle eight feet wide and shall be designated "Van Accessible". The words "NO PARKING" shall be painted on the ground within each eight-foot wide loading area as specified in the California Building Code.
125. Path of Travel. Provide a path of travel from all parking spaces for the disabled up to the primary entrances of each building.
126. Planning Division Approval. Prior to occupancy all Planning Division requirements and Condition Compliance Release Forms shall be completed.

LAND USE SERVICES/ Planning (909) 387-8311

127. Parking Lot Installed: On-site parking and circulation requirements shall be installed, inspected and approved as being in compliance with the approved Development Plan. The following shall be completed: (MAY BE APPROVED BY PHASE)
- a) Markings. All circulation markings shall be clearly painted and permanently maintained, including arrows painted to indicate direction of traffic flow.
  - b) Crosswalks. All on-site internal pedestrian crosswalks shall be delineated with a minimum 3" white or yellow painted line stripe. All pedestrian crossings in public right-of-way shall be per County Standards.
  - c) Stops. All internal parking lot driveway intersections shall be installed with a painted stop limit line and shall have either a breakaway pole "STOP" sign and/or painted "STOP" lettering on the paving in front of the limit line.
  - d) Parking Space Striping. All paved parking stalls shall be clearly striped and permanently maintained. All paved parking stalls shall be striped with double/hairpin lines with the two lines being located an equal nine inches on either side of the stall sidelines.
  - e) Multi-modal. All required multi-modal amenities (e.g. bike stands, motorcycle parking, mass transit access, carpool preferred parking, vanpool passenger pickup etc.) shall be installed per approved plans.
128. *Upon completion of the earthmoving activities and prior to issuance of the Occupancy Permit, a Cultural Resources Monitoring Report shall be prepared by a qualified archaeologist. [Mitigation Measure CUL-3 Prior to Occupancy/Planning]*
129. On-Site Mobile Noise. *Outdoor activity areas (e.g., balconies, courtyards, etc.) that face Valley Boulevard (i.e., within 120 feet of the edge of the roadway) shall incorporate noise attenuating treatments. These outdoor activity areas shall include a barrier that is at least 42 inches high as measured from the floor. Acceptable materials for the construction of the barrier shall have a weight of 2.5 pounds per square foot of surface area. The barrier may be composed of the following materials: masonry block; stucco veneer over wood framing (or foam core); glass; Plexiglas; or Lexan (1/4 inch thick). The barrier may be constructed of any one or a combination of these materials.[Mitigation Measure NOI-2]*
130. Disabled Parking Installed. Parking for the disabled with paths of travel to the main building entries shall be installed per SBCC §83.11.060. Disabled access parking spaces shall be clearly and continually designated with pavement markings and signs.
131. Lights Installed. All required lighting shall be installed in compliance with the approved lighting plan. All lights used to illuminate the site shall be hooded and designed so as to reflect away from adjoining properties and public thoroughfares. (MAY BE APPROVED BY PHASE)

**Effective Date: TBD**  
**Expiration Date: TBD**

132. Screening Installed. All required screening and buffering measures shall be installed. Phase II project areas shall be screened from Phase I project areas prior to any construction or grading occurring on Phase II. All rooftop mechanical equipment shall be screened from ground vistas. All trash enclosures shall be screened from public view and shall be double-bin capacity with a rainproof roof.
133. Building Elevations. The building construction shall be completed in conformance with the approved architectural elevations to the satisfaction of County Planning.
134. Landscaping Installed. All proposed landscaping, hardscape, exterior features (benches, walkways, bike racks etc), walls and fencing shall be installed as shown on the approved landscaping plan for each phase of development. All improvements shall be completed prior to receiving final occupancy for each phase of development as shown on the approved phasing plan.(MAY BE APPROVED BY PHASE)
135. GHG – Installation. The developer shall submit for review and obtain approval from County Planning evidence that all GHG reduction measures have been installed, implemented and that specified performance objectives are being met.

LAND USE SERVICES / Land Development Division – Drainage Section (909) 387-8311

136. Drainage and WQMP Improvements. All required drainage and WQMP improvements shall be completed by the applicant, inspected and approved by County Public Works.
137. WQMP Final File. An electronic file of the final and approved WQMP shall be submitted to Land Development Division, Drainage Section.

LAND USE SERVICES / Land Development Division – Road Section (909) 387-8311

136. Road Improvements. All required on-site and off-site improvements shall be completed by the applicant, inspected and approved by County Public Works.
137. Structural Section Testing. A thorough evaluation of the structural road section, to include parkway improvements, from a qualified materials engineer, shall be submitted to County Public Works.
138. Parkway Planting. Trees, irrigation systems, and landscaping required to be installed on public right-of-way shall be approved by the County Public Works and Current Planning and shall be maintained by the adjacent property owner or other County-approved entity.

PUBLIC WORKS / Solid Waste Management (909) 386-8968

139. C&D Plan – Part 2. The developer shall complete SWMD’s C&D Plan Part 2”. This summary shall provide documentation of diversion of materials including but not limited to receipts or letters from diversion facilities or certification reuse of materials on site. The C&D Plan – Part 2 shall provide evidence to the satisfaction of County Solid Waste that demonstrates that the project has diverted from landfill disposal materials for reuse or recycling by a minimum of 50% of total volume of all construction waste.

This summary shall provide documentation of diversion of materials including but not limited to receipts or letters documenting material types and weights from diversion facilities or certification reuse of materials on site.

COUNTY FIRE/ Community Safety (909) 386-8400

140. Street Sign. This project is required to have an approved street sign (temporary or permanent). The street sign shall be installed on the nearest street corner to the project. Installation of the temporary sign shall be prior any combustible material being placed on the construction site. Prior to final inspection and occupancy of the first structure, the permanent street sign shall be installed. Standard 901.4.4 [F72]
141. Hydrant Marking. Blue reflective pavement markers indicating fire hydrant locations shall be installed as specified by the Fire Department. In areas where snow removal occurs or non-paved roads exist, the blue reflective hydrant marker shall be posted on an approved post along the side of the road, no more than three (3) feet from the hydrant and at least six (6) feet high above the adjacent road. Standard 901.4.3. [F80]
142. Residential Addressing. The street address shall be installed on the building with the numbers that are a minimum of four (4) inches in height and with a one half (1/2) inch stroke. The address shall be visible from the street. During the hours of darkness, the numbers shall be internally and electrically illuminated with a low voltage power source. Numbers shall contrast with their background and be legible from the street. Where the building is fifth (50) feet or more from the roadway, additional contrasting four (4) inch numbers shall be displayed at the property access entrances.
143. Commercial Addressing. Commercial and industrial developments of 100,000 sq. ft. or less shall have the street address installed on the building with numbers that are a minimum six (6) inches in height and with a three quarter (3/4) inch stroke. The street address shall be visible from the street. During the hours of darkness, the numbers shall be electrically illuminated (internal or external). Where the building is two hundred (200) feet or more from the roadway, additional non-illuminated contrasting six (6) inch numbers shall be displayed at the property access entrances. Standard 901.4.4 [F82]
144. Illuminated Site Diagram. The applicant shall submit for review and approval a site diagram plan to the Fire Department. The applicant shall install at each

entrance to a multi-family complex an illuminated diagrammatic representation of the complex, which shows the location of each unit and each fire hydrant. Standard 901.4.4 [F84]

145. Key Box. An approved Fire Department key box is required. The key box shall be provided with a tamper switch and shall be monitored by a Fire Department approved central monitoring service. In commercial, industrial and multi-family complexes, all swing gates shall have an approved fire department Knox Lock. Standard 902.4 [F85]
146. Override Switch. Where an automatic electric security gate is used, an approved Fire Department override switch (Knox ®) is required. Standard 902.4 [F86]
147. Spark Arrestor. An approved spark arrestor is required. Every chimney that is used in conjunction with any fireplace or any heating appliance in which solid or liquid fuel are used, shall have an approved spark arrestor visible from the ground that is maintained in conformance with the Uniform Fire Code. [F87]

## **END OF CONDITIONS**



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**CONDITIONS OF APPROVAL**  
**GENERAL REQUIREMENTS**

*Conditions of Operation or Procedure:*

LAND USE SERVICES/Planning Division (909) 387-8311

1. Project Approval Description. Tentative Parcel Map (TPM) 19470 is approved to be recorded and constructed in compliance with the conditions of approval, the approved stamped tentative map as designed, the required Composite Development Plan (CDP) and any Covenants, Conditions and Restrictions (C,C & R's) required by this approval. This approval includes the requirements of any approved displays (e.g. slope analysis, landscape plans) and/or approved reports (e.g. traffic study, biological assessment). TPM 19470 is approved to create two parcels on 9 acres for a planned development to include 190 residential units, library and community space.
2. Project Location. The project site is located on the north side of Valley Boulevard, approximately 285 feet west of Valley Boulevard in the Community of Bloomington. The current zoning designation for the project site is (BL/CS) Bloomington Community Plan – Service Commercial. The current APN's for the project site are 0252-051-06, 69 and 70.
3. Zoning Standards (Planned Development). The project is being proposed as a planned development. The County Development Code development standards for a planned development are intended to promote a more efficient use of the land and to create a more desirable and affordable living environment by providing greater design flexibility than would be possible through the strict application of standard development regulations required by a land use zoning district.
4. Expiration/TPM. This Tentative Parcel Map conditional approval shall become null and void, unless all conditions have been completed and the Parcel Map has been deemed complete by the County Surveyor for purposes of recordation within thirty–six (36) months following the approval effective date, unless an extension of time is granted.
5. PLEASE NOTE: This will be the ONLY notice given of the approval expiration date. The “developer” is responsible for initiation of any extension request
6. Extension of Time/TPM. Where circumstances cause delays, which do not permit compliance with the required recordation time limit, the developer may submit for review and approval an application requesting an extension of time. County Planning may grant such requests for extensions of time in compliance with the State Map Act Section 66452.6. An Extension of Time may be granted upon a successful review of an Extension of Time application, which includes a justification of the delay in recordation, a plan of action for completion and submittal of the appropriate fee, not less than 30

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days prior to the expiration date. The granting of an extension request is a discretionary action that may be subject to additional or revised conditions of approval.

7. Indemnification. In compliance with SBCC §81.01.070, the “developer” shall agree, to defend, indemnify, and hold harmless the County or its “indemnitees” (herein collectively the County’s elected officials, appointed officials (including Planning Commissioners), Zoning Administrator, agents, officers, employees, volunteers, advisory agencies or committees, appeal boards or legislative body) from any claim, action, or proceeding against the County or its indemnitees to attack, set aside, void, or annul an approval of the County by an indemnitee concerning a map or permit or any other action relating to or arising out of County approval, including the acts, errors or omissions of any person and for any costs or expenses incurred by the indemnitees on account of any claim, except where such indemnification is prohibited by law. In the alternative, the developer may agree to relinquish such approval.

Any condition of approval imposed in compliance with the County Development Code or County General Plan shall include a requirement that the County acts reasonably to promptly notify the “developer” of any claim, action, or proceeding and that the County cooperates fully in the defense. The “developer” shall reimburse the County and its indemnitees for all expenses resulting from such actions, including any court costs and attorney fees, which the County or its indemnitees may be required by a court to pay as a result of such action.

The County may, at its sole discretion, participate at its own expense in the defense of any such action, but such participation shall not relieve the “developer” of their obligations under this condition to reimburse the County or its indemnitees for all such expenses.

This indemnification provision shall apply regardless of the existence or degree of fault of indemnitees. The developer’s indemnification obligation applies to the indemnitees’ “passive” negligence but does not apply to the indemnitees’ “sole” or “active” negligence or “willful misconduct” within the meaning of Civil Code Section 2782.

8. Revisions. Any proposed change to the approved Tentative Parcel Map and/or the conditions of approval shall require that an additional land use application (e.g. Revision to an Approved Action) be submitted for review and approval obtained from County Planning
9. “Developer” Defined. The term “developer” as used in these conditions of approval for this project and for any development of this project site, includes all of the following: the applicant, the property owner and any lessee, tenant or sub-tenant, operator and/or any other agent or other interested party of the subject project and/or project site and/or any heir or any other successor in interest in the project site or project land use by sale or by lease of all or of a portion of the project site or project land uses and/or any other right

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given to conduct any land use in any or all of the project structures or any area on the project site.

10. Development Fees. Additional fees may be required prior to issuance of development permits and shall be paid as specified in adopted fee ordinances.
11. NOD/MND/CDFG Fees. The California Environmental Quality Act (CEQA) requires that an environmental determination be prepared for this project. County staff completed an environmental initial study for this project and properly circulated it for review. This study represents the independent judgment of the County acting as lead agency for the project. The project will not have a significant adverse impact on the environment with the implementation of all the required conditions of approval and mitigation measures. A Mitigated Negative Declaration (MND) will be issued indicating that all identified impacts were found to be mitigated below a level of significance. A Notice of Determination (NOD) of this finding is required to be filed with a fee (currently \$50). The California Department of Fish and Game (CDFG) requires that an additional fee (currently \$2,156.25) be paid with the NOD filing, unless CDFG issues a determination of "No Biological Effect". The combined fees (\$2,206.25) are required to be paid to the Clerk of the Board with the NOD filing. The project approval does not become effective, until these fees are paid and the filing is posted.
12. Underground Utilities. All existing and proposed utility lines on or adjacent to the project site shall be placed underground in accordance with requirements of County Development Code Standards and the serving utility companies.
13. Condition Compliance. Condition compliance confirmation for purposes of Final Map recordation will be coordinated by the County Surveyor.
14. Additional Permits. The property owner, developer, and land use operator are responsible to ascertain and comply with all laws, ordinances, regulations and any other requirements of Federal, State, County and Local agencies as are applicable to the development and operation of the approved land use and project site. These include:
  - a. FEDERAL: Identify any federal agencies relative to funding of the housing project
  - b. STATE: Regional Water Quality Control Board, Mojave Air Quality Management District, State Fish and Game, State Fire Marshall
  - c. COUNTY: Land Use Services-Building and Safety/Code Enforcement, County Fire; Public Health-Environmental Health Services, Public Works,
  - d. LOCAL: County Special Districts (Street Lighting and franchise, park and recreation)
15. Project Account. The Job Costing System (JCS) account number is P201300295. This is an actual cost project with a deposit account to which hourly charges are assessed by various county agency staff (e.g. Land Use Services, Public Works and County

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Counsel). Upon notice, the “developer” shall deposit additional funds to maintain or return the account to a positive balance. The “developer” is responsible for all expenses charged to this account. Processing of the project shall cease, if it is determined that the account has a negative balance and that an additional deposit has not been made in a timely manner. A minimum balance of \$1,000.00 shall be in the project account at the time of project approval. Sufficient funds shall remain in the account to cover all estimated charges that may be made during each compliance review. All fees required for processing shall be paid in full prior to recordation. There shall be sufficient funds (\$500.00) remaining in the account to properly fund file closure and any other required post-occupancy compliance review and inspection requirements (e.g. mitigation performance).

COUNTY FIRE /Community Safety (909) 386-8465

16. Jurisdiction. The above referenced project is under the jurisdiction of the San Bernardino County Fire Department herein “Fire Department”. Prior to any construction occurring on any parcel, the applicant shall contact the Fire Department for verification of current fire protection requirements. All new construction shall comply with the current Uniform Fire Code requirements and all applicable statutes, codes, ordinances and standards of the Fire Department.

PUBLIC WORKS / County Surveyor / Parcel Map Section (909) 387-8149

17. If any activity on this project will disturb any land survey monumentation, including but not limited to vertical control points (benchmarks), said monumentation shall be located and referenced by or under the direction of a licensed land surveyor or registered civil engineer authorized to practice land surveying prior to commencement of any activity with the potential to disturb said monumentation, and a corner record or record of survey of the references shall be filed with the County Surveyor (Section 8771(b) Business and Professions Code).
18. The following conditions are for the occasion where the monuments of record cannot be located and the boundaries must be determined for construction
- a. Record of Survey/Corner Record shall be filed in the following instances:
  - b. Legal descriptions or construction staking based upon a field survey of the boundary or building setbacks.
  - c. Monuments set to mark the property lines.
  - d. Pursuant to applicable sections of the Business and Professions Code.

LAND USE SERVICES DEPARTMENT/Land Development Division-Drainage Section (909) 387-8311

19. Tributary Drainage. Adequate provisions should be made to intercept and conduct the tributary off site – on site drainage flows around and through the site in a manner which

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will not adversely affect adjacent or downstream properties at the time the site is developed.

20. Natural Drainage. The natural drainage courses traversing the site shall not be occupied or obstructed.
21. Additional Drainage Requirements. In addition to drainage requirements stated herein, other "on-site" and/or "off-site" improvements may be required which cannot be determined from tentative plans at this time and would have to be reviewed after more complete improvement plans and profiles have been submitted to this office.
22. Continuous BMP Maintenance. The property owner/"developer" is required to provide periodic and continuous maintenance of all Best Management Practices (BMP) devices/facilities listed in the County approved Water Quality Management Plan (WQMP) for the project. This includes but is not limited to, filter material replacement and sediment removal, as required to assure peak performance of all BMPs. Furthermore, such maintenance activity will require compliance with all Local, State, or Federal laws and regulations, including those pertaining to confined space and waste disposal methods in effect at the time such maintenance occurs
23. BMP Enforcement. In the event the property owner/"developer" (including any successors or assigns) fails to accomplish the necessary BMP maintenance within five (5) days of being given written notice by County Public Works, then the County shall cause any required maintenance to be done. The entire cost and expense of the required maintenance shall be charged to the property owner and/or "developer", including administrative costs, attorney's fees and interest thereon at the rate authorized by the County Code from the date of the original notice to the date the expense is paid in full.

LAND USE SERVICES DEPARTMENT/Land Development Division-Roads Section (909).387-8311

24. Road Standards. All required street improvements shall comply with latest San Bernardino County Road Planning and Design Standards and the San Bernardino County Standard Plans.

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### **PRIOR TO THE ISSUANCE OF GRADING PERMITS**

#### **PUBLIC WORKS –COUNTY SURVEYOR – Parcel Map Section (909) 387-8149**

25. If any activity on this project will disturb **any** land survey monumentation, including but not limited to vertical control points (benchmarks), said monumentation shall be located and referenced by or under the direction of a licensed land surveyor or registered civil engineer authorized to practice land surveying **prior** to commencement of any activity with the potential to disturb said monumentation, and a corner record or record of survey of the references shall be filed with the County Surveyor (Section 8771(b) Business and Professions Code).

#### **LAND USE SERVICES DEPARTMENT/Building and Safety Division- (909) 387-8311.**

26. Grading plans shall be submitted to Building and Safety for review and approval prior to grading/land disturbance.
27. Grading plans submitted to Building and Safety for roads not included in the County maintained road system shall include Land Development approved road improvement plans for comparison. When a difference between the grading and road standards occurs, plan review and inspections shall be based on the higher standard.

### **PRIOR TO RECORDATION OF THE PARCEL MAP**

#### **LAND USE SERVICES/ Planning (909) 387-8311**

28. CDP/Planning. A Composite Development Plan (CDP) is required to be prepared in compliance with the County Development Code. The CDP shall be submitted to the County Surveyor, who will then circulate the CDP for review and approval by all County agencies requiring CDP notes. Once approved the CDP is permanently filed with County Building & Safety and when developed each parcel shall comply with these Conditions of Approval.
- a) Delineate all setbacks and easements on the CDP.
  - b) The following notes shall be placed on the CDP:
    - “Water- Prior to the issuance of a building permit, a payment will be made to the Fontana Water Company for the construction of the project’s fair share of water improvements necessary for the project. Proof of payment shall be provided to the Planning Division.”
    - “Sewer – Prior to the issuance of a building permit, a payment will be made to the County Special Districts Department for the cost of construction of the sewer improvements necessary for the project, or cause necessary improvements to be built. Proof of compliance, either payment or of construction shall be provided to the Planning Division.”



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ENVIRONMENTAL HEALTH SERVICES/ Water & Waste Water Division (909) 387-4666

29. Water Purveyor. The water purveyor shall be the Fontana Water Company, or, if not available, EHS approved. Applicant shall procure a verification letter from the water agency with jurisdiction. This letter shall state whether or not water connection and service shall be made available to the project by the water agency. This letter shall reference the Assessor's Parcel Number. (Letter on file dated June 20, 2013).
30. CDP/EHS. Submit evidence of contractual arrangements or installation of water improvements to the Environmental Health Services (EHS) for prior to recordation. A note shall be placed on the Composite Development Plan (CDP) stating, "Water purveyor shall be Fontana Water Company. Proof of installation of water improvements shall be provided prior to the issuance of building permits."
31. Sewer Purveyor. Method of sewage disposal shall be provided by a public wastewater collection entity. The project proposes the use of Zone of County Service Area 70 to accommodate its wastewater needs which will require formation of the zone and the approval of an out-of-agency service agreement with the City of Rialto for acceptance and treatment of effluent. Applicant shall procure a verification letter from the sewer agency with jurisdiction. This letter shall state whether or not sewer connection and service shall be made available to the project by the sewer agency. The letter shall reference the Assessor's Parcel Number. Submit evidence of contractual arrangements or installation of sewer improvements to the Environmental Health Services (EHS) prior to recordation. A note shall be placed on the Composite Development Plan (CDP) stating, "Sewer purveyor shall be County Service Area or Zone. **Proof of installation of sewer improvements shall be provided prior to the issuance of building permits.**"
32. Acoustical. Submit acoustical information sheet demonstrating that the County's exterior and interior residential noise standards will not be exceeded and if exceeded, the manner in which those levels will be mitigated to an acceptable level. Submit information/analysis to the Environmental Health Services (EHS) Division for review and approval.  
[http://www.sbcounty.gov/dehs/Depts/EnvironmentalHealth/FormsPublications/document/project\\_acoustial\\_information.pdf](http://www.sbcounty.gov/dehs/Depts/EnvironmentalHealth/FormsPublications/document/project_acoustial_information.pdf).
33. Submit verification of service approval to EHS for any project that requires water or sewer connection outside the purveyor's jurisdiction. For information, contact LAFCO at (909) 383-9900.
34. The extension of sewer service to this project will require an agreement with the City of Rialto for acceptance of wastewater generated outside its boundaries for the proposed Zone of CSA 70. Such an agreement is required to be reviewed and approved by LAFCO before a will-serve letter or other contractual relationship can be finalized. For



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further information on this process, contact the LAFCO office at (909) 383-9900 or James Oravets of the County Special Districts Department relative to the Zone's provision of service at (909) 387-5940.

LAND USE SERVICES / Building and Safety (909) 387-8311

35. CDP/B&S. The project applicant shall submit for review and approval a Composite Development Plan. The following statements shall be placed verbatim on the CDP:
- "A preconstruction inspection, tree removal plan and permit in compliance with the County's Plant Protection and Management Ordinance, shall be approved prior to any land disturbance and/or removal of any trees or plants."
  - "Natural Drainage Course(s)/Easement(s) shall not be occupied or obstructed unless specific approval from Land Development Engineering/Drainage Review is provided".
36. Delineate all easements on the Composite Development Plan (CDP).

COUNTY FIRE /Community Safety (909) 386-8465

37. Prior to any construction occurring on any parcel, the applicant shall contact the San Bernardino County Fire Department for verification of current fire protection requirements. All new construction shall comply with the current California Fire Code requirements and all applicable statutes, codes, ordinances and standards of the Fire Department.
38. Additional Requirements. In addition to the Fire requirements stated herein, other onsite and offsite improvements may be required which cannot be determined from tentative plans at this time and would have to be reviewed after more complete improvement plans and profiles have been submitted to this office.
39. Fire-CDP. The project applicant shall submit for review and approval a Composite Development Plan. The following statements shall be placed verbatim on the CDP.
- "Jurisdiction. The above referenced project is under the jurisdiction of the San Bernardino County Fire Department herein ("Fire Department"). Prior to any construction occurring on any parcel, the applicant shall contact the Fire Department for verification of current fire protection requirements. All new construction shall comply with the current Uniform Fire Code requirements and all applicable statutes, codes, ordinances and standards of the Fire Department."
40. Fire Requirements. Individual lot owners shall be required to provide their own fire protection measures as determined and approved by the Fire Department prior to any

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building permit issuance. Fire protection measures may include Fire Department approval of:

- Individual fire protection water-systems (e.g. fire flow) for each lot.
- Automatic fire sprinklers for all structures.
- Surfacing of access roads and driveways.

LAND USE SERVICES/ Land Development / Drainage Section (909) 387-8311

41. Drainage Facility Design. A Registered Civil Engineer shall investigate and design adequate drainage facilities to intercept and conduct the off-site and on-site drainage flows around and through the site in a manner, which will not adversely affect adjacent or downstream properties. Submit drainage study for review and obtain approval. A \$520 deposit for drainage review will be collected upon submittal to the Land Development Division.
42. Topo Map. A topographic map shall be provided to facilitate the design and review of necessary drainage facilities.
43. Drainage Easements. Adequate San Bernardino County Drainage Easements (minimum fifteen [15] feet wide) shall be provided over the natural drainage courses, drainage facilities/or concentration of runoff from the site to dewater into private property.
44. Grading Plans. Grading plans shall be submitted for review and approval obtained. A \$520 deposit for grading plan review will be collected upon submittal to the Land Development Division.
45. Natural Drainage. The natural drainage courses traversing the site shall not be occupied or obstructed.
46. Permit. A permit, or authorized clearance, shall be obtained from Land Development Division prior to issuance of a grading permit by County Building and Safety.
47. WQMP. A completed Water Quality Management Plan (WQMP) shall be submitted for review and approval obtained. A \$2,500 deposit for WQMP review will be collected upon submittal to the Land Development Division. Copies of the WQMP guidance and template can be found at: ([http://www.sbcounty.gov/dpw/land/environmental\\_mgmt.asp](http://www.sbcounty.gov/dpw/land/environmental_mgmt.asp))
48. CDP/LDD - Drainage. A Composite Development Plan (CDP) is required and the following shall be delineated or noted on the CDP with confirmation and approval obtained from the LDD, prior to recordation of the Final Map (Statements in quotations shall be verbatim):

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- “Natural Drainage.” Natural Drainage Course(s) and/or Easement(s) shall not be occupied or obstructed, unless specific approval is given by Land Development Division/Drainage Section for each lot/parcel.”
- “Grading Plans.” Grading plans shall be submitted to Land Development Division for review and approval obtained prior to issuance of grading permits for each parcel. Submit necessary fees per the latest fee schedule for review, inspection and approval.”
- “Additional Drainage Improvements.” At the time each lot/parcel is developed, a California Registered Civil Engineer (RCE) shall prepare/design complete drainage improvement plans and profiles. After these are submitted for review and approval additional "on-site" and/or "off-site" improvements may be required which cannot be determined from tentative plans at this time.”
- “Drainage and WQMP Improvements.” Prior to issuance of Building Permit, all required drainage and WQMP improvements shall be completed by the applicant, inspected and approved by County Public Works. Submit necessary fees per the latest fee schedule for review, inspection and approval.”
- “WQMP Operations and Maintenance.” Operation and maintenance (O&M) requirements for all Source Control, Site Design, and Treatment Control BMPs shall be identified within the Water Quality Management Plan (WQMP). All maintenance or replacement of BMPs proposed as part of the WQMP are the sole responsibility of the Owner in accordance with the terms of the WQMP Agreement.”
- “WQMP Final File.” Prior to Occupancy, an electronic file of the final and approved WQMP shall be submitted to the Land Development Division, Drainage Section.”

LAND USE SERVICES/ Land Development / Roads Section (909) 387-8311

49. Road Dedication/Improvement. The developer shall submit for review and obtain approval from the Land Use Services Department the following dedications, plans and permits for the listed required improvements, designed by a Registered Civil Engineer (RCE), licensed in the State of California. These shall be submitted to the Land Use Services Department, located at 385 N. Arrowhead Ave, San Bernardino CA 92415-0187. Phone: (909) 387-8311.  
Valley Boulevard (Major Highway (Variance) – 110')
- Street Improvements. Design curb and gutter with match up paving 43 feet from centerline.
  - Sidewalks. Design sidewalks per County Standard 109 type C.
  - Driveway Approach. Design driveway approach per San Bernardino County Standard 129B, and located per Standard 130.
50. Road Design. Road sections within and/or bordering the project site shall be designed to Valley Road Standards of San Bernardino County, and to the policies and

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requirements of the County Department of Public Works and in accordance with the Master Plan of Highways.

51. Improvement Securities. All required public road, drainage, WQMP, and utility improvements for subdivisions shall be bonded in accordance with County Development code unless constructed and approved prior to recordation. Submit necessary fees, per the latest fee schedule, for new securities.
52. Maintenance Bond. Once all required public road, drainage, WQMP, and utility improvements have been constructed and approved, a maintenance bond for a period of one year shall be required to insure satisfactory condition of all improvements. Submit necessary fees, per the latest fee schedule, for new securities.
53. Street Improvement Plans. The developer shall submit for review and obtain approval of street improvement plans prior to recordation.
54. Utilities. Final plans and profiles shall indicate the location of any existing utility facility or utility pole which would affect construction, and any such utility shall be relocated as necessary without cost to the County.
55. Encroachment Permits. Prior to installation of road and drainage improvements, a permit is required from County Public Works, Transportation Operations Division, Permit Section, (909) 387-8039, as well as other agencies prior to work within their jurisdiction.
56. Soils Testing. Any grading within the road right-of-way prior to the signing of the improvement plans shall be accomplished under the direction of a soils testing engineer. Compaction tests of embankment construction, trench back fill, and all sub-grades shall be performed at no cost to San Bernardino County and a written report shall be submitted to the Transportation Operations Division, Permits Section of County Public Works, prior to any placement of base materials and/or paving.
57. Open Roads/Cash Deposit. Existing County roads, which will require reconstruction, shall remain open for traffic at all times, with adequate detours, during actual construction. A cash deposit shall be made to cover the cost of grading and paving prior to issuance of road encroachment permit. Upon completion of the road and drainage improvement to the satisfaction of the Department of Public Works, the cash deposit may be refunded.
58. Transitional Improvements. Right-of-way and improvements (including off-site) to transition traffic and drainage flows from proposed to existing, shall be required as necessary.

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59. Street Gradients. Road profile grades shall not be less than 0.5% unless the engineer at the time of submittal of the improvement plans provides justification to the satisfaction of County Public Works confirming the adequacy of the grade.
60. CDP/LDD – Roads. A Composite Development Plan (CDP) is required and the following shall be delineated or noted on the CDP with confirmation and approval obtained from the LDD prior to recordation of the Final Map (Statements in quotations shall be verbatim):
- “Encroachment Permit. At the time each lot/parcel is developed, an encroachment permit or other authorized clearance from each affected agency shall be required for all construction in the right-of-way of any jurisdiction, including the County and State. A copy of each permit shall be submitted to Public Works for review and approval obtained, prior to any project construction in any affected right-of-way of any jurisdiction.”
  - “Cash Deposit. At the time each lot/parcel is developed, a cash deposit shall be paid to Public Works prior to issuance of a County encroachment permit. The cash deposit is to assure completion of the required grading and paving in County right-of-way. The deposit shall cover all costs, including administration, contracting, construction and inspection. Upon completion of the County road and drainage improvements to the satisfaction of County Public Works, the cash deposit can be refunded.”
  - “Improvements Constructed. Prior to final approval or occupancy of any structure on any lot/parcel, all required on-site and off-site road and drainage improvements (public and private) shall be fully constructed by the applicant, inspected and approved by County Public Works. However, completion of road and drainage improvements does not imply acceptance for maintenance by the County.”
  - “Open Roads. At the time each lot/parcel is developed, existing County roads which require reconstruction by the project shall remain open for traffic at all times, with adequate Public Works approved detours, during actual construction.”
  - “Structural Section Testing. Prior to occupancy, a thorough evaluation of the structural road section, to include parkway improvements, from a qualified materials engineer, shall be submitted to the County Public Works.”

PUBLIC WORKS –COUNTY SURVEYOR – Parcel Map Section (909) 387-8149

61. A Parcel Map is required in compliance with the Subdivision Map Act and the San Bernardino County Development Code.
62. Subdivider shall present evidence to the County Surveyor's Office that he has tried to obtain a non-interference letter from any utility company that may have rights of easement within the property boundaries.

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63. Easements of record not shown on the tentative map shall be relinquished or relocated. Lots affected by proposed easements or easement of record, which cannot be relinquished or relocated, shall be redesigned.
64. Prior to approval for recordation, all fees required under actual cost job number PM 19470 shall be paid in full.
65. The following note shall be placed on the CDP:
- “Condominium Map. Prior to issuance of building permits on Parcel 1, a condominium map shall be recorded to reflect the library’s status as a legally-separate parcel.”

PUBLIC WORKS –TRAFFIC DIVISION – (909) 387-8186

66. The following note shall be placed on the CDP:
- “This project falls within the Regional Transportation Development Mitigation Fee Plan for the Rialto Subarea. This fee shall be paid by a cashier’s check to the Department of Public Works Business Office. The plan fees shall be computed in accordance with the Plan fees in effect as of the date that the building plans are submitted and the building permit is applied for. These fees are subject to change. The current Regional Transportation Development Mitigation Plan can be found at the following website:[http://www.sbcounty.gov/dpw/transportation/transportation\\_planning.asp](http://www.sbcounty.gov/dpw/transportation/transportation_planning.asp)”

END OF CONDITIONS – TPM 19470 P201300295

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## EXHIBIT C

# INITIAL STUDY/ENVIRONMENTAL ASSESSMENT



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**U.S. Department of Housing  
and Urban Development**  
California State Office of  
Community Development  
Environmental Branch

## **Environmental Assessment**

(HUD recommended format per  
24 CFR 58.36, revised 1/99)

Project Identification:           Bloomington Affordable Housing Project  
17970, 18010, and 18028 Valley Boulevard  
Bloomington, California 92316

Responsible Entity:           County of San Bernardino  
Economic Development Agency  
385 North Arrowhead Avenue  
San Bernardino, California 92415

Month/Year:                   August 2013

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## ATTACHMENTS

Attachment A – Project Exhibits

Attachment B – Paleontological and Archaeological Assessment

Attachment C – Habitat Assessment

Attachment D – Air Quality/Greenhouse Gas Data

Attachment E – Hazardous Substances Assessments

Attachment F – Noise Data

Attachment G – Traffic Impact Analysis

**Note: Attachment A, Project Exhibits, is provided at the end of this document. Attachments B through G are provided electronically on compact disc on the following page.**

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### **ATTACHMENTS ON CD**

### Environmental Assessment

**Responsible Entity:** County of San Bernardino Economic Development Agency  
[24 CFR 58.2(a)(7)]

**Certifying Officer:** Kathryn Brann, Housing Analyst  
[24 CFR 58.2(a)(2)]

**Project Name:** Bloomington Affordable Housing Project

**Project Location:** 17970, 18010, and 18028 Valley Boulevard, Bloomington, CA 92316

**Estimated Total Project Cost:** \$20-\$25 Million

**Grant Recipient:** Related California/Bloomington Housing Partners, LP  
[24 CFR 58.2(a)(5)]

**Recipient Address:** 18201 Von Karman Avenue, Suite 900, Irvine, CA 92612

**Project Representative:** R. Stan Smith, Project Manager

**Telephone Number:** 949.660.7272

**Conditions for Approval:** (List all mitigation measures adopted by the responsible entity to eliminate or minimize adverse environmental impacts. These conditions must be included in project contracts or other relevant documents as requirements). [24 CFR 58.40(d), 40 CFR 1505.2(c)]

#### See Mitigation Measures Recommended:

#CUL-1 to 4 Archaeological Resources  
#CUL-5 Archaeological Resources (Human Remains)  
#CUL-6 to 7 Paleontological Resources  
#BIO-1, 2 Biological Resources (Nesting Birds)  
#BIO-3 Biological Resources (Burrowing Owl)  
#AQ-1 Air Quality (Dust Control)  
#NOI-1 Noise Abatement (Construction Noise)  
#NOI-2 Noise Abatement (On-Site Mobile Noise)  
#HAZ-1 Hazardous Substances (Impacted Soil)  
#GEO-1 Erosion/Storm Water/Surface Water (Construction Phase Water Quality - SWPPP)  
#TRA-1 Traffic and Circulation (Safety)  
#USS-1 Solid Waste  
#HYD-1 Storm Water/Surface Water (Operational Phase Water Quality - WQMP)

**FINDING:** [58.40(g)]

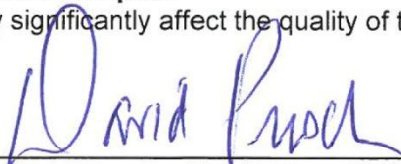
**Finding of No Significant Impact**

(The project will not result in a significant impact on the quality of the human environment)

**Finding of Significant Impact**

(The project may significantly affect the quality of the human environment)

Preparer Signature: \_\_\_\_\_



8/14/13

Title/Agency

David Prusch, Supervising Planner  
County of San Bernardino  
Land Use Services Department

Date:

RE Approving Official Signature: \_\_\_\_\_



8/14/13

Title/ Agency:

Kathryn Brann, Housing Analyst  
County of San Bernardino  
Economic Development Agency

Date:



**Statement of Purpose and Need for the Proposal:** [40 CFR 1508.9(b)]

The Bloomington Affordable Housing Project is a 190-unit multi-family affordable housing development for low and very low-income households to be developed by Related California/Bloomington Housing Partners, L.P. (Related). The Project would help the County of San Bernardino (County) meet and exceed its obligation to provide affordable housing pursuant to its Regional Housing Needs Allocation (RHNA) and further the County of San Bernardino 2007 General Plan (General Plan) Housing Element Goals for the Valley Region.

Related is an active developer of residential and commercial properties in California. Affordable housing was part of Related's foundation and they continue to prioritize development, acquisition, and preservation of housing for this sector. Over 60 percent of the 40,000 residential apartment homes under Related's management are part of one or more affordable housing programs, and an additional 20 percent of these provide workforce housing.<sup>1</sup> Related has developed/acquired over 23,000 affordable housing units to date, and currently has more than 7,000 units under development or under contract throughout the country. Related also developed several family sites to the west of the Project site, in the City of Fontana.

PATH Ventures (PATH), a provider of food, shelter, and recovery services to the homeless for over 25 years, would provide onsite support services. Their housing model objective is "to end and prevent homelessness by integrating supportive services with permanent housing for people in need."<sup>2</sup>

**Description of the Proposal:** The Bloomington Affordable Housing Project involves construction of a 190-unit multi-family development for low- and very low-income households in the unincorporated San Bernardino County, community known as Bloomington; refer to Exhibit 1, *Regional Location Map*. The 8.9-acre site is located approximately 300 feet west of the Locust Avenue/Valley Boulevard intersection, at 17970, 18010, and 18028 Valley Boulevard; refer to Exhibit 2, *Local Vicinity Map*. The site boundaries are within USGS Topographic Map – Fontana 7.5-minute series, Section 21, T1S, R5W, San Bernardino Base and Meridian.

The Project would be developed by Related at an estimated cost of between \$20 and \$25 million. Project financing would be provided by various sources, which may include the following:

- Federal Tax Credits (9.0 percent): These credits would be syndicated and funded throughout the construction process.
- Construction Financing: Related and the County (the Partnership) would consider construction loan financing from several top tier banks.
- Mental Health Services Act (MHSA) Funding: Depending on the number of units designated, this source would be capped at prescribed limits.
- County Funding: County funding through the HOME program, CDBG, or other approved sources.
- Permanent Financing: At conclusion of construction, permanent financing would be secured.

The site would be developed under the nine percent TCAC (Tax Credit Allocation Committee) Program administered by the State of California (State). The State administers this low-income housing tax credit program, which was authorized to encourage private investment in affordable rental housing for households meeting certain income requirements. The TCAC Program would ensure qualifying applicants are approved between 30 and 60 percent of the Area Median Income (AMI), as published by the Department of Housing and Urban Development (HUD). HUD establishes AMI annually for the Metropolitan Statistical Area (MSA) in which a project is located. HUD also establishes maximum rent levels for each income category based on a combination of household income and size, and the unit's location. Phase 1 of the Project would include 63 percent Senior units and 37 percent Family units (70 Senior and 36 Family units, respectively), and

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<sup>1</sup> Related Website, Affordable Housing, <http://www.related.com/our-company/businesses/9/Affordable-Housing>, Accessed May 27, 2013.

<sup>2</sup> PATH Ventures Website, <http://www.pathventures.org/site/about/>, Accessed June 4, 2013.

Phase 2 would consist entirely of Family units (84 units). Seniors and Families submitting rental applications would be considered in order of submission and would be evaluated using TCAC Program criteria, including: income and family size; residential rental history; criminal backgrounds checks; and proof and documentation.

The Project would also consider applicants submitted by the County under the MHSA. Approximately six percent of the units (11 total) are designated for the MHSA Program: nine Senior units; and 2 Family units. The Senior and Family units set aside for the MHSA Program would be interspersed throughout the site.

The proposal involves development of an “Intergeneration Project” that would house both Seniors and Families within the same community. A total of 190 Senior and Family housing units and approximately 12,705 square feet of library, social service, and community uses are proposed. The approximately 8.9-acre site would be developed at a density of approximately 21 dwelling units per acre (DU/AC). As shown in Exhibit 3, *Project Site Plan*, and summarized in Table 1, *Project Development Summary*, the proposed uses would be developed in separate quadrants, in two phases.

**Table 1  
Project Development Summary**

Description	Total Units	Senior Units			Family Units			Square Feet
		Number	Percent	MHSA	Number	Percent	MHSA	
<b>Phase 1</b>								
Housing Units	106	70	63%	9	36	36%	2	
Senior Community Space								2,200
Family Community Space								2,625
Leasing Office								900
Regional Library								6,000
Flex Space								980
<i>Total Phase 1</i>	<i>106</i>	<i>70</i>	<i>63%</i>	<i>9</i>	<i>36</i>	<i>36%</i>	<i>2</i>	<i>12,705</i>
<b>Phase 2</b>								
Housing Units	84	0	0	8	84	100%	0	
<i>Total Phase 2</i>	<i>84</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>84</i>		<i>0</i>	
<b>Total Phases 1 and 2</b>	<b>190</b>	<b>70</b>	<b>0</b>	<b>9</b>	<b>120</b>		<b>2</b>	<b>12,705</b>
Source: Withee Malcolm Architects, LLP, <i>Bloomington Site Plan</i> , July 30, 2013.								
Note: The MHSA units (11) are included within, and not in addition to, the 190 total units associated with the project.								

The 70 Senior units, regional library, Senior community space, public flex space, and leasing office would be housed in a single building at the site’s southeast quadrant, along Valley Boulevard. The Senior housing would include one- and two-bedroom townhomes, as well as one-bedroom apartment units above the library space. The 120 Family units and Family community space (2,625 SF) would be housed in 15 buildings located at the site’s southwest quadrant, along Valley Boulevard, and northeast/northwest quadrants, along Iris Drive. The Family housing is proposed in two-story buildings containing two-bedroom townhomes and in three-story buildings containing two-bedroom, two-story townhomes over three-bedroom stacked flats. The common open spaces, including pool, tot lots, and patio/seating areas, are proposed within Family areas, but would be accessible to all residents.

Vehicular access to the Project site would be provided along Valley Boulevard, via a signalized full-access central main entry driveway, and two secondary exit-only right-turn driveways, at the eastern and western extents of the site. Separate gated entrances to the Senior and Family parking areas are proposed. Pedestrian access would be provided by a network of north/south and east/west landscaped paseos that would serve to interconnect residents. The Project would provide a total of 364 parking spaces, including 307

spaces for residents and 57 library/visitor spaces. Parking is proposed within attached garages and carports that would extend along the northern, eastern, and western site perimeters. The carports would be dedicated for all Senior parking and at least one space per Family unit. Guest and library patron parking would be provided adjacent to the main entrance. The Project would be parked at an approximate ratio of 1.0 space per one-bedroom unit and 2.0 spaces per two- and three-bedroom units. Additional proposed amenities include: full service on site amenities, as applicable for Families and Seniors; and photovoltaic converters on the library/Senior housing structure and Senior carport roofs to offset operating expenses in community areas and the Project's energy demands. Bus service would be available to the Project, provided by Omnitrans. The nearest existing bus stop to the site is located approximately 0.1-mile east of the site, along the northerly side of Valley Boulevard. The Project Applicant is coordinating with Omnitrans to determine the feasibility of potentially establishing a new and/or relocated bus stop immediately south of the Project site along Valley Boulevard. The proposed offsite amenities include: the necessary wet/dry utilities to support the land uses; and a traffic signal at the main entry along Valley Boulevard. The wet/dry utility connections (water, sewer, storm drain, natural gas, electricity, CATV, and phone) are proposed along Valley Boulevard.

The Project site plan is characterized by one three-story Senior/Library building and multiple two- to three-story Family residential buildings arranged in quadrants. The quadrants are generally formed by a north-south axis comprised of recreational uses and the main entry drive aisle, and an east-west axis comprised of a drive aisle. A central courtyard intended for communal use is located at the intersection of the two axes. Craftsman style architecture is the proposed theme for development of the Project site. The regional library is proposed to capture the Project's central entry and serve as a major focal point to the community. Stamped concrete is proposed at the main entry and central courtyard. Exhibit 4, *Project Elevation*, illustrates the proposed development's Valley Boulevard (southern) elevation.

In addition to community amenities, the Project would offer various support service programs based on resident needs and interests on a regular, ongoing basis. PATH would provide on-site active adult and children services typical for the needs of the population, such as classes for adults (e.g., health monitoring, language classes, basic finance) and after-school programs for the needs of children (many of which would be sponsored by the on-site regional library and social services provider). Mental health services would also be provided on-site by the County of San Bernardino Department of Mental Health.. The provision of in-house support services at the housing development would ensure that services are delivered in the most efficient manner.

Project construction is anticipated to occur for approximately two years, with construction of Phase I beginning in the fall of 2014 and lasting approximately 12 months. Construction of Phase II would occur upon completion of Phase I and would also take approximately 12 months, with completion expected in the fall of 2016.

**Existing Conditions and Trends:** Describe the existing conditions of the Project area and its surroundings, and trends likely to continue in the absence of the Project. [24 CFR 58.40(a)]

This Project site is located in the community known as Bloomington, in southwestern San Bernardino County. The site is more specifically located at 17970, 18010, and 18028 Valley Boulevard, on the northerly side of the roadway, approximately 300 feet west of the Locust Avenue/Valley Boulevard intersection. The site involves a rectangular-shaped property that consists of three adjoining parcels, totaling 8.9-acres: Assessor's Parcel Numbers (APN) 0252-051-06; 0252-051-69; and 0252-051-70. The onsite elevations range from approximately 1,124 to 1,114 feet above mean sea level. The site is relatively level, with a gentle slope to the south. The site is undeveloped and mostly vegetated by a ruderal plant community.

Bloomington encompasses approximately 6.7 square miles located just north of the San Bernardino/Riverside County line. Bloomington is a generally rural area that is characterized by large lots, the prevalence of animal-raising and agricultural activities, and limited commercial uses. The Project site is located in one of Bloomington's two commercial areas, which extends along Valley Boulevard, north of Interstate 10 (I-10) Freeway. The land uses surrounding the Project site include the following:

- North: Iris Drive and a single-family residential subdivision;
- South: Valley Boulevard, commercial and industrial uses, and vacant land;
- East: Commercial and industrial uses; and
- West: Single-family residential uses and vacant land.

The Project site is located within the Bloomington Community Plan (Community Plan) area. The County uses a “one-map approach” that permits the use of a single map to depict both General Plan land use designations and zoning districts. Community Plan Figure 2-1, *Land Use Policy Map*, depicts the geographic distribution of land use classifications within the Bloomington Community Plan area and shows the Project site’s land use designation/zoning district is Service Commercial (CS).<sup>3</sup> According to Community Plan Figure 2-1, the land uses located north of the Project site are designated/zoned Single Residential (RS) and those located south, east, and west are designated/zoned CS.

As proposed, the Project would require a Planned Development Permit, pursuant to County of San Bernardino Development Code (Development Code) requirements and standards (Development Code Chapters 84.18 and 85.10). The Planned Development Permit would allow flexibility in the application of Development Code standards to the proposed housing development.

Omnitrans is the public transit agency serving the Project site (and all of the San Bernardino Valley). Omnitrans’ fixed-route service area covers 15 cities and portions of unincorporated San Bernardino County. The Project site is served by Route 29, which serves the City of Fontana and Bloomington via Cedar Avenue and Valley Boulevard. Omnitrans provides hourly service, with approximately 11 hours of service offered on weekdays and Saturdays. In addition to fixed-route service, Omnitrans offers its Access service for individuals with disabilities. As previously noted, bus service would be available to the Project, provided by Omnitrans. The nearest existing bus stop to the site is located approximately 0.1-mile east of the site, along the northerly side of Valley Boulevard. The Project Applicant is coordinating with Omnitrans to determine the feasibility of potentially establishing a new and/or relocated bus stop immediately south of the Project site along Valley Boulevard.

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<sup>3</sup> County of San Bernardino, *Bloomington Community Plan Figure 2-1, Land Use Policy Map*, Adopted March 13, 2007.

## Statutory Checklist

[24CFR §58.5]

For each listed statute, executive order or regulation, record the determinations made. Note reviews and consultations completed as well as any applicable permits or approvals obtained. Attach evidence that all required actions have been taken. Record any conditions or mitigation measures required. Then, make a determination of compliance or consistency.

<b>Factors</b>	<b>Determinations and Compliance Documentation</b>
<p><b>Historic Preservation</b> [36 CFR 800]</p>	<p>A Paleontological and Archaeological Assessment of the Project site, or area of potential effect (APE), was conducted. The Assessment included a search for archaeological and historical records, which included a one mile-radius around the APE, was completed at the San Bernardino Archaeological Information Center at the San Bernardino County Museum, Redlands. Results of the search indicate that there are no known archaeological cultural resources recorded within the APE. Two historic-era structures were identified on historic-era aerial photographs and topographic maps, but are no longer on the property. A total of 39 cultural resources have been documented within a one-mile radius of the APE. No archaeological materials were observed during the course of the pedestrian survey of the APE. Additionally, the Cultural Resources Preservation (CP) Overlay depicted on the County's Cultural Resources Sensitivity Overlay Map applies to areas where archaeological and historic sites that warrant preservation are known or are likely to be present. As shown, the Project site is not within a mapped CP Overlay District.</p> <p>The potential for encountering significant prehistoric archaeological resources is low to moderate, since no prehistoric resources have been previously recorded within the APE or within a one-mile radius. However, due to the known historic-era structures within the APE and results of the literature search, there is a moderate to high potential for encountering historic-era buried or undocumented surface archaeological materials during construction, especially in the southern half of the APE where the historic structures once stood; refer to Paleontological and Archaeological Assessment Figure 13. Grading, excavation, and other surface and subsurface excavation in the site's defined areas have the potential to impact significant cultural resources. A Cultural Resources Monitoring Plan (CRMP) prepared by a qualified archaeologist is required (see recommended Mitigation Measure #CUL-1). Construction monitoring by a monitor meeting the Secretary of the Interior's Standards for archaeologists is also recommended for ground-disturbing activities within native soils/sediments, especially in the southern half of the APE (see recommended Mitigation Measure #CUL-2). A Cultural Resources Monitoring Report would be required, upon completion of the earthmoving activities (see recommended Mitigation Measure #CUL-4). If cultural resources are exposed during Project implementation, the monitor/archaeologist must temporarily halt construction activities in the immediate vicinity of the discovery, while it is evaluated for significance (see recommended Mitigation Measure #CUL-4). Although unlikely, the potential exists for discovery of human remains during Project construction activities. In the event that human remains are encountered during Project development, the recommended mitigation requires that all work cease immediately in the vicinity of the find and that the County Coroner be notified, pursuant to Health and Safety Code Section 7050.5 (see recommended Mitigation Measure #CUL-5). Compliance with the recommended mitigation measures would ensure potential impacts involving cultural resources would not be adverse.</p> <p>A search for paleontological records, which included a ten-mile radius around the APE, was completed at the San Bernardino County Museum and in published materials. No fossil localities have been previously collected from within a 1.5-mile radius of the APE. The Project site's surface sediments have no potential to yield paleontological resources. No paleontological materials were observed during the course of the pedestrian survey of the APE. Additionally, the Project site is not within a mapped Paleontologic Resources (PR) Overlay District, as depicted on the Cultural Resources Sensitivity Overlay Map. However, there is potential to encounter Pleistocene fossils, if construction-related excavations, trenching, or other forms of ground disturbance exceed five feet below the surface. Therefore, it is recommended that a qualified paleontological monitor be present during ground disturbance associated with Project construction (see recommended Mitigation Measures #CUL-6 and #CUL-7). Compliance with the recommended measures would mitigate any potential adverse impacts to cultural resources. <b>(Sources:</b> Paleontological and Archaeological Assessment (Cogstone, June 2013) provided as Attachment B; County of San Bernardino Website, San Bernardino County Land Use Plan General Plan Phelan/Pinon Hills/Oak Hills Culturally Sensitive Areas Overlay Map, <a href="http://cms.sbcounty.gov/Portals/5/Planning/ZoningOverlaymaps/CulturalSensitivity.pdf">http://cms.sbcounty.gov/Portals/5/Planning/ZoningOverlaymaps/CulturalSensitivity.pdf</a>, Accessed May 28, 2013; County of San Bernardino 2007 Development Code (URS Corporation, Amended December 27, 2012).</p>

<p><b>Floodplain Management</b> [24 CFR 55, Executive Order 11988]</p>	<p>The Project site is not located in a floodplain (<b>Sources:</b> Federal Emergency Management Agency Website, FEMA Flood Insurance Rate Map (FIRM) Community Panel Number 06071C8658H, Map Revised August 28, 2008, <a href="http://www.fema.gov/hazard/map/firm.shtm">http://www.fema.gov/hazard/map/firm.shtm</a>, Accessed May 28, 2013; and County of San Bernardino Website, San Bernardino County Land Use Plan General Plan Hazard Overlay Map, <a href="http://www.sbcounty.gov/uploads/lus/hazmaps/fh29b_20100309.pdf">http://www.sbcounty.gov/uploads/lus/hazmaps/fh29b_20100309.pdf</a>, Accessed May 28, 2013).</p>
<p><b>Wetlands Protection</b> [Executive Order 11990]</p>	<p>There are no wetlands on the Project site or in its immediate vicinity (<b>Sources:</b> Habitat Assessment (RBF Consulting, June 5, 2013) provided as Attachment C; and County of San Bernardino Website, San Bernardino County Land Use Plan General Plan Open Space Element Valley and Mountain Areas Open Space Resource Overlay Map, <a href="http://cms.sbcounty.gov/Portals/5/Planning/ZoningOverlaymaps/OpenSpaceValleyMtn.pdf">http://cms.sbcounty.gov/Portals/5/Planning/ZoningOverlaymaps/OpenSpaceValleyMtn.pdf</a>, Accessed May 28, 2013).</p>
<p><b>Coastal Zone Management Act</b> [Sections 307(c),(d)]</p>	<p>The Project site is not located within a coastal zone (<b>Sources:</b> California Coastal Commission Website, South Coast District Office Jurisdictional Boundary – Coastal Zone Boundary <a href="http://www.coastal.ca.gov/">http://www.coastal.ca.gov/</a>, Accessed May 28, 2013; and County of San Bernardino Website, San Bernardino County Land Use Plan General Plan Land Use Zoning Districts Map, <a href="http://cms.sbcounty.gov/Portals/5/Planning/ZoningOverlayMaps/LUZD/FH29A_20100422.pdf">http://cms.sbcounty.gov/Portals/5/Planning/ZoningOverlayMaps/LUZD/FH29A_20100422.pdf</a>, Accessed May 28, 2013).</p>
<p><b>Sole Source Aquifers</b> [40 CFR 149]</p>	<p>There are no sole source aquifers located in the Project area (<b>Sources:</b> US EPA Water Management Division Website, Region IX – Sole Source Aquifer Map, <a href="http://www.epa.gov/region9/water/groundwater/ssa.html">http://www.epa.gov/region9/water/groundwater/ssa.html</a>, Accessed May 28, 2013).</p>
<p><b>Endangered Species Act</b> [50 CFR 402]</p>	<p>A Habitat Assessment was conducted to document baseline onsite conditions and identify sensitive habitats and/or species potentially occurring within the Project boundaries. A ruderal plant community occupies the majority of the Project site; refer to Habitat Assessment Exhibit 6. No special-status plant/wildlife species or sensitive habitats were observed within the Project boundaries. Special-status plant/wildlife species and sensitive habitats do not have the potential to occur and are presumed absent from the Project site, based on their current distribution, habitat requirements, and presence of suitable habitat within and adjacent to the site.</p> <p>Vegetation along the eastern and western site boundaries, outside the Project limits, provides suitable avian nesting opportunities. During the Habitat Assessment, one inactive/remnant avian nest was observed off-site in a stand of ornamental vegetation along the site's northern boundary. If ground-disturbing activities or removal of any trees, shrubs, or any other potential nesting habitat are scheduled within the avian nesting season, a pre-construction clearance survey for nesting birds is required (see recommended Mitigation Measures #BIO-1 and BIO-2).</p> <p>According to the County's Biotic Resources Overlay Map – Valley/Mountain Area, the Project site is mapped as containing burrowing owl habitat. The burrowing owl is listed as endangered by the California Department of Fish and Wildlife (CDFW). However, no burrowing owls, burrowing owl sign, or suitable burrows needed for nesting were observed during the Habitat Assessment. Burrowing owls are presumed absent from the site. A pre-construction burrowing owl survey is required to document the continued absence of burrowing owl from the Project site (see recommended Mitigation Measure # BIO-3).</p> <p>The County's Open Space Overlay Map depicts wildlife corridors, major open space policy areas, and Areas of Critical Environmental Concern. As shown, the Project site is not within a mapped Open Space (OS) Overlay District. Additionally, no wildlife movement corridor was identified on or adjacent to the site through the Habitat Assessment. The Biotic Resources Overlay Map depicts the County's biological resources and indicates the Project site is not within a mapped Biotic Resources (BR) Overlay District. Although the Project site is located within the Delhi Sands flower-loving fly Jurupa Recovery Unit boundaries, the site is not mapped as containing Delhi Sands flower-loving fly soils. Therefore, Project development would have no impact on the effectiveness of the Jurupa Recovery Plan. Development of the site would have no significant effect on any endangered species or sensitive habitats, including riparian and wetlands. (<b>Sources:</b> Habitat Assessment (RBF Consulting, June 5, 2013) provided as Attachment C; County of San Bernardino Website, San Bernardino County Land Use Plan General Plan Open Space Element Valley and Mountain Areas Open Space Resources Overlay Map, <a href="http://cms.sbcounty.gov/Portals/5/Planning/ZoningOverlaymaps/OpenSpaceValleyMtn.pdf">http://cms.sbcounty.gov/Portals/5/Planning/ZoningOverlaymaps/OpenSpaceValleyMtn.pdf</a>, Accessed May 28, 2013, San Bernardino County Valley/Mountain Region Biotic Resources Overlay Map, <a href="http://www.sbcounty.gov/Uploads/lus/BioMaps/vly_mtn_all_biotic_resources_map_final.pdf">http://www.sbcounty.gov/Uploads/lus/BioMaps/vly_mtn_all_biotic_resources_map_final.pdf</a>, Accessed May 28, 2013; and United States Department of Fish and Wildlife Service Website, Delhi Sands Flower-Loving Fly 5-Year Review: Summary and Evaluation, <a href="http://www.fws.gov/carlsbad/SpeciesStatusList/5YR/20080331_5YR_DSf.pdf">http://www.fws.gov/carlsbad/SpeciesStatusList/5YR/20080331_5YR_DSf.pdf</a>, Accessed May 28, 2013).</p>

<p><b>Wild and Scenic Rivers Act</b>                  [Sections 7 (b), (c)]</p>	<p>There are no Wild or Scenic Rivers in the Project area (<b>Sources:</b> National Park Service Website, National Wild and Scenic Rivers GIS Map – California, <a href="http://www.rivers.gov/">http://www.rivers.gov/</a>, Accessed May 28, 2013; and County of San Bernardino Website, San Bernardino County Land Use Plan General Plan Open Space Element Valley and Mountain Areas Open Space Resources Overlay Map, <a href="http://cms.sbcounty.gov/Portals/5/Planning/ZoningOverlaymaps/OpenSpaceValleyMtn.pdf">http://cms.sbcounty.gov/Portals/5/Planning/ZoningOverlaymaps/OpenSpaceValleyMtn.pdf</a>, Accessed May 28, 2013).</p>
<p><b>Air Quality</b>                  [Clean Air Act, Sections 176 (c) and (d), and 40 CFR 6, 51, 93]</p>	<p>The South Coast Air Basin (SCAB) is designated extreme non-attainment area for ozone, and a non-attainment area for PM<sub>10</sub> and PM<sub>2.5</sub>. The Project would be located within a “non-attainment” area that conforms to the EPA-approved State Implementation Plan (SIP), and requires no individual National Emissions Standards for Hazardous Air Pollutants (NESHAP) permit or notification for the Project. Further, the Project would not exceed the SCAQMD’s localized or regional thresholds of significance for construction activities or long-term operations (see recommended Mitigation Measure #AQ-1) (<b>Sources:</b> California Air Resources Board, <a href="http://www.arb.ca.gov/planning/sip/planarea/scabsip.htm#2012_plan">http://www.arb.ca.gov/planning/sip/planarea/scabsip.htm#2012_plan</a>, Accessed June 18, 2013; and Air Quality/Greenhouse Data [see Attachment D]).</p>
<p><b>Farmland Protection Policy Act</b> [7 CFR 658]</p>	<p>The Project site is not identified on any Agricultural Preserve map or identified as land under Williamson Act contract and is not mapped as prime or unique farmland or farmland of local importance. The Project site is not zoned for agriculture use. There are no farmlands or agricultural uses located on the Project site or in its vicinity. (<b>Sources:</b> California Department of Conservation Website, Farmland Mapping and Monitoring Program, Bernardino County Important Farmland Map (Sheet 2 of 2) Dated 2008 <a href="ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2008/sbd08_so.pdf">ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2008/sbd08_so.pdf</a>, Accessed May 28, 2013).</p>
<p><b>Environmental Justice</b>                  [Executive Order 12898]</p>	<p>Development of the site with mixed-uses (i.e., multi-family residential and library/support services) is permitted pursuant to the County Development Code, and thus would not conflict with the General Plan. The development would house low and very low income families. The surrounding land uses would not create nuisances or hazards that would impact the proposed housing. Similarly, given its nature and scope, the proposed mixed-use development would not adversely affect the surrounding uses. Additionally, there are no adverse environmental conditions affecting the Project site. With the inclusion of the recommended mitigation measures, the Project would not expose low income or minority populations to adverse environmental conditions. (<b>Sources:</b> County of San Bernardino 2007 General Plan (URS Corporation, Amended May 22, 2012); Bloomington Community Plan (County of San Bernardino, Adopted March 13, 2007); County of San Bernardino Website, San Bernardino County Land Use Plan General Plan Land Use Zoning Districts Map, <a href="http://cms.sbcounty.gov/Portals/5/Planning/ZoningOverlayMaps/LUZD/FH29A_20100422.pdf">http://cms.sbcounty.gov/Portals/5/Planning/ZoningOverlayMaps/LUZD/FH29A_20100422.pdf</a>, Accessed May 28, 2013); and County of San Bernardino Website, County of San Bernardino 2007 Development Code (URS Corporation, Amended December 27, 2012).</p>

**HUD Environmental Standards**

**Determinations and Compliance Documentation**

<p><b>Noise Abatement and Control</b> [24 CFR 51 B]</p>	<p>Based on traffic data from the <i>Bloomington Project Traffic Impact Analysis</i>, the Project would not materially worsen or exceed any established standards and therefore would not adversely affect the existing or future noise-sensitive land uses surrounding the Project site. Additionally, the recommended mitigation requires barriers for on-site outdoor activity areas that are facing Valley Boulevard and within 120 feet of the edge of the roadway (see recommended Mitigation Measure #NOI-2). With the recommended mitigation, on-site noise standards would not exceed established standards.</p> <p>There are no airports or private airstrips located within two miles of the Project site. The Noise Hazard (NH) Overlay depicted on the County's Hazard Overlay Map applies to noise contours 65 CNEL or greater. The Project site is not within a mapped NH Overlay District. Additionally, the Project is not located within the delineated 60 or greater CNEL contours of the Flabob Airport or Rialto Municipal Airport. (Sources: Bloomington Project Traffic Impact Analysis (RBF Consulting, June 21, 2013) [see Attachment G]; County of San Bernardino 2007 General Plan Noise Element (URS Corporation, Amended May 22, 2012); County of San Bernardino Website, San Bernardino County Land Use Plan General Plan Hazard Overlay Map, <a href="http://www.sbcounty.gov/uploads/lus/hazmaps/fh29b_20100309.pdf">http://www.sbcounty.gov/uploads/lus/hazmaps/fh29b_20100309.pdf</a>, Accessed May 28, 2013; County of San Bernardino Website, Airport Land Use Compatibility Plans, <a href="http://cms.sbcounty.gov/lus/Planning/AirportLandUse.aspx">http://cms.sbcounty.gov/lus/Planning/AirportLandUse.aspx</a>, Accessed July 29, 2013; Riverside County Airport Land Use Commission Website, Airport Maps, <a href="http://www.rcaluc.org/maps.asp">http://www.rcaluc.org/maps.asp</a>, Accessed May 29, 2013; Riverside County Airport Land Use Commission Website, Riverside County Airport Land Use Compatibility Plan Volume 1 Policy Document, October 14, 2004, <a href="http://www.rcaluc.org/plan_new.asp">http://www.rcaluc.org/plan_new.asp</a>, Accessed May 29, 2013; and County of San Bernardino 2007 Development Code (URS Corporation, Amended December 27, 2012)).</p>
<p><b>Toxic or Hazardous Substances and Radioactive Materials</b> [HUD Notice 79-33]</p>	<p>A review of Federal and State environmental databases was conducted as part of the Phase I Environmental Site Assessment (Phase I). The site is not on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The Phase I revealed no concerns or issues directly related to the site, which would be considered "an impairment." Although, the review of the EDR records search revealed numerous sites of concern within a one-mile radius of the site, many of these sites are in compliance (i.e., have been remediated or are being remediated, in accordance with regulatory requirements). Additionally, these sites are not located in proximity to the Project site and down gradient of water flow. Therefore, these sites are not anticipated to impact the Project site.</p> <p>An Asbestos Survey of the structure (pet shop) that previously occupied the site was conducted before its demolition. Based on analysis results, all acoustic building material was assumed asbestos positive. To prevent exposure to airborne asbestos fibers, disturbance of asbestos containing materials (ACM) were avoided during the June 2013 demolition activities. Prior to demolition, ACM was removed by a State-licensed and registered Asbestos Abatement Contractor.</p> <p>A Lead Paint Inspection of the structure (pet shop) that previously occupied the site was also conducted. Based on the Inspection's findings, all components that tested positive for the presence of lead at or above the HUD action threshold, and any similar untested components, were considered lead-laden. Prior to demolition, these components were removed in an abatement/containment environment. Personal exposure level (PEL) testing was also conducted on components that tested below the HUD action threshold, but tested positive for the presence of lead, prior to their removal.</p> <p>The Phase I conducted an evaluation of previous uses of the site and other evidence of contamination on or near the site, to assure that Project occupants would not be adversely affected by any hazards. No known hazard that could affect the health and safety of the Project occupants or conflict with the intended residential use of the property exists, except for an approximately three-foot square patch of diesel fuel stained soil on APN 0252-051-69 observed during the Phase I. The recommended mitigation requires that this impacted soil be removed and over-excavated, prior to site development (see recommended Mitigation Measure #HAZ-1). Compliance with this measure would ensure that impacts related to toxic or hazardous substances would not occur. (Sources: Attachment E, Hazardous Substances Assessments: Phase I Environmental Site Assessment [Liburn Corporation, January 5, 2012]; Addendum to the Phase I Environmental Site Assessment [Liburn Corporation, January 16, 2012]; Commercial Structure Asbestos Survey [Infotox, Inc., February 5, 2013]; Lead Paint Inspection Report (AAA Lead Consultants and Inspections, Inc., January 18, 2013); State of California Department of Toxic Substances Control EnviroStor Website, <a href="http://www.envirostor.dtsc.ca.gov/public/">http://www.envirostor.dtsc.ca.gov/public/</a>, Accessed May 29, 2013; State of California</p>



	<p>State Water Resources Control Board GeoTracker Website, <a href="http://geotracker.waterboards.ca.gov/">http://geotracker.waterboards.ca.gov/</a>, Accessed May 29, 2013; and United States Environmental Protection Agency Pacific Southwest, Region 9, Cleanup Sites in California Website, <a href="http://www.epa.gov/region9/cleanup/california.html">http://www.epa.gov/region9/cleanup/california.html</a>, Accessed May 29, 2013).</p>
<p><b>Siting of HUD-Assisted Projects near Hazardous Operations</b> [24 CFR 51 C]</p>	<p>There are no land uses that store above-ground, or handle or process, flammable or combustible chemicals in the Project's vicinity. The Project would not expose occupants or buildings to hazardous operations. <b>(Sources:</b> Attachment E, Hazardous Substances Assessments: Phase I Environmental Site Assessment [Liburn Corporation, January 5, 2012]; Addendum to the Phase I Environmental Site Assessment [Liburn Corporation, January 16, 2012]; Commercial Structure Asbestos Survey [Infotox, Inc., February 5, 2013]; Lead Paint Inspection Report (AAA Lead Consultants and Inspections, Inc., January 18, 2013); and San Bernardino County Fire Department Hazardous Materials Division (Certified Unified Program Agency [CUPA] Website, <a href="http://www.sbcfire.org/hazmat/cupa.aspx">http://www.sbcfire.org/hazmat/cupa.aspx</a>, Accessed May 29, 2013).</p>
<p><b>Airport Clear Zones and Accident Potential Zones</b> [24 CFR 51 D]</p>	<p>There are no airports or private airstrips located within two miles of the Project site. The two nearest airport/runway facilities to the Project site are Rialto Municipal Airport, located approximately 5.0 miles to the north, and Flabob Airport, located approximately 5.5 miles to the southwest. The Project site is not located within the airports' Runway Protection Zones (previously the Clear Zones) or Accident Potential Zones. Additionally, the County's Airport Safety (AR) Overlay (Development Code Sections 82.01.020 and 82.01.030) establishes requirements for land use compatibility reviews within designated areas in close proximity to a public use airport or heliport. As shown on the Land Use Plan, the Project site is not within a mapped AR Overlay boundary. <b>(Sources:</b> County of San Bernardino Website, Airport Land Use Compatibility Plans, <a href="http://cms.sbcounty.gov/lus/Planning/AirportLandUse.aspx">http://cms.sbcounty.gov/lus/Planning/AirportLandUse.aspx</a>, Accessed July 29, 2013; Riverside County Airport Land Use Commission Website, Airport Maps, <a href="http://www.rcaluc.org/maps.asp">http://www.rcaluc.org/maps.asp</a>, Accessed May 29, 2013; Riverside County Airport Land Use Commission Website, Riverside County Airport Land Use Compatibility Plan Volume 1 Policy Document, October 14, 2004, <a href="http://www.rcaluc.org/plan_new.asp">http://www.rcaluc.org/plan_new.asp</a>, Accessed May 29, 2013; County of San Bernardino Website, San Bernardino County Land Use Plan General Plan Hazard Overlay Map, <a href="http://www.sbcounty.gov/uploads/lus/hazmaps/fh29b_20100309.pdf">http://www.sbcounty.gov/uploads/lus/hazmaps/fh29b_20100309.pdf</a>, Accessed May 28, 2013; and County of San Bernardino 2007 Development Code (URS Corporation, Amended December 27, 2012)).</p>

## Environmental Assessment Checklist

[Environmental Review Guide HUD CPD 782, 24 CFR 58.40; Ref. 40 CFR 1508.8 & 1508.27]

Evaluate the significance of the effects of the proposal on the character, features and resources of the Project area. Enter relevant base data and verifiable source documentation to support the finding. Then enter the appropriate impact code from the following list to make a finding of impact. **Impact Codes:** (1) - No impact anticipated; (2) - Potentially beneficial; (3) - Potentially adverse; (4) - Requires mitigation; (5) - Requires project modification. Note names, dates of contact, telephone numbers and page references. Attach additional materials as needed.

Land Development	Code	Source or Documentation
<b>Conformance with Comprehensive Plans And Zoning</b>	2	<p>The Project site is located within the boundaries of the Bloomington Community Plan, which is primarily intended to guide the future use and development of land within Bloomington. Community Plan Figure 2-1, <i>Land Use Policy Map</i>, depicts the geographic distribution of land use classifications within the Bloomington Community Plan area and shows the Project site's land use designation/zoning district is Service Commercial (CS). The purpose of the CS designation is to provide suitable areas for a mixture of commercial and industrial uses. Development Code Chapter 82.05, <i>Commercial Land Use Zoning Districts</i>, addresses the CS District, among other commercial districts. Development Code Table 82-11, <i>Allowed Land Uses and Planning Permit Requirements</i>, identifies the land uses allowed in the CS District and indicates that residential uses as part of a mixed use project are allowed subject to a Planned Development (PD) Permit (Development Code Chapters 84.18 and 85.10). Therefore, as proposed, the Project would require a PD Permit and would be subject to compliance with the requirements and standards outlined in Development Code Chapters 84.18 and 85.10. The PD Permit would allow flexibility in the application of Development Code standards to the proposed housing development. The Applicant is currently in the PD Permit and design review processes. The County's Development Review Committee would review the application for preliminary/final development plans before review by the Director. The County's review would ensure the application is consistent with the purpose and intent of Development Code Chapter 85.10, <i>Planned Development Permits</i>, as well as the PD standards outlined in Code Chapter 84.18 relative to size, density, and design (circulation/parking, open space, site resource utilization, site/structure relationship, and perimeter), among others. The County's review would also confirm the Project satisfies each of the necessary findings for approval of a PD Permit, as outlined in Development Code Section 85.10.050(b). Consistency with the General Plan, Community Plan, and Development Code provisions would be verified through the County's development review process. Approval of the PD Permit would ensure the Project would not result in substantially adverse impacts involving conformance with the General Plan, Community Plan, or Development Code. <b>(Sources:</b> County of San Bernardino 2007 General Plan (URS Corporation, Amended May 22, 2012); Bloomington Community Plan (County of San Bernardino, Adopted March 13, 2007); County of San Bernardino Website, San Bernardino County Land Use Plan General Plan Land Use Zoning Districts Map, <a href="http://cms.sbcounty.gov/Portals/5/Planning/ZoningOverlayMaps/LUZD/FH29A_2010422.pdf">http://cms.sbcounty.gov/Portals/5/Planning/ZoningOverlayMaps/LUZD/FH29A_2010422.pdf</a>, Accessed May 28, 2013); County of San Bernardino 2007 Development Code (URS Corporation, Amended December 27, 2012); and County of San Bernardino Board of Supervisors June 18, 2012 Meeting Agenda, <a href="http://cob-sire.sbcounty.gov/sirepub/pubmtgframe.aspx?meetid=2260&amp;doctype=AGENDA">http://cob-sire.sbcounty.gov/sirepub/pubmtgframe.aspx?meetid=2260&amp;doctype=AGENDA</a>, July 26, 2013.</p>
<b>Compatibility and Urban Impact</b>	2	<p>Development of the site with residential uses as part of a mixed use project is allowed subject to approval of a PD Permit. The Permit would be approved contingent upon the Project satisfying each of the necessary Findings, including that the proposed development, as conditioned, would be compatible with the existing and planned land use character of the surrounding area. Additionally, the PD Permit would be issued contingent upon the Project satisfying the development standards for PDs (Code Chapter 84.18), including standards relative to size, density, and design (circulation/parking, open space, site resource utilization, site/structure relationship, and perimeter), that address potential land use compatibility issues. Compliance with the relevant Development Code provisions, which would be verified through the County's development review process, would implement the General Plan/Community Plan goals and ensure land use compatibility. Additionally, the single-family residential uses to the north, the commercial/ industrial uses to the south and east, the residential uses to the west,</p>

		<p>and the proposed library/social services would not create nuisances or hazards that would impact the proposed housing. Similarly, given its nature and scope, the proposed mixed-use development would not adversely affect the surrounding uses. Moreover, the carports proposed along the northern, eastern, and western site perimeters, and the Iris Drive and Valley Boulevard right-of-ways, would buffer the proposed development from the surrounding uses. Compliance with the Development Code would ensure the Project would not be detrimental to the County's public interest, health, safety, convenience, or welfare, or compromise other land uses.</p> <p>The Project would not displace housing or persons, or physically divide an existing community, since the Project site is vacant. Additionally, the site includes frontage along Valley Boulevard, a Major Arterial, and is surrounded by urban uses.</p> <p>The Project would provide a total of 190 affordable housing units. Assuming 3.10 persons per household (average persons per household for San Bernardino County's unincorporated portions; California Department of Finance), Project implementation would result in a population growth of approximately 589 persons. The Project would induce population growth, since it involves development of a vacant site. However, the Project would not induce population growth beyond the thresholds for allowable densities, pursuant to Development Code Section 84.18.030(b) and Chapter 83.03, Affordable Housing Incentives - Density Bonus, and thus, would not induce growth above General Plan buildout projections. Because growth inducing impacts are not substantial when compared with the General Plan buildout projections, as well as the availability of infrastructure and public services to serve the proposed uses, adverse impacts would not occur. (Sources: County of San Bernardino 2007 General Plan (URS Corporation, Amended May 22, 2012); Bloomington Community Plan (County of San Bernardino, Adopted March 13, 2007); County of San Bernardino 2007 Development Code (URS Corporation, Amended December 27, 2012); and State of California, Department of Finance, <i>E-5 Population and Housing Estimates for Cities, Counties and the State January 1, 2011- 2013</i>. Sacramento, California, May 2013).</p>
<b>Slope</b>	1	<p>The Project site is located on a valley floor and exhibits little topographical relief. The site is relatively level, with a gentle slope to the south. The onsite elevations range from approximately 1,124 to 1,114 feet above mean sea level. The County's Geologic Hazard Overlay Map depicts areas subject to potential geologic problems, including landsliding, debris flow/mud flow, and rockfall, among others. As shown, the Project site is not within a mapped Geologic Hazard (GH) Overlay, and there are no steep slopes located in its vicinity. <b>(Sources:</b> County of San Bernardino Website, San Bernardino County Land Use Plan General Plan Geologic Hazards Overlay Map, <a href="http://www.sbcounty.gov/Uploads/lus/GeoHazMaps/FH29C.pdf">http://www.sbcounty.gov/Uploads/lus/GeoHazMaps/FH29C.pdf</a>, Accessed June 4, 2013).</p>
<b>Erosion</b>	2	<p>The 8.9-acre Project site is vacant/unimproved. Soils on and adjacent to the Project site consist of Tujunga Loamy Sand. These soils are slightly acid and rapidly permeable. Runoff is slow to very slow. Water erosion hazard is slight and wind erosion hazard is moderate to high on bare soils. Development would require clearing of existing ruderal vegetation and removal/recompaction of site soils to prepare building pads. During portions of the construction phase, the Project site would be vulnerable to wind and water erosion. Because the Project would disturb one or more acres of soil, it is required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ. To obtain coverage, the Applicant must electronically file the Permit Registration Documents (PRDs), which include a Notice of Intent (NOI), Storm Water Pollution Prevention Plan (SWPPP), and other compliance related documents required by the General Permit (see recommended Mitigation Measure #GEO-1). The Construction General Permit requires the development and implementation of a SWPPP, which lists the Best Management Practices (BMPs) the discharger would use to protect storm water runoff and the placement of those BMPs, among other requirements. The Project must obtain a Waste Discharge Identification (WDID) number prior to the issuance of Building or Grading Permits. The Project must also comply with Development Code Section 85.11.030, <i>Soil Erosion Pollution Prevention Plan and Inspection Required</i>, which specifies that disturbance of land (e.g., grading or land clearing) or construction activity that has that potential to cause erosion is not permitted without first obtaining approval of erosion control measures to ensure that erosion would not reasonably be expected to occur. Additionally, the potential for both erosion by both wind and water over the long-term would be significantly reduced as a result of site development, since the Project would reduce the amount of exposed soils onsite, and any permeable areas would be landscaped. <b>(Sources:</b> Soil Survey of</p>

		<p>San Bernardino County, Southwestern Part, 1980; State of California Water Quality Control Board Website, Construction Storm Water Program, <a href="http://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/constpermits/wqo_2009_0009_complete.pdf">http://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/constpermits/wqo_2009_0009_complete.pdf</a>, Accessed June 8, 2013; and County of San Bernardino 2007 Development Code (URS Corporation, Amended December 27, 2012).</p>
<p><b>Soil Suitability</b></p>	<p>1</p>	<p>The onsite and adjacent Tujunga Loamy Sand soils are somewhat excessively drained, nearly level to moderately sloping soils that formed on alluvial fans in granitic alluvium. Tujunga soils have low shrink-swell potential and are considered non-plastic. The County's Geologic Hazard Overlay Map depicts areas subject to potential geologic problems, including areas where: landslides, debris flows/mud flows, rockfall or other slope instabilities occur; the potential for liquefaction of soil exists; and adverse soil conditions, such as those underlain by hydrocollapsible, expansive, and corrosive soils exist. As shown on the Geologic Hazard Overlay Map, the Project site and surrounding areas are not within a mapped GH Overlay. Pursuant to Development Code Chapter 87.08, <i>Soils Reports</i>, a Soils Report would be required, as a development condition, if the County determined that onsite soil conditions warrant the investigation and report. The proposed structures would be designed and constructed in conformance with the current edition of the California Building Code (CBC), as adopted by the County, and acceptable engineering practice. <b>(Sources:</b> Soil Survey of San Bernardino County, Southwestern Part, 1980; County of San Bernardino Website, San Bernardino County Land Use Plan General Plan Geologic Hazards Overlay Map, <a href="http://www.sbcounty.gov/Uploads/lus/GeoHazMaps/FH29C.pdf">http://www.sbcounty.gov/Uploads/lus/GeoHazMaps/FH29C.pdf</a>, Accessed June 4, 2013; County of San Bernardino Development Code (URS Corporation, Amended December 27, 2012).</p>
<p><b>Hazards and Nuisances including Site Safety</b></p>	<p>4</p>	<p>There is no potential for natural hazards on the Project site involving radon, slope instabilities, or soil instabilities. The Project site is located within Seismic Zone 4, but not within a State-designated Alquist Priolo Earthquake Fault Zone. The primary and secondary effects of reasonably foreseeable ground shaking would be sufficiently mitigated through design of structures and foundations in conformance with the current edition of the CBC, as adopted by the County, and acceptable engineering practice.</p> <p>The Project site is not located within or adjacent to a wildland area, thus, is not prone to wildland brush fires. The County's Hazard Overlay Maps depict areas where the potential for hazards/nuisances exist involving airport safety, wildland fires, dam inundation, geologic hazards, hazardous wastes, and airport noise. As depicted, the Project site is not within any of the mapped Overlay Districts: Airport Safety (AR); Fire Safety (FS); Flood Plain Safety (FS); Geologic Hazard (GH); Hazardous Waste (HW); and Noise Hazard (NH). Additionally, the potential for other man-made hazards/nuisances involving high voltage transmission electrical lines, odors, or open drainage ditches does not exist on the Project site, as none of these conditions exist in the Project vicinity.</p> <p>The review of Federal and State environmental databases conducted as part of the Phase I revealed no concerns or issues directly related to the site, which would be considered "an impairment" and sites of concern within a one-mile radius of the site are not anticipated to impact the Project site. The potential hazards associated with the ACM and lead paint present in the structure that previously existed on the property were mitigated prior to demolition. Removal of the impacted soil and over-excavation, prior to site development (see recommended Mitigation Measure #HAZ-1) would mitigate potential hazards associated with impacted soils. As concluded in the Phase I, no other known hazard that could affect the health and safety of the Project occupants or conflict with the intended residential use of the property exists.</p> <p>During construction, dust and noise would be controlled through standard construction suppression measures (see recommended Mitigation Measures #AQ-1 and NOI-1).</p> <p>The Project site is devoid of lighting. Lighting in the Project area is typical of an urban setting. Street lighting is provided along Valley Boulevard and the proposed development would be subject to review under the PD Permit and design review processes. The County's review would ensure the application is consistent with the purpose and intent of the Development Code relative to site lighting to ensure safety. Therefore, the Project would not create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.</p> <p>A traffic signal is proposed at the full access main entry along Valley Boulevard. Exiting from the site at the two exit-only driveways along Valley Boulevard would be restricted to right turn only. The signal and access driveways would be reviewed for consistency with County standards for intersections and driveways.</p>

		<p>The proposed traffic signal is required (see recommended Mitigation Measure TRA-1) to ensure Project implementation would not result in hazards due to a dangerous intersection. (<b>Sources:</b> County of San Bernardino Website, San Bernardino County Land Use Plan General Plan Geologic Hazards Overlay Map, <a href="http://www.sbcounty.gov/Uploads/lus/GeoHazMaps/FH29C.pdf">http://www.sbcounty.gov/Uploads/lus/GeoHazMaps/FH29C.pdf</a>, Accessed June 4, 2013); State of California, Department of Conservation California Geological Survey, Regional Geologic &amp; Hazards Mapping Program-Alquist-Priolo Earthquake Fault Zoning Act, <a href="http://www.consrv.ca.gov/cgs/rghm/ap/Pages/preliminary_maps.aspx">http://www.consrv.ca.gov/cgs/rghm/ap/Pages/preliminary_maps.aspx</a>, Accessed June 8, 2013; and Attachment E, Hazardous Substances Assessments: Phase I Environmental Site Assessment [Liburn Corporation, January 5, 2012]; Addendum to the Phase I Environmental Site Assessment [Liburn Corporation, January 16, 2012]; Commercial Structure Asbestos Survey [Infotox, Inc., February 5, 2013]; Lead Paint Inspection Report [AAA Lead Consultants and Inspections, Inc., January 18, 2013]).</p>
<p><b>Energy Consumption</b></p>	<p>1</p>	<p>The Project includes design features that would reduce Project-related energy consumption, with resultant reductions in GHG emissions. The Project would comply with Title 24 requirements, as well as the California Green Building Code standards. Title 24 addresses the use of energy-efficient building standards, including ventilation, insulation, and construction, as well as the use of energy saving appliances, conditioning systems, water heating, and lighting. The Project also proposes to install energy efficient lighting throughout the site and photovoltaic converters on the library/Senior housing structure and Senior carport roofs. The Project site is located in one of Bloomington's two commercial areas, placing essential services within easy walking distance. The Project site is located within Omnitrans' fixed-route service area and served by Route 29, with the east and westbound lines, which provide hourly service for approximately 11 hours on weekdays and Saturdays. Additionally, The Project Applicant is coordinating with Omnitrans to determine the feasibility of potentially establishing a new and/or relocated bus stop immediately south of the Project site along Valley Boulevard. The Project's proximity to public transit, shopping and employment centers, schools, recreational facilities, social services, health care services, etc. has potential to reduce reliance on personal motor vehicles and could therefore potentially reduce consumption of fossil fuels. (<b>Sources:</b> OmniTrans Website, Schedules/Maps, <a href="http://www.omnitrans.org/schedules/">http://www.omnitrans.org/schedules/</a>, Accessed June 8, 2013; Bloomington Community Plan (County of San Bernardino, Adopted March 13, 2007); California Energy Commission, 2008 Building Energy Efficiency Standards for Residential and Non-Residential Buildings, <a href="http://www.energy.ca.gov/2008publications/CEC-400-2008-001/CEC-400-2008-001-CMF.PDF">http://www.energy.ca.gov/2008publications/CEC-400-2008-001/CEC-400-2008-001-CMF.PDF</a>, Accessed June 8, 2013).</p>
<p><b>Noise - Contribution to Community Noise Levels</b></p>	<p>1</p>	<p>Based on traffic data from the <i>Bloomington Project Traffic Impact Analysis</i>, the Project would not materially worsen or exceed any established standards and therefore would not adversely affect the existing or future noise-sensitive land uses surrounding the Project site. Additionally, the recommended mitigation requires barriers for on-site outdoor activity areas that are facing Valley Boulevard and within 120 feet of the edge of the roadway (see recommended Mitigation Measure #NOI-2). With the recommended mitigation on-site noise standards would not exceed established standards.</p> <p>There are no airports or private airstrips located within two miles of the Project site. The Noise Hazard (NH) Overlay depicted on the County's Hazard Overlay Map applies to noise contours 65 CNEL or greater. As shown, the Project site is not within a mapped NH Overlay District. Additionally, the Project is not located within the delineated 60 or greater CNEL contours of the Flabob Airport or Rialto Municipal Airport. (<b>Sources:</b> Bloomington Project Traffic Impact Analysis (RBF Consulting, June 21, 2013); General Plan Noise Element; County of San Bernardino Website, San Bernardino County Land Use Plan General Plan Hazard Overlay Map, <a href="http://www.sbcounty.gov/uploads/lus/hazmaps/fh29b_20100309.pdf">http://www.sbcounty.gov/uploads/lus/hazmaps/fh29b_20100309.pdf</a>, Accessed May 28, 2013; County of San Bernardino Website, Airport Land Use Compatibility Plans, <a href="http://cms.sbcounty.gov/lus/Planning/AirportLandUse.aspx">http://cms.sbcounty.gov/lus/Planning/AirportLandUse.aspx</a>, Accessed July 29, 2013; Riverside County Airport Land Use Commission Website, Airport Maps, <a href="http://www.rcaluc.org/maps.asp">http://www.rcaluc.org/maps.asp</a>, Accessed May 29, 2013; Riverside County Airport Land Use Commission Website, Riverside County Airport Land Use Compatibility Plan Volume 1 Policy Document, October 14, 2004, <a href="http://www.rcaluc.org/plan_new.asp">http://www.rcaluc.org/plan_new.asp</a>, Accessed May 29, 2013; and County of San Bernardino 2007 Development Code (URS Corporation, Amended December 27, 2012)).</p>

<p><b>Air Quality</b>  Effects of Ambient Air Quality on Project and Contribution to Community Pollution Levels</p>	<p>4</p>	<p>The Project site is located in the SCAB, which is designated extreme non-attainment area for ozone, and a non-attainment area for PM<sub>10</sub> and PM<sub>2.5</sub>. The Project would be located within a “non-attainment” area that conforms with the EPA-approved State Implementation Plan (SIP), and requires no individual National Emissions Standards for Hazardous Air Pollutants (NESHAP) permit or notification for the Project. The Project would not exceed the SCAQMD’s localized or regional thresholds of significance for construction activities or long-term operations.</p> <p>Greenhouse gases (GHGs) are an area of recent concern and analysis in HUD documents. The Project would be compliant with Title 24 requirements, as well as the California Green Building Code standards. Operational GHG emissions would be largely derived from passenger vehicles making trips to and from the site. The CalEEMod model runs calculated the Project’s GHG emissions, which would be 2,886.08 metric tons of CO<sub>2</sub> equivalents per year. The Project’s operational GHG emissions would be considerably less than the threshold of 25,000 tons/year that is being considered for adoption by the Council of Environmental Quality for projects undergoing NEPA review (see recommended Mitigation Measure #AQ-1). (Sources: California Air Resources Board, <a href="http://www.arb.ca.gov/planning/sip/planarea/scabsip.htm#2012_plan">http://www.arb.ca.gov/planning/sip/planarea/scabsip.htm#2012_plan</a>, Accessed June 18, 2013; and Air Quality/Greenhouse Gas [see Attachment D]).</p>
<p><b>Environmental Design</b>  Visual Quality - Coherence, Diversity, Compatible Use and Scale</p>	<p>2</p>	<p>The Project site possesses minimal visual character, since it is vacant and predominantly vegetated with a ruderal plant community. The site is located in one of Bloomington’s two commercial areas. Adjacent uses include single-family residential uses to the north, commercial/industrial uses to the south and east, and residential uses to the west. The visual character of the surrounding area is mixed and comprised of low-rise commercial and industrial developments, interspersed with residential uses. There are no scenic vistas or unique visual resources present on the Project site or in its vicinity.</p> <p>Development of the site with residential uses as part of a mixed use project is allowed subject to approval of a PD Permit. The Project site plan is characterized by multiple two- and three-story buildings arranged in quadrants. The regional library is proposed to capture the Project’s central entry and serve as a major focal point to the community. Stamped concrete is proposed at the main entry. The carpools proposed along the northern, eastern, and western site perimeters, and the Iris Drive and Valley Boulevard right-of-ways, would buffer the proposed development from surrounding uses. The proposed land uses and design (i.e., visual character, scale, lighting, landscaping, etc.) would not depart significantly from the surrounding land uses and their design. The Project requires a PD Permit and is subject to compliance with the development standards outlined in the Development Code. Although, the PD Permit would allow flexibility in the application of Development Code standards, the County’s Development Review Committee would evaluate the development relative to design, scale, and character issues to ensure it is consistent with the Development Code. The County’s review would also verify the Project’s compatibility with surrounding land uses and that its proposed use and design (i.e., visual character, scale, lighting, landscaping, etc.) do not depart significantly from the surrounding land uses and their design. Project implementation would not have a substantial adverse effect on a scenic vista or substantially degrade the existing visual character or quality of the site and its surroundings. Moreover, the Project would not result in adverse effects related to visual coherence, diversity, compatible use, and scale. (Sources: County of San Bernardino 2007 Development Code (URS Corporation, Amended December 27, 2012).</p>

Socioeconomic	Code	Source or Documentation
<b>Demographic Character Changes</b>	2	<p>The Project is a 190-unit multi-family affordable housing development for low and very low-income households. The proposal involves development of an "Intergeneration Project" that would house both Seniors and Families within the same community. A total of 70 Senior units and 120 Family units are proposed, including 19 units designated for the MHSA Program (nine Senior units and 2 Family units).</p> <p>The Project would induce population growth, since it involves development of residential uses on a vacant site. Assuming 3.10 persons per household (California Department of Finance), Project implementation would result in a population growth of approximately 589 persons. The Project would not induce population growth beyond the Development Code's thresholds for allowable densities, and thus, would not induce growth above General Plan buildout projections.</p> <p>The Project would not introduce any barriers, which would isolate a particular neighborhood or population group, nor would it destroy or harm any community institution. The Project would help the County meet and exceed its obligation to provide affordable housing pursuant to its RHNA and further the General Plan Housing Element Goals for the Valley Region. <b>(Sources:</b> County of San Bernardino 2007 General Plan (URS Corporation, Amended May 22, 2012); Bloomington Community Plan (County of San Bernardino, Adopted March 13, 2007); County of San Bernardino 2007 Development Code (URS Corporation, Amended December 27, 2012; and State of California, Department of Finance, <i>E-5 Population and Housing Estimates for Cities, Counties and the State January 1, 2011- 2013</i>. Sacramento, California, May 2013).</p>
<b>Displacement</b>	1	<p>The Project site is vacant. Additionally, the site includes frontage along Valley Boulevard, a Major Arterial, and is surrounded by urban uses. Therefore, the Project would not displace housing or persons, or divide an existing community. <b>(Sources:</b> Bloomington Community Plan (County of San Bernardino, Adopted March 13, 2007)).</p>
<b>Employment and Income Patterns</b>	2	<p>The Project site is vacant and there is currently no employment or income generated onsite. In addition to temporary construction-related employment, the proposed development includes a leasing office, regional library, and public flex space uses (totaling 7,880 square feet) that would provide employment opportunities to Project and local residents. The County of San Bernardino Department of Workforce Development would be involved with coordinating the Project's temporary construction and permanent operational employment opportunities with area residents.</p> <p>The proposed support service programs, which are intended to promote self-growth and independence, would also further enhance the residents' earning potential and employability. The Project site is located in close proximity to Omintrans facilities (with the nearest bus stop located 0.1-mile east of the site), and the existing nearby public transit would provide connections to local and regional employment centers.</p> <p>The Project is a 190-unit multi-family affordable housing development for low and very low-income households. The site would be developed under the TCAC Program, ensuring qualifying applicants are approved between 30 and 60 percent of the AMI. <b>(Sources:</b> PATH Ventures Website, <a href="http://www.pathventures.org/site/">http://www.pathventures.org/site/</a>, Accessed June 9, 2013).</p>

Community Facilities and Services	Code	Source or Documentation
<b>Educational Facilities</b>	1	<p>The Project site is served by the Colton Joint Unified School District (CJUSD) and is within the attendance boundaries of the following schools: Lewis Elementary School, located approximately 0.7 mile north of the Project site, at 18040 San Bernardino Avenue, Bloomington; Joe Baca Middle School, located approximately 2.0 miles west of the Project site, at 1640 South Lilac Avenue, Bloomington; and Grand Terrace High School, located approximately 9.2 miles northwest of the Project site, at 21810 Main Street, Grand Terrace. The Project does not propose new or physically altered school facilities. However, the Project proposes development of 120 Family units and 7,880 square feet of employment-generating land uses, which could increase enrollment at the CJUSD. The Project is subject to payment of Developer Fees, which would mitigate any impacts to school</p>

		facilities, in accordance with California Government Code Section 65996. <b>(Sources:</b> Colton Unified School District Website, School Locator, <a href="http://www.schoolsiteonline.com/schoolsitelocator/?districtcode=73293">http://www.schoolsiteonline.com/schoolsitelocator/?districtcode=73293</a> , Accessed June 9, 2013).
<b>Commercial Facilities</b>	1	Bloomington's general and service commercial uses are located in two well-defined areas: the first and largest area, where the Project site is located, is along the north side of I-10 along Valley Boulevard; the second commercial area is located along Cedar Avenue, in southern Bloomington. The Project would not affect any existing commercial facilities, and would be consistent with the County's General Plan and Development Code, upon approval of a PD Permit. <b>(Sources:</b> Bloomington Community Plan (County of San Bernardino, Adopted March 13, 2007)).
<b>Health Care</b>	1	Various health care facilities are located in the Project's vicinity. Kaiser Permanente Fontana Medical Center is located approximately 1.2 miles west of the Project site, at 9961 Sierra Avenue, Fontana. This Kaiser facility offers emergency, urgent, and pharmacy services. Arrowhead Regional Medical Center is located approximately four miles east of the Project site, at 400 North Pepper Avenue, Colton. This is a state-of-the-art 456-bed medical facility. The Bloomington Community Health Center is located approximately 0.8 mile east of the Project site, at 18601 Valley Boulevard, Bloomington. This Center provides the following services, among others: primary care for adults and children; preventive and restorative dental care for adults and children; optometric services for adults and children; OB/GYN; and maternal services. Additionally, the Llamas Clinica Medica Familiar is located approximately 0.7 mile northwest of the Project site, at 9653 Alder Avenue, Fontana. Adequate health care facilities exist within the Project vicinity to serve future onsite residents and it is not expected that the Project would result in adverse effects to these facilities. <b>(Sources:</b> Kaiser Permanente Website, <a href="https://healthy.kaiserpermanente.org/html/kaiser/index.shtml">https://healthy.kaiserpermanente.org/html/kaiser/index.shtml</a> , Accessed June 9, 2013; Arrowhead Regional Medical Center Website, <a href="https://www.arrowheadmedcenter.org/">https://www.arrowheadmedcenter.org/</a> , Accessed July 29, 2013; and Community Health Systems, Inc. Website, <a href="http://www.chsica.org/bloomington.htm">http://www.chsica.org/bloomington.htm</a> , Accessed June 9, 2013).
<b>Social Services</b>	2	A total of 70 Senior units and 120 Family units are proposed, including 11 units designated for the MHSA Program (nine Senior units and 2 Family units). The Senior and Family units set aside for the MHSA Program would be interspersed throughout the site, ensuring that members of the MHSA Program would be well integrated throughout the community and not labeled or identified by management or others as either a "special" or "unique" resident of the community. The Project proposes to integrate supportive services with the proposed permanent housing. Approximately 980 square feet would be dedicated as public flex space, which may include social services. This flex space would be provided in the Senior housing/library building proposed at the site's southeast quadrant, along Valley Boulevard. Support service programs based on resident needs and interests would be provided on a regular, ongoing basis. The Project would offer various support service programs based on resident needs and interests on a regular, ongoing basis. PATH would provide on-site active adult and children services typical for the needs of the population, such as classes for adults (e.g., health monitoring, language classes, basic finance) and after-school programs for the needs of children (many of which would be sponsored by the on-site regional library and social services provider). Mental health services would also be provided on-site by the County of San Bernardino Department of Mental Health. The provision of in-house support services at the housing development would ensure that services are delivered in the most efficient manner.  Clients eligible for Project units may also be eligible to receive services through San Bernardino County Human Services, which merges the programs and resources of multiple County Departments: Human Services includes the following departments: Aging and Adult Services; Preschool Services; Behavioral Health; Public Health; Child Support Services; Transitional Assistance; Children's Network; Veterans Affairs; and Children's Services. Human Service's field office is located approximately 4.0 miles north of the Project site, at 7977 Sierra Avenue, Fontana. <b>(Sources:</b> San Bernardino County Human Services Website, Transitional Assistance Department (TAD), <a href="http://hss.sbcounty.gov/hss/tad/default.asp">http://hss.sbcounty.gov/hss/tad/default.asp</a> , Accessed June 9, 2013).
<b>Solid Waste</b>	4	EDCO Disposal Services provides waste disposal and recycling services to the Project area. Waste generated in this portion of Bloomington is disposed of at the Mid-Valley Sanitary Landfill, located at 2390 North Alder Avenue, Rialto, and the



		<p>San Timoteo Landfill, located at San Timoteo Canyon Road, Redlands. The anticipated closure dates for these landfills are April 2033 and May 2016, respectively. The Project proposes residential and commercial uses that would generate solid waste during the construction and operational phases, impacting the capacities at these landfills. The Project would be conditioned to prepare a Construction and Demolition Solid Waste Management Plan (Waste Management Plan), which would be reviewed/approved by the County's Solid Waste Management Division (see recommended Mitigation Measure #USS-1). The Waste Management Plan requires that the Project estimate the amount of tonnage to be disposed and diverted during construction, and demonstrate what tonnage was actually diverted and disposed of. Compliance with the California Green Building Standards Code (CALGreen), which require all newly constructed buildings, including most non-residential commercial projects, to develop a waste management plan and divert a minimum of 50 percent of the construction waste, is required. The Project would be subject to compliance with Development Code Chapter 84.24, <i>Solid Waste/Recyclable Materials Storage</i>, which provides standards for the provision of solid waste (refuse) and recyclable material storage areas in compliance with State law. Additionally, pursuant to County required solid waste reduction measures, the Project is required to implement a recycling program for residents. Given the anticipated closure dates for these landfills and their substantial remaining capacities, and the recommended measures requiring waste diversion, Project implementation would not adversely impact these facilities. <b>(Sources:</b> County of San Bernardino Department of Public Works Website, Solid Waste Management Division Trash Collection Information, <a href="http://www.sbcounty.gov/dpw/solidwaste/hauler.asp">http://www.sbcounty.gov/dpw/solidwaste/hauler.asp</a>, Accessed June 9, 2013; CalRecycle Website, Facility Site Summary Details, <a href="http://www.calrecycle.ca.gov/SWFacilities/Directory/search.aspx">http://www.calrecycle.ca.gov/SWFacilities/Directory/search.aspx</a>, Accessed June 9, 2013; County of San Bernardino Department of Public Works Website, Solid Waste Management Division Construction Waste Management Plans, <a href="http://www.sbcounty.gov/dpw/solidwaste/ConstrWasteMgmt.asp">http://www.sbcounty.gov/dpw/solidwaste/ConstrWasteMgmt.asp</a>, Accessed June 18, 2013; and County of San Bernardino 2007 Development Code (URS Corporation, Amended December 27, 2012).</p>
<p><b>Waste Water</b></p>	<p>1</p>	<p>The Project proposes residential and commercial uses that would generate wastewater, creating a demand for wastewater conveyance and treatment. Two options are being considered for the Project's wastewater service: County Service Area 70 (CSA 70) under the County's Special Districts Department; and the City of Rialto Water Services Department. Under both options, the wastewater service provider would construct a sewer main within Valley Boulevard to serve the Project and other existing and planned facilities within the Project area. Under CSA 70, a sewer main would be constructed from Cedar Avenue to the east to Alder Avenue to the west. The construction of this pipeline would occur as part of a separate project, subject to separate discretionary approvals and environmental review. The Project would be subject to compliance with the County Special District's New Service Connection requirements and Standards for Sanitary Sewer, which pertain to the design and preparation of plans for construction of the various sewerage system components. The Project would be required to obtain a Water/Sanitation Availability Letter and Sanitation Connection Permit. The County Special Districts would evaluate the Project to confirm the system's ability to provide service to the site and identify any conditions that would affect their ability to provide service. Similarly, in the event the project utilizes Rialto Water Services for wastewater service, a new connection fee would apply to ensure adequate distribution and treatment capacity is available to serve the Project.</p> <p>Under either the CSA 70 or Rialto Water Services option, wastewater would be directed to the City of Rialto's wastewater treatment plant located at 501 East Santa Ana Avenue (approximately three miles southeast of the Project site). The Rialto wastewater treatment plant has a total design capacity of 12 million gallons per day (MGD), with a permitted NPDES capacity of 11.7 MGD. Based on information provided in the Rialto <i>Sewer Master Plan</i>, average wastewater flows at the plant are 7.0 MGD. Based on the per capita waste water generation factor within the <i>Sewer Master Plan</i> of 51 gallons per capita per day, the Project would generate 30,039 gallons per day (assuming a population increase of approximately 589 persons onsite). This increase in waste water generation represents approximately one percent of the remaining capacity at the Rialto treatment plant. As such, payment of the required sewer connection fees prior to issuance of Building Permits would offset any incremental increase in demand for wastewater conveyance and treatment facilities. <b>(Sources:</b> County of San Bernardino Website, Standards for Sanitary Sewer, <a href="http://www.specialdistricts.org/2/water/devServices/documents/sewerstandards.pdf">http://www.specialdistricts.org/2/water/devServices/documents/sewerstandards.pdf</a>, Accessed June 9, 2013; City of Rialto Website, <a href="http://www.ci.rialto.ca.us/finance_263.php">http://www.ci.rialto.ca.us/finance_263.php</a>, Accessed June</p>

		<p>9, 2013; Rialto Sewer Master Plan, SAIC, April 2013; State of California, Department of Finance, <i>E-5 Population and Housing Estimates for Cities, Counties and the State January 1, 2011- 2013</i>. Sacramento, California, May 2013, and Telephone Correspondence with James A. Oravets, County of San Bernardino Special Districts Department, June 18, 2013).</p>
<p><b>Storm Water</b></p>	<p>4</p>	<p>The 8.9-acre Project site is undeveloped. Accordingly, most precipitation is retained onsite and absorbed through surface soils, since the majority of the site is occupied by a permeable surface. Following Project development, the majority of the site would be covered with impermeable surfaces, including buildings, asphalt, and other hardscapes. Project implementation would alter the site's existing drainage pattern and introduce impermeable surfaces, resulting in increased runoff amounts. However, the Project proposes an onsite storm water collection system that would ensure that Project generated incremental flows are detained onsite during storm peak periods. Namely, the proposed storm water collection system involves five infiltration basins (with capacities ranging from 400 to 1,746 cubic feet) that would be interspersed throughout the development. Additionally, infiltration pipes are proposed within the site's southeast quadrant and a bio-swale is proposed along the Valley Boulevard property line. This proposed system would direct flows to onsite drainage facilities and existing storm drain facilities within Valley Boulevard, which have sufficient capacity to carry anticipated storm flows. Therefore, the Project would not create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems. Pursuant to Development Code Chapter 89.01, <i>Drainage Facilities Financing</i>, the Project is subject to payment of Drainage Fees to defray the costs of constructing planned drainage facilities.</p> <p>The Project has the potential to degrade water quality in the area through erosion and/or siltation during construction. The Project is required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity. To obtain coverage, the Applicant must file the PRDs, which include a NOI and SWPPP, among other documents (see recommended Mitigation Measure #GEO-1). The SWPPP must list the BMPs the discharger would use to protect storm water runoff and the placement of those BMPs, among other requirements. The Project must also comply with Development Code Section 85.11.030.</p> <p>The Municipal Storm Water Permitting Program regulates storm water discharges from municipal separate storm sewer (drain) systems (MS4s). The County's incorporated cities and unincorporated areas discharge pollutants from their MS4s. The County's discharges are regulated under County-wide waste discharge requirements contained in Order No. R8-2010-0036, (NPDES No. CAS618036, Area-wide Urban Storm Water Runoff). The MS4 Permit Order, which provides the waste discharge requirements for MS4 discharges, was issued to San Bernardino County for the upper and middle Santa Ana River watershed. The Permit Order requires all new development (and significant redevelopment) projects covered by the Order to incorporate Low Impact Development (LID) Best Management Practices (BMPs) to the maximum extent practicable (MEP).</p> <p>Following Project development, the majority of the site would be covered with impermeable surfaces, including buildings, asphalt, and other hardscapes. The Project meets the criteria for a priority project, since it proposes development that creates 10,000 square feet or more of impervious surface, pursuant to Permit Order Section XI.D.4.a to i. Preparation of a Project-specific Water Quality Management Plan (WQMP) is required, prior to issuance of a Building or Grading Permit (see recommended Mitigation Measure #HYD-1). The WQMP must include a combination of site design/LID BMPs (where feasible), source control, and/or treatment control BMPs, including regional treatment systems to address all identified pollutants and any hydrologic conditions of concern. The Project WQMP must comply with the regulatory requirements outlined in the San Bernardino County Stormwater Program Technical Guidance Document for Water Quality Management Plans (Technical Guidance Document). In compliance with NPDES and County requirements, storm water first flows would be retained and treated on site. Accordingly, the Project would not produce substantial additional polluted storm water.</p> <p>Potential impacts involving storm water volumes and quality would not be adverse through compliance with NPDES, County Development Code, and Technical Guidance Document requirements. <b>(Sources:</b> County of San Bernardino Website, County of San Bernardino 2007 Development Code, <a href="http://www.sbcounty.gov/Uploads/lus/DevelopmentCode/DC21227Amend.pdf">http://www.sbcounty.gov/Uploads/lus/DevelopmentCode/DC21227Amend.pdf</a>, Accessed June 4, 2013; State of California Santa Ana Regional Water Quality Control Board Website, San Bernardino County Municipal NPDES Storm Water Permit,</p>

		<p><a href="http://www.waterboards.ca.gov/rwqcb8/board_decisions/adopted_orders/orders/2010/10_036_SBC_MS4_Permit_01_29_10.pdf">http://www.waterboards.ca.gov/rwqcb8/board_decisions/adopted_orders/orders/2010/10_036_SBC_MS4_Permit_01_29_10.pdf</a>, Accessed June 8, 2013; State of California Santa Ana Regional Water Quality Control Board Website, San Bernardino County Stormwater Program Technical Guidance Document for Water Quality Management Plans, <a href="http://www.waterboards.ca.gov/rwqcb8/water_issues/programs/stormwater/docs/sbpermit/wqmp/TechnicalGuidanceDocumentWQMP7-29-11.pdf">http://www.waterboards.ca.gov/rwqcb8/water_issues/programs/stormwater/docs/sbpermit/wqmp/TechnicalGuidanceDocumentWQMP7-29-11.pdf</a>, Accessed June 8, 2013; and Tentative Parcel Map No. 19470 (C&amp;V Consulting, Inc., Undated)).</p>
<b>Water Supply</b>	1	<p>The Project site is located within the Fontana Water Company (FWC) service area. The FWC 2010 Urban Water Management Plan (UWMP) was prepared to provide water supply planning for the area over a 20-year period year (through 2035) and identify/quantify water supplies for existing and future demands. FWC's water supply sources include water produced from local groundwater basins, local surface water, and imported surface water. FWC's main source of water is the Chino Basin. Project implementation would result in population growth, with a resultant increase in water demand. FWC includes the water demands for lower income households in its UWMP and has capacity to provide potable water to its service area into the foreseeable future. Additionally, the Project includes design features that would reduce the Project's water demands. The Project would comply with Title 24 requirements, as well as the California Green Building Code standards. Drought tolerant landscaping, drip irrigation, and low impact development would also be incorporated into the Project design. The Project's water demand would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. <b>(Sources:</b> Fontana Water Company Website, Service Map, <a href="http://www.fontanawater.com/Service_Area_FONTANA.pdf">http://www.fontanawater.com/Service_Area_FONTANA.pdf</a>, Accessed June 13, 2013; US EPA Water Management Division Website, Region IX – Sole Source Aquifer Map, <a href="http://www.epa.gov/region9/water/groundwater/ssa.html">http://www.epa.gov/region9/water/groundwater/ssa.html</a>, Accessed May 28, 2013; Fontana Water Company Website, Fontana Water Company 2010 Urban Water Management Plan, <a href="http://www.fontanawater.com/about.php?id_pge=36">http://www.fontanawater.com/about.php?id_pge=36</a>, Accessed June 13, 2013).</p>
<b>Public Safety</b> - Police	1	<p>The Project site is located within jurisdiction of the San Bernardino County Sheriff-Coroner Department. The Fontana Patrol Station, located at the intersection of Alder Avenue and Arrow Route, would provide service to the Project site. This station is composed of 34 deputy positions, five detectives, six sergeants, one lieutenant, and one captain, among other support staff. Project implementation would result in population growth, with a resultant increase in demands for police protection services. However, the Project would not result in unacceptable service ratios or response times. Construction of new police protection facilities or expansion of existing facilities would not be required. <b>(Sources:</b> San Bernardino County Sheriff-Coroner Department Website, Patrol Divisions, <a href="http://www.co.san-bernardino.ca.us/sheriff/patrol/Patrol.asp">http://www.co.san-bernardino.ca.us/sheriff/patrol/Patrol.asp</a>, Accessed June 18, 2013).</p>
- Fire	1	<p>The Project site is located within jurisdiction of the Valley Division of the San Bernardino County Fire Department (SBCFD), which encompasses the western half of the San Bernardino Valley. Because of the Valley Division's contiguous boundaries with multiple jurisdictions, the SBCFD maintains mutual aid agreements with local cities to ensure adequate fire protection services. The Valley Division consists of two battalions, North Valley and South Valley, with 250 fire suppression personnel out of 15 fire stations. The closest SBCFD Fire station to the Project site is Station 76, located at 10174 Magnolia Street, Bloomington, approximately 0.9 mile west of the Project site.</p> <p>The Fire Safety (FS) Overlay depicted on the County's Hazard Overlay Map applies to areas prone to wildland brush fires. As shown, the Project site is not within a mapped FS Overlay District. The Project site is not located within or adjacent to a wildland area.</p> <p>Project implementation would result in population growth, with a resultant increase in demands for fire protection services. However, the Project would not result in unacceptable service ratios or response times. Construction of new fire protection facilities or expansion of existing facilities would not be required. <b>(Sources:</b> San Bernardino County Fire Department Website, Division 1, <a href="http://www.sbcfire.org/fire_rescue/Division1/Division1_intro.aspx">http://www.sbcfire.org/fire_rescue/Division1/Division1_intro.aspx</a>, Accessed June 18, 2013; County of San Bernardino Website, San Bernardino County Land Use Plan General Plan Hazard Overlay Map, <a href="http://www.sbcounty.gov/uploads/lus/hazmaps/fh29b_20100309.pdf">http://www.sbcounty.gov/uploads/lus/hazmaps/fh29b_20100309.pdf</a>, Accessed May 28, 2013; and County of San Bernardino 2007 Development Code (URS Corporation, Amended December 27, 2012)).</p>
- Emergency Medical	1	<p>The Kaiser Permanente Fontana Medical Center is located approximately 1.2 miles west of the Project site, at 9961 Sierra Avenue, Fontana. This Kaiser facility offers</p>

		<p>emergency, urgent, and pharmacy services. Arrowhead Regional Medical Center is located approximately four miles east of the Project site, at 400 North Pepper Avenue, Colton. This is a state-of-the-art 456-bed medical facility. The Project would not result in the need for additional or altered medical services and would not alter acceptable medical service ratios. <b>(Sources:</b> Kaiser Permanente Website, <a href="https://healthy.kaiserpermanente.org/html/kaiser/index.shtml">https://healthy.kaiserpermanente.org/html/kaiser/index.shtml</a>, Accessed June 9, 2013; and Arrowhead Regional Medical Center Website, <a href="https://www.arrowheadmedcenter.org/">https://www.arrowheadmedcenter.org/</a>, Accessed July 29, 2013).</p>
<b>Open Space and Recreation</b> - Open Space	1	<p>Project implementation would result in population growth, with a resultant increase in demand for open spaces. The Project proposes usable common open spaces for active and passive recreational activities, including a pool, tot lots, and patio/seating areas, among others. The County would review the Project to verify compliance with the Development Code's purpose and intent relative to open spaces, thereby ensuring adequate common and private open spaces would be provided within the development. <b>(Sources:</b> County of San Bernardino 2007 Development Code (URS Corporation, Amended December 27, 2012)).</p>
- Recreation	1	<p>The Bloomington Park District manages parks within the Bloomington Community Plan area. Local recreation facilities include Ayala Park, located approximately 0.25 mile east of the Project site, and Kessler Park, located approximately 1.7 miles south of the Project site. Glen Helen Regional Park is located approximately 20 miles north of the Project site. Additionally, the San Bernardino and Angeles National Forests are located approximately 25 miles northeast and northwest of the Project site, respectively.</p> <p>Project implementation would result in population growth, with a resultant increase in demands for recreational facilities. The Project proposes active and passive recreational amenities, including a pool, tot lots, and patio/seating areas, among others, which would be accessible to all residents. The County would review the Project to verify compliance with the Development Code's purpose and intent relative to onsite amenities and open spaces, thereby ensuring adequate recreational amenities would be provided within the development. Compliance with Code requirements would ensure the Project would not result in unacceptable parkland to population ratios. Construction of offsite recreational facilities or expansion of existing facilities would not be required. Additionally, given the provision of onsite recreation facilities, Project implementation would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. <b>(Sources:</b> Bloomington Community Plan [County of San Bernardino, Adopted March 13, 2007]; United States Forest Service Website, Data, Maps, and Publications, <a href="http://www.fs.fed.us/maps/">http://www.fs.fed.us/maps/</a>, Accessed June 18, 2013; and County of San Bernardino 2007 Development Code (URS Corporation, Amended December 27, 2012)).</p>
- Cultural Facilities	1	<p>Local existing library facilities include the Bloomington Branch Library, located at 993 West Valley Boulevard, Bloomington, approximately 1.4 miles east of the Project site, the Fontana Lewis Library and Technology Center, located at 8437 Sierra Ave, Fontana, approximately 2.5 miles northwest of the Project site, and the Rialto Branch Library, located at 251 West 1<sup>st</sup> Street, Rialto, approximately 3.0 miles northeast of the Project site. The Center Stage Theatre, located at 8463 Sierra Avenue, Fontana, is approximately 2.4 miles northwest of the Project site.</p> <p>Project implementation would result in population growth, with a resultant increase in demands for cultural facilities. However, a 6,000 square foot regional library is proposed on the ground floor of the Senior housing building that would be located at the site's southeast quadrant, along Valley Boulevard. The regional library is proposed to capture the Project's central entry and serve as a major focal point to the community. The proposed library would offset the demand for cultural facilities generated by the Project. The County intends to close the existing Bloomington Branch Library (located at 993 West Valley Boulevard) upon completion of the proposed project. <b>(Sources:</b> Lewis Library and Technology Center Website, <a href="http://www.sanbernardinocountylibrary.org/">www.sanbernardinocountylibrary.org/</a>, Accessed June 18, 2013; Center Stage Theatre Website, <a href="http://centerstagefontana.com/">http://centerstagefontana.com/</a>, Accessed June 18, 2013; San Bernardino County Library Website, Branch Information, <a href="http://www.sbcounty.gov/library/home/default.aspx?page=librarybranches/branchdirectory.ascx">http://www.sbcounty.gov/library/home/default.aspx?page=librarybranches/branchdirectory.ascx</a>, Accessed July 29, 2013; and Google Maps Website, <a href="https://maps.google.com/">https://maps.google.com/</a>, Accessed July 29, 2013).</p>
<b>Transportation</b>	1	<p>The Project is forecast to generate approximately 1,432 daily trips, which include approximately 86 AM peak hour trips and 141 PM peak hour trips. The effect of these trips on the surrounding roadway network was analyzed for both existing</p>

		<p>conditions and forecast year 2015 conditions. The forecast year 2015 analysis included traffic associated with both ambient growth in addition to a range of cumulative projects identified by County of San Bernardino staff. Impacts to potentially-affected State Highway intersections in proximity to the site were also examined. Based on applicable agency thresholds of significance, the addition of Project-generated trips at on the surrounding roadway network was determined to result in no adverse traffic impacts under any of the analysis scenarios. The proposed Project would be located on a major thoroughfare (Valley Boulevard) and is served by Omnitrans bus stops located within 0.25-mile of the site.. The Project would also include bicycle racks onsite to encourage alternative forms of transportation, and would include a sidewalk along the Valley Boulevard frontage. The Project would not conflict with adopted policies, plans, or programs related to public transit, bicycle, or pedestrian travel.</p>
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**Natural Features**

**Source or Documentation**

<b>Water Resources</b>	1	<p>FWC's water supply sources include water produced from local groundwater basins, local surface water, and imported surface water. FWC's main source of water is the Chino Basin. Project implementation would result in population growth, with a resultant increase in water demand. FWC includes projected water demand for lower income households in its UWMP and has capacity to provide potable water to its service area into the foreseeable future. Additionally, the Project includes design features that would reduce the Project's water demands. The Project would comply with Title 24 requirements, as well as the California Green Building Code standards. Drought tolerant landscaping, drip irrigation, and low impact development would also be incorporated into the Project design. The Project's water demand would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. Additionally, the Project would not result in alteration of the course of a stream or river in a manner which could potentially result in substantial erosion or siltation on or off site, or result in downstream flooding. There are no sole source aquifers or other natural water features located on the Project site or in its vicinity. <b>(Sources:</b> Fontana Water Company Website, Service Map, <a href="http://www.fontanawater.com/Service_Area_FONTANA.pdf">http://www.fontanawater.com/Service_Area_FONTANA.pdf</a>, Accessed June 13, 2013; US EPA Water Management Division, Region IX); Fontana Water Company Website, Fontana Water Company 2010 Urban Water Management Plan, <a href="http://www.fontanawater.com/about.php?id_pge=36">http://www.fontanawater.com/about.php?id_pge=36</a>, Accessed June 13, 2013).</p>
<b>Surface Water</b>	4	<p>There are no surface water features located on the Project site or in its vicinity. The Project would be required to implement BMPs to minimize the potential to contribute to storm water pollution during both the construction and post-construction phases. The Project would implement site-specific requirements as outlined in the Project's SWPPP and WQMP and/or as required by the County, in compliance with NPDES requirements (see recommended Mitigation Measures #GEO-1 and HYD-1). <b>(Sources:</b> County of San Bernardino 2007 Development Code (URS Corporation, Amended December 27, 2012); State of California Santa Ana Regional Water Quality Control Board Website, San Bernardino County Municipal NPDES Storm Water Permit, <a href="http://www.waterboards.ca.gov/rwqcb8/board_decisions/adopted_orders/orders/2010/10_036_SBC_MS4_Permit_01_29_10.pdf">http://www.waterboards.ca.gov/rwqcb8/board_decisions/adopted_orders/orders/2010/10_036_SBC_MS4_Permit_01_29_10.pdf</a>, Accessed June 8, 2013; and State of California Santa Ana Regional Water Quality Control Board Website, San Bernardino County Stormwater Program Technical Guidance Document for Water Quality Management Plans, <a href="http://www.waterboards.ca.gov/rwqcb8/water_issues/programs/stormwater/docs/sb_permit/wqmp/TechnicalGuidanceDocumentWQMP7-29-11.pdf">http://www.waterboards.ca.gov/rwqcb8/water_issues/programs/stormwater/docs/sb_permit/wqmp/TechnicalGuidanceDocumentWQMP7-29-11.pdf</a>, Accessed June 8, 2013).</p>
<b>Unique Natural Features and Agricultural Lands</b>	1	<p>No unique natural features, including trees and rock outcroppings, or mapped agricultural lands are located on the Project site or in its vicinity. <b>(Sources:</b> Habitat Assessment (RBF Consulting, June 5, 2013) provided as Attachment C; County of San Bernardino Website, San Bernardino County Land Use Plan General Plan Open Space Element Valley and Mountain Areas Open Space Resource Overlay Map, <a href="http://cms.sbcounty.gov/Portals/5/Planning/Zoning/Overlaymaps/OpenSpaceValleyMtn.pdf">http://cms.sbcounty.gov/Portals/5/Planning/Zoning/Overlaymaps/OpenSpaceValleyMtn.pdf</a>, Accessed May 28, 2013; and California Department of Conservation Website, Farmland Mapping and Monitoring Program, Bernardino County Important Farmland Map [Sheet 2 of 2] Dated 2008, <a href="ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2008/sbd08_so.pdf">ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2008/sbd08_so.pdf</a>, Accessed May 28, 2013).</p>

<b>Vegetation and Wildlife</b>	4	<p>A ruderal plant community occupies the majority of the Project site. No special-status plant/wildlife species or sensitive habitats were observed within the Project boundaries during the Habitat Assessment. Special-status plant/wildlife species and sensitive habitats do not have the potential to occur and are presumed absent from the Project site. Ground-disturbing activities or removal of any trees, shrubs, or any other potential nesting habitat scheduled within the avian nesting season would require a pre-construction clearance survey for nesting birds to avoid impacts involving avian nesting opportunities in the vegetation located along the eastern and western site boundaries (see recommended Mitigation Measures #BIO-1 and BIO-2).</p> <p>No burrowing owls, burrowing owl sign, or suitable burrows needed for nesting were observed during the Habitat Assessment. Burrowing owls are presumed absent from the site. A pre-construction burrowing owl survey is required to document the continued absence of burrowing owl from the Project site (see recommended Mitigation Measure #BIO-3).</p> <p>The Project site is not within a mapped Biotic Resources (BR) Overlay or Open Space (OS) Overlay District. Additionally, no wildlife movement corridor was identified on or adjacent to the site through the Habitat Assessment. The site is not mapped as containing Delhi Sands flower-loving fly soils. Development of the site would have no significant effect on any sensitive vegetation or wildlife.</p> <p>The Project site is not zoned for forest use. Project implementation would not result in the loss of forest land or conversion of forest land to non-forest use, since none is present on the Project site or in its vicinity. <b>(Sources:</b> Habitat Assessment (RBF Consulting, June 5, 2013) provided as Attachment C; County of San Bernardino Website, San Bernardino County Land Use Plan General Plan Open Space Element Valley and Mountain Areas Open Space Resources Overlay Map, <a href="http://cms.sbcounty.gov/Portals/5/Planning/ZoningOverlaymaps/OpenSpaceValleyMtn.pdf">http://cms.sbcounty.gov/Portals/5/Planning/ZoningOverlaymaps/OpenSpaceValleyMtn.pdf</a>, Accessed May 28, 2013, San Bernardino County Valley/Mountain Region Biotic Resources Overlay Map, <a href="http://www.sbcounty.gov/Uploads/lus/BioMaps/vly_mtn_all_biotic_resources_map_final.pdf">http://www.sbcounty.gov/Uploads/lus/BioMaps/vly_mtn_all_biotic_resources_map_final.pdf</a>, Accessed May 28, 2013; and United States Department of Fish and Wildlife Service Website, Delhi Sands Flower-Loving Fly 5-Year Review: Summary and Evaluation, <a href="http://www.fws.gov/carlsbad/SpeciesStatusList/5YR/20080331_5YR_DSF.pdf">http://www.fws.gov/carlsbad/SpeciesStatusList/5YR/20080331_5YR_DSF.pdf</a>, Accessed May 28, 2013).</p>
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**Other Factors**

**Source or Documentation**

<b>Flood Insurance</b>	1	<p>Flood Insurance is not required under the NFIP because the Project is not located in a Special Flood Hazard Area (SFHA). <b>(Sources:</b> Federal Emergency Management Agency Website, FEMA Flood Insurance Rate Map (FIRM) Community Panel Number 06071C8658H, Map Revised August 28, 2008, <a href="http://www.fema.gov/hazard/map/firm.shtm">http://www.fema.gov/hazard/map/firm.shtm</a>, Accessed May 28, 2013; and County of San Bernardino Website, San Bernardino County Land Use Plan General Plan Hazard Overlay Map, <a href="http://www.sbcounty.gov/uploads/lus/hazmaps/fh29b_20100309.pdf">http://www.sbcounty.gov/uploads/lus/hazmaps/fh29b_20100309.pdf</a>, Accessed May 28, 2013).</p>
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**NOTE:** The Responsible Entity must additionally document compliance with 24 CFR §58.6 in the ERR, particularly with the Flood Insurance requirements of the Flood Disaster Protection Act and the Buyer Disclosure requirements of the HUD Airport Runway Clear Zone/Clear Zone regulation at 24 CFR 51 Subpart D.

**Summary of Findings and Conclusions**

Based on the above information, the proposed Project as designed with mitigations incorporated would not result in a significant impact on the quality of the human environment.

## ALTERNATIVES TO THE PROPOSED ACTION

**Alternatives and Project Modifications Considered** [24 CFR 58.40(e), Ref. 40 CFR 1508.9] (Identify other reasonable courses of action that were considered and not selected, such as other sites, design modifications, or other uses of the subject site. Describe the benefits and adverse impacts to the human environment of each alternative and the reasons for rejecting it.)

1. Fewer residential units at a lower density could be developed at this site. A reduced density project could consist of detached single family residential units, town homes, condominiums, or multi-family apartments. Because the site is designated Service Commercial (CS), residential uses would be allowed only as part of a mixed use development. Lower density residential development would lessen traffic volumes, with resultant reductions in air pollutant and greenhouse gas emissions, and noise impacts, although these are not considered significant at the currently proposed density. Additionally, there would be potential to reduce demands for energy and potable water, although this would be dependent upon the size and types of units. However, a reduced density project would not contribute units (or would contribute fewer units) to the County's affordable housing stock, as compared to the proposed development. Additionally, the community benefits resulting from Project implementation, including the proposed library and infrastructure improvements (i.e., water and sewer lines) would not be provided to the same extent as with the proposed Project. The Project's purpose and need would not be achieved with this scenario.
2. The Project site could be developed with commercial uses, as permitted by the site's Service Commercial (CS) designation. Assuming a floor area ratio of 0.5:1, approximately 193,842 square feet of non-residential uses could be developed on the 8.9-acre Project site. Commercial development could increase traffic volumes, with resultant increases in air pollutants and greenhouse gas emissions, and noise impacts, which could be greater than those anticipated with the Project. Additionally, there would be potential to increase demands for energy and potable water. The degree of environmental impacts associated with commercial development of the Project site would be dependent upon the types and intensities of commercial uses proposed. However, a commercial project would not provide an intergeneration affordable housing project or contribute units to the County's affordable housing stock, as compared to the proposed development. Additionally, the community benefits resulting from Project implementation, including the proposed library and infrastructure improvements (i.e., water and sewer lines), would not be provided. The Project's purpose and need would not be achieved with this scenario.
3. More units at a higher density could be developed at this site through the use of density bonuses for affordable housing or by maximizing the density available pursuant to Development Code Chapter 83.03, *Affordable Housing Incentives – Density Bonus*. The Project could be economically feasible at a higher density if sufficient public funds are available to provide adequate subsidy to maintain affordability. Because the site is designated Service Commercial (CS), residential uses would be allowed only as part of a mixed use development. Higher density residential development would increase traffic volumes, with resultant increases in air pollutant and greenhouse gas emissions, and noise impacts, which would be greater than the Project's impacts. Additionally, higher density residential uses would require increased building heights and footprints, with resultant decreases in onsite private/public open spaces and amenities available to residents. Higher density residential uses could be incompatible with the adjacent single family neighborhood to the north. Higher density would also increase demands for potable water and energy. The degree of compatibility and urban impacts associated with a higher density residential development on the Project site would be dependent upon the development density, site plan, and architectural features. A higher density residential development would provide an intergeneration affordable housing project and contribute units to the County's affordable housing stock, as would the proposed development. The Project and County goals and objectives would be achieved with this scenario. However, because of the potential for increased impacts, it would not be environmentally superior to the proposed Project.

4. Affordable housing could be developed at another site. Such a development could include a similar composition of development (affordable Senior, Family, and MHSA housing and community facilities) at an alternate location within an unincorporated portion of the County. However, the County currently owns the Project site and acquisition of an alternate site with adequate acreage, similar access to transportation and utility infrastructure, and a General Plan/Development Code designation that allows for such development may not be feasible. In addition, while alternate sites may be available in other portions of the County, many would likely encounter a similar range of impacts in regards to surrounding uses and infrastructure required to serve the Project. In addition, the proposed Project site exists within an area that is not in proximity to an existing library. The Project would implement a 6,000 square-foot regional library intended to serve the Bloomington area, where the nearest existing library is located over three miles from the Project site. Given the feasibility of acquiring an alternate site, likelihood of similar impacts in comparison to the proposed Project, and desirability to have a library facility in the community of Bloomington, a similar development at an alternative site would not be environmentally superior to the proposed Project.

**No Action Alternative** [24 CFR 58.40(e)]

(Discuss the benefits and adverse impacts to the human environment of not implementing the preferred alternative).

1. The Project site is currently a vacant field that is mostly vegetated by a ruderal plant community. The site does not possess any unique natural features that would give it value in its current state. There is evidence of illegal dumping on the site and potential for the site to become an “attractive nuisance” as development proceeds around it. Taking no action to develop the site would leave an under-utilized property in mid-block along a major highway, defeating the intent of the County’s General Plan and the site’s Service Commercial (CS) designation/zoning. No action would also result in the loss of potential affordable housing units for low income families at a site that is ideally located for such a use (i.e., in close proximity to parks, health care, social services, schools, libraries, public transit, commercial retail, and job centers). No action would reduce air quality impacts generated by site development, but the reduction would be de minimis. The benefits of developing the site as proposed far outweigh any potential reduction in potential environmental impacts that might result from a decision not to develop.



**CEQA CHECKLIST  
 EVALUATION FORMAT**

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

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

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

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

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**


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


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

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

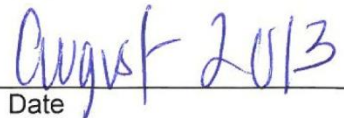
On the basis of this initial evaluation, the following finding is made:

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

  
 \_\_\_\_\_  
 Signature: Prepared by Alan Ashimine  
 Senior Associate, RBF Consulting

  
 \_\_\_\_\_  
 Signature: David Prusch, Supervising Planner, County  
 of San Bernardino Land Use Services Department

August 2013  
 \_\_\_\_\_  
 Date

  
 \_\_\_\_\_  
 Date

Issues	Potentially Significant Impact	Less than Significant With Mitigation Incorp.	Less Than Significant Impact	No Impact
<b>I. AESTHETICS</b> - Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>SUBSTANTIATION</b> (Check <input type="checkbox"/> if project is located within the view-shed of any Scenic Route listed in the General Plan):				

According to the Valley and Mountain Areas Open Space Resource Overlay Map, the Project site is not within a mapped Open Space (OS) Overlay District. There are no major open space areas or County designated scenic routes located in its vicinity.

- la) No Impact.** Refer to the *Environmental Design* section above.
- lb) No Impact.** Refer to the *Historic Preservation and Unique Natural Features and Agricultural Lands* sections above.
- lc) Less Than Significant Impact.** Refer to the *Environmental Design* section above.
- ld) Less Than Significant Impact.** Refer to the *Hazards and Nuisances, Conformance with Comprehensive Plans and Zoning, and Compatibility and Urban Impact* sections above.

**Mitigation Measures:** No significant adverse impact is anticipated; therefore, no mitigation is required.

Issues	Potentially Significant Impact	Less than Significant With Mitigation Incorp.	Less Than Significant Impact	No Impact
<b>II. AGRICULTURE AND FORESTRY RESOURCES</b> - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined in Public Resources Code section 4526) or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**SUBSTANTIATION**

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

The Project site is not within a mapped Additional Agriculture (AA) or Agricultural Preserve (AP) Overlay District, as depicted on the Valley and Mountain Areas Open Space Resource Overlay Map. According to the Land Use Zoning Districts Map, the Project site's land use designation/zoning district is Service Commercial (CS).

**IIa-b) No Impact.** Refer to the *Farmland Protection Policy Act* section above.

**IIc) No Impact.** Refer to the *Vegetation and Wildlife* section above.

**IId-e) No Impact.** Refer to the *Farmland Protection Policy Act* section above.

**Mitigation Measures:** No significant adverse impact is anticipated; therefore, no mitigation is required.

	Issues	Potentially Significant Impact	Less than Significant With Mitigation Incorp.	Less Than Significant Impact	No Impact
<b>III.</b>	<b>AIR QUALITY</b> - Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

- |  |                          |                                     |                                     |                          |
|--|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Expose sensitive receptors to substantial pollutant concentrations?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Create objectionable odors affecting a substantial number of people?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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

The air quality modeling data conducted for the Project is provided as Attachment D.

**IIIa) Less Than Significant Impact.** The Project is located within the South Coast Air Basin (SCAB), which is governed by the SCAQMD. On December 7, 2012, the SCAQMD Governing Board approved the *2012 Air Quality Management Plan (2012 AQMP)*, which outlines its strategies for meeting the National Ambient Air Quality Standards (NAAQS) for fine particulate matter (PM<sub>2.5</sub>) and ozone (O<sub>3</sub>). According to the SCAQMD’s 2012 AQMP, two main criteria must be addressed.

**Criterion 1:**

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

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

Since the consistency criteria identified under the first criterion pertains to pollutant concentrations, rather than to total regional emissions, an analysis of a project’s pollutant emissions relative to localized pollutant concentrations is used as the basis for evaluating project consistency. As discussed in Section III d below, localized concentrations of carbon monoxide (CO), nitrogen oxides (NO<sub>x</sub>), and fugitive dust (PM<sub>10</sub> and PM<sub>2.5</sub>) would be less than significant during Project operations. Therefore, the Project would not result in an increase in the frequency or severity of existing air quality violations. Because reactive organic gases (ROGs) are not a criteria pollutant, there is no ambient standard or localized threshold for ROGs. Due to the role ROG plays in ozone formation, it is classified as a precursor pollutant and only a regional emissions threshold has been established.

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

As discussed in Section III b below, Project operations would result in emissions that would be below the SCAQMD operational thresholds. Therefore, the Project would not have the potential to cause or affect a violation of the ambient air quality standards.

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

The Project would result in less than significant impacts with regard to localized concentrations during Project operations. As such, the Project would not delay the timely attainment of air quality standards or 2012 AQMP emissions reductions.

**Criterion 2:**

With respect to the second criterion for determining consistency with SCAQMD and Southern California Association of Government's (SCAG) air quality policies, it is important to recognize that air quality planning within the SCAB focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether or not the project exceeds the assumptions utilized in preparing the forecasts presented in the 2012 AQMP. Determining whether or not a project exceeds the assumptions reflected in the 2012 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

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

In the case of the 2012 AQMP, three sources of data form the basis for the projections of air pollutant emissions: the County's *General Plan*, SCAG's *Growth Management Chapter of the Regional Comprehensive Plan (RCP)*, and SCAG's *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)*. Development of the site with residential uses as part of a mixed use project is allowed subject to approval of a PD Permit. The Permit would be approved contingent upon the Project satisfying each of the necessary Findings. The proposed development, as conditioned, would be compatible with the existing and planned land use character of the surrounding area. Additionally, the PD Permit would be issued contingent upon the Project satisfying the development and design standards for PDs (Code Chapter 84.18) that address density and potential land use compatibility issues. The Project proposes a mixed-use multi-family residential development. Therefore, the Project is considered consistent with the *General Plan*, and with the types, intensity, and patterns of land use envisioned for the site vicinity in the RCP. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the County. Additionally, as the SCAQMD has incorporated these same projections into the 2012 AQMP, it can be concluded that the Project would be consistent with the projections.

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

Compliance with all feasible emission reduction measures identified by the SCAQMD would be required as identified in Section IIIb. As such, the Project would meet this 2012 AQMP consistency criterion.

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

The Project would serve to implement various County and SCAG policies. The Project would not displace housing or persons, or divide an existing community. Additionally, the site includes frontage along Valley Boulevard, a Major Arterial, and is surrounded by urban uses. Further, the County's review would also verify the Project's compatibility with surrounding land uses and that its proposed use and design (i.e., visual character, scale, lighting, landscaping, etc.) do not depart significantly from the surrounding land uses and their design.

In conclusion, the determination of 2012 AQMP consistency is primarily concerned with a project's long-term influence on air quality in the SCAB. The Project would not result in a long-term impact on the region's ability to meet State and Federal air quality standards. Also, the

Project would be consistent with the goals and policies of the AQMP for control of fugitive dust. As discussed above, the Project would also be consistent with SCAQMD and SCAG’s goals and policies and is considered consistent with the 2012 AQMP.

**IIIb) Less Than Significant With Mitigation Incorporated.**

**Short-Term Emissions**

Construction of the Project site would generate short-term air quality impacts. Construction equipment would include tractors, dozers, graders, water trucks, excavators, cranes, forklifts, pavers, rollers, cement mixers, and loaders. Exhaust emission factors for typical diesel-powered heavy equipment are based on the California Emissions Estimator Model (CalEEMod) program defaults. Variables factored into estimating the total construction emissions include the level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on- or off-site. The analysis of daily construction emissions has been prepared utilizing the CalEEMod computer model. Refer to Attachment D, Air Quality/Greenhouse Gas Data, for the CalEEMod modeling outputs and results. Table 3-1, Construction Related Emissions, presents the anticipated daily short-term construction emissions.

**Table 3-1  
 Construction Related Emissions**

Emissions Source	Pollutant (pounds/day) <sup>1</sup>					
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Year 1</b>						
Unmitigated Emissions	7.90	62.73	37.55	0.07	9.43	6.16
Mitigated Emissions <sup>2,3</sup>	7.90	62.73	37.55	0.07	5.76	4.26
<i>SCAQMD Thresholds</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
<b><i>Is Threshold Exceeded After Mitigation?</i></b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Year 2</b>						
Unmitigated Emissions	44.17	28.69	30.46	0.06	4.67	1.90
Mitigated Emissions <sup>2,3</sup>	44.17	28.69	30.46	0.06	3.95	1.90
<i>SCAQMD Thresholds</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
<b><i>Is Threshold Exceeded After Mitigation?</i></b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Notes: 1. Emissions were calculated using CalEEMod, as recommended by the SCAQMD. 2. The reduction/credits for construction emission mitigations are based on mitigation included in the CalEEMod model and as typically required by the SCAQMD through Rule 403. The mitigation includes the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stock piles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. 3. Refer to <u>Attachment D, Air Quality/Greenhouse Gas Data</u> , for assumptions used in this analysis.						

### *Fugitive Dust Emissions*

Construction activities are a source of fugitive dust emissions that may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the Project area. Fugitive dust emissions are associated with land clearing, ground excavation, cut-and-fill, and truck travel on unpaved roadways (including demolition as well as construction activities). Fugitive dust emissions vary substantially from day to day, depending on the level of activity, specific operations, and weather conditions. Fugitive dust from grading, excavation and construction is expected to be short-term and would cease upon Project completion. Additionally, most of this material is inert silicates, rather than the complex organic particulates released from combustion sources, which are more harmful to health.

Dust (larger than 10 microns) generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particular health concern is the amount of PM<sub>10</sub> (particulate matter smaller than 10 microns) generated as a part of fugitive dust emissions. PM<sub>10</sub> poses a serious health hazard alone or in combination with other pollutants. Fine Particulate Matter (PM<sub>2.5</sub>) is mostly produced by mechanical processes. These include automobile tire wear, industrial processes such as cutting and grinding, and re-suspension of particles from the ground or road surfaces by wind and human activities such as construction or agriculture. PM<sub>2.5</sub> is mostly derived from combustion sources, such as automobiles, trucks, and other vehicle exhaust, as well as from stationary sources. These particles are either directly emitted or are formed in the atmosphere from the combustion of gases such as NO<sub>x</sub> and sulfur oxides (SO<sub>x</sub>) combining with ammonia. PM<sub>2.5</sub> components from material in the earth's crust, such as dust, are also present, with the amount varying in different locations.

Mitigation Measure AQ-1 would implement dust control techniques (i.e., daily watering), limitations on construction hours, and adherence to SCAQMD Rules 402 and 403 (which require watering of inactive and perimeter areas, track out requirements, etc.), to reduce PM<sub>10</sub> and PM<sub>2.5</sub> concentrations. As depicted in [Table 3-1](#), total PM<sub>10</sub> and PM<sub>2.5</sub> emissions would not exceed the SCAQMD thresholds during construction. Therefore, impacts would be less than significant.

### *Construction Equipment and Worker Vehicle Exhaust*

Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the Project site, emissions produced onsite as the equipment is used, and emissions from trucks transporting materials to/from the site. As presented in [Table 3-1](#), construction equipment and worker vehicle exhaust emissions would be below the established SCAQMD thresholds. Therefore, air quality impacts from equipment and vehicle exhaust emission would be less than significant.

### *ROG Emissions*

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates ROG emissions, which are O<sub>3</sub> precursors. In accordance with the methodology prescribed by the SCAQMD, the ROG emissions associated with paving and architectural coating have been quantified with the CalEEMod model. Based on the modeling, the proposed Project would not result in an exceedance of ROG emissions and therefore would be considered less than significant.

### *Asbestos*

Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by state, federal, and international agencies and was identified as a toxic air contaminant by the California Air Resources Board (CARB) in 1986.



Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed. According to the Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report* (August 2000), serpentinite and ultramafic rocks are not known to occur within the Project area. Thus, there would be no impact in this regard.

#### *Total Daily Construction Emissions*

In accordance with the SCAQMD Guidelines, CalEEMod was utilized to model construction emissions for ROG, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. The CalEEMod model allows the user to input mitigation measures such as watering the construction area to limit fugitive dust. Mitigation measures that were input into the CalEEMod model allow for certain reduction credits and result in a decrease of pollutant emissions. Reduction credits are based upon studies developed by CARB, SCAQMD, and other air quality management districts throughout California, and were programmed within the CalEEMod model. As indicated in [Table 3-1](#), impacts would be less than significant for all criteria pollutants during construction. Implementation of standard SCAQMD measures (required by Mitigation Measure AQ-1) would further reduce these emissions. Thus, construction related air emissions would be less than significant.

#### **Long-Term Emissions**

*Note: The long-term operational air quality analysis within this section is based upon the development of 196 dwelling units as part of the proposed Project. Since completion of the air quality analysis, the number of dwelling units was subsequently reduced to 190 (as reflected within this environmental document). Thus, the operational air quality analysis is considered conservative in nature, since it assumes an additional six dwelling units beyond what would be constructed by the project. None of the conclusions or mitigation measures are affected by this reduction in dwelling units.*

#### *Mobile Source Emissions*

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> are all pollutants of regional concern (NO<sub>x</sub> and ROG react with sunlight to form O<sub>3</sub> [photochemical smog], and wind currents readily transport SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>). However, CO tends to be a localized pollutant, dispersing rapidly at the source.

According to the *Traffic Impact Analysis*, the Project would generate approximately 1,492 daily trips. [Table 3-2, Long-Term Operational Air Emissions](#), presents the anticipated mobile source emissions.

As shown in [Table 3-2](#), unmitigated emissions generated by vehicle traffic associated with the Project would not exceed established SCAQMD thresholds. Impacts from mobile source air emissions would be less than significant.

*Area Source Emissions*

Area source emissions would be generated due to the Project's demand for natural gas. The primary use of natural gas producing area source emissions by the Project would be for consumer products, architectural coating, and landscaping. As shown in [Table 3-2](#), the Project's area source emissions would not exceed SCAQMD thresholds for ROG, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub>.

*Energy Source Emissions*

Energy source emissions would be generated as a result of the Project's electricity and natural gas (non-hearth) usage. The primary use of electricity and natural gas by the Project would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. As shown in [Table 3-2](#), the Project's energy source emissions would not exceed SCAQMD thresholds for ROG, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub>.

**Table 3-2  
 Long-Term Operational Air Emissions**

Emissions Source	Pollutant (pounds/day) <sup>1</sup>					
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Source Emissions	5.85	2.12	146.97	0.31	20.82	20.81
Energy Emissions	0.10	0.89	0.40	0.01	0.07	0.07
Mobile Emissions	12.48	35.84	115.76	0.15	19.12	1.86
<b>Total Emissions</b>	<b>18.43</b>	<b>38.85</b>	<b>263.13</b>	<b>0.47</b>	<b>40.01</b>	<b>22.74</b>
<i>SCAQMD Threshold</i>	55	55	550	150	150	55
<b>Is Threshold Exceeded? (Significant Impact?)</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Notes:						
1. Based on CalEEMod modeling results, worst-case seasonal emissions for area and mobile emissions have been modeled.						
2. Refer to <a href="#">Attachment D, Air Quality/Greenhouse Gas Data</a> , for assumptions used in this analysis.						

**Federal Conformity Analysis**

Per the U.S. Department of Housing and Urban Development (HUD) guidelines, the following threshold is used to determine if a project meets the General Conformity requirements of the Clean Air Act:

*The Clean Air Act (42 U.S.C. 7401 et seq.) prohibits federal assistance to projects that are not in conformance with the SIP. New construction and conversion, which are located in "non-attainment" or "maintenance" areas as determined by the EPA may need to be modified or mitigation measures developed and implemented to conform to the SIP.*

The first step to determine if a project conforms to the State Implementation Plan (SIP) is to identify whether the project is located in a "non-attainment" or "maintenance" area. The Project site is located within the SCAB and is designated extreme non-attainment area for ozone, and a non-attainment area for PM<sub>10</sub> and PM<sub>2.5</sub>. As the Project is located within a nonattainment area, the next step is to determine if the SCAB is consistent with an Air Quality Management Plan that is designed to bring the SCAB into attainment for standards regulating these pollutants.

The 2012 Air Quality Management Plan (2012 AQMP) proposes policies and measures to achieve federal and state standards for improved air quality in the SCAB. The 2012 AQMP relies on a regional and multi-level partnership of governmental agencies at the federal, state, regional, and local level. These agencies (U.S. Environmental Protection Agency [EPA], CARB, local governments, SCAG, and the SCAQMD) are the primary agencies that implement the 2012

AQMP programs. The 2012 AQMP incorporates the latest scientific and technical information and planning assumptions, including the 2012 Regional Transportation Plan/Sustainable Communities Strategy, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. The 2012 AQMP addresses several state and federal planning requirements, incorporating new scientific information, primarily in the form of updated emissions inventories, ambient measurements, and new meteorological air quality models. The 2012 AQMP highlights the reductions and the interagency planning necessary to identify additional strategies, especially in the area of mobile sources, to meet all federal criteria pollutant standards within the timeframes allowed under federal Clean Air Act. The primary task of the 2012 AQMP is to bring the Basin into attainment with federal health-based standards. Specifically, the 2012 AQMP demonstrates:

- Attainment of the 24-hour  $PM_{2.5}$  standard of 35 micrograms per cubic meter ( $\mu g/m^3$ ) by 2014.
- Measures and actions to fulfill 8-hour ozone SIP commitments approved by the EPA to achieve emission reductions from advanced technologies.
- Attainment of the 1-hour ozone standard by 2022.

Regarding  $PM_{10}$ , CARB approved the *PM<sub>10</sub> Redesignation Request and Maintenance Plan* ( $PM_{10}$  Plan) at a public meeting on March 25, 2010. As noted in the  $PM_{10}$  Plan, an area can be redesignated as attainment if, among other requirements, the EPA determines that the NAAQS have been attained. The NAAQS allows for one exceedance of the 24-hour average  $PM_{10}$  standard per year averaged over a three consecutive calendar year period measured at each monitoring site within an area based on quality assured Federal Reference Method (FRM) air quality monitoring data. Per the criteria specified in the NAAQS, the SCAB has been in compliance with the 24-hour  $PM_{10}$  standard since 2006 and has maintained compliance since. It should be noted that the analysis and projections within the  $PM_{10}$  Plan are consistent with those in the 2012 AQMP.

As noted in Section IIIa, the Project is consistent with the 2012 AQMP's assumptions, growth patterns, and requirements. Further, the Project would not exceed any of the SCAQMD's localized or regional thresholds of significance and would incorporate standard SCAQMD rules and regulations (i.e., Rule 403) to minimize particulate matter emissions. Accordingly, the Project would be consistent with the requirements and assumptions of the SIP and impacts would be less than significant in this regard.

**IIIc) Less Than Significant Impact.** The Project area is designated as an extreme non-attainment area for ozone, and a non-attainment area for  $PM_{10}$  and  $PM_{2.5}$ . Germane to this non-attainment status, the Project-specific evaluation of emissions demonstrates that the Project would not exceed any applicable thresholds, which are designed to assist the region in attaining the applicable state and national ambient air quality standards. The Project would be required to comply with SCAQMD's Rule 403 (fugitive dust control) during construction, and with all other adopted AQMP emissions control measures and the Air Quality dust control plan required as a mitigation measure. Per SCAQMD rule and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements would be similarly imposed on all projects Basin-wide, which would include all related projects. As such, the Project's cumulative impacts with respect to criteria pollutant emissions would be less than significant.

**IIId) Less Than Significant Impact.** Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

Sensitive receptors near the Project site include residences adjacent to the north and west of the Project site, and a senior center located to the east. To identify impacts to sensitive receptors, the SCAQMD recommends addressing localized significance thresholds (LSTs) for construction and operations impacts (area sources only). The CO hotspot analysis following the LST analysis addresses localized mobile source impacts.

**Localized Significance Thresholds**

LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized air quality impacts. The SCAQMD provides the LST screening lookup tables for one, two, and five acre projects emitting CO, NO<sub>x</sub>, PM<sub>2.5</sub>, or PM<sub>10</sub>. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The SCAQMD recommends that any project over five acres perform air quality dispersion modeling to assess impacts to nearby sensitive receptors. The Project is located within Sensitive Receptor Area (SRA) 34, Central San Bernardino Valley.

*Construction*

Based on the SCAQMD guidance on applying CalEEMod to LSTs, the Project would disturb approximately five acres of land per day. Therefore, the LST thresholds for five acres were utilized for the construction LST analysis. As the nearest sensitive uses are adjacent to the Project site, the LST value for 25 meters was utilized, as this is the most conservative option the methodology allows. Table 3-3, *Localized Significance of Construction Emissions*, shows the localized unmitigated and mitigated construction-related emissions. It is noted that the localized emissions presented in Table 3-3 are less than those in Table 3-1 because localized emissions include only onsite emissions (i.e., from construction equipment and fugitive dust), and do not include off-site emissions (i.e., from hauling activities). As seen in Table 3-3, the Project's mitigated onsite emissions would not exceed the LSTs for SRA 34.

**Table 3-3  
 Localized Significance of Construction Emissions**

Source	Pollutant (pounds/day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Construction</b>				
<b>Year 1</b>				
Total Unmitigated Onsite Emissions	60.75	34.08	9.08	6.11
Total Mitigated Onsite Emissions	60.75	34.08	5.48	4.22
Localized Significance Threshold <sup>1</sup>	270	1,720	14	8
<b>Thresholds Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Year 2</b>				
Total Unmitigated Onsite Emissions	24.46	19.23	1.60	1.60
Total Mitigated Onsite Emissions	24.46	19.23	1.60	1.60
Localized Significance Threshold <sup>1</sup>	270	1,720	14	8
<b>Thresholds Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Notes:				
1. The Localized Significance Threshold was determined using Appendix C of the SCAQMD <i>Final Localized Significant Threshold Methodology</i> guidance document for pollutants NO <sub>x</sub> , CO, PM <sub>10</sub> , and PM <sub>2.5</sub> . The Localized Significance Threshold was based on the anticipated daily acreage disturbance for construction (approximately 5 acres; therefore the 5-acre threshold was used), the total acreage for operational (uses the 5-acre threshold), the distance to sensitive receptors, and the source receptor area (SRA 34).				

*Operations*

As seen in Table 3-4, *Localized Significance of Operational Emissions*, Project-related mitigated operational area source emissions would be negligible and would be below the LSTs. Therefore, the Project’s operational LST impacts would be less than significant.

**Table 3-4  
 Localized Significance of Operational Emissions**

Source	Pollutant (pounds/day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Operational</b>				
Mitigated Area Source Emissions <sup>1</sup>	0.21	17.25	0.56	0.56
<i>Localized Significance Threshold</i> <sup>2</sup>	270	1,720	4	2
<b>Thresholds Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Note: 1. The proposed project does not include wood burning fireplaces per SCAQMD Rule 445 (Wood-Burning Devices). 2. The Localized Significance Threshold was determined using Appendix C of the SCAQMD <i>Final Localized Significant Threshold Methodology</i> guidance document for pollutants NO <sub>x</sub> , CO, PM <sub>10</sub> , and PM <sub>2.5</sub> . The Localized Significance Threshold was based on the total acreage, the distance to sensitive receptors, and the source receptor area (SRA 34).				

**Carbon Monoxide Hotspots**

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthy levels (i.e., adversely affecting residents, school children, hospital patients, the elderly, etc.).

The SCAQMD requires a quantified assessment of CO hotspots when a project increases the volume-to-capacity ratio (also called the intersection capacity utilization) by 0.02 (two percent) for any intersection with an existing level of service LOS D or worse. Because traffic congestion is highest at intersections where vehicles queue and are subject to reduced speeds, these hot spots are typically produced at intersections.

The County is located in the SCAB, which is designated as an attainment/maintenance area for the Federal CO standards and an attainment area for State standards. There has been a decline in CO emissions even though vehicle miles traveled on U.S. urban and rural roads have increased. On-road mobile source CO emissions have declined 24 percent between 1989 and 1998, despite a 23 percent rise in motor vehicle miles traveled over the same 10 years. California trends have been consistent with national trends; CO emissions declined 20 percent in California from 1985 through 1997 while vehicle miles traveled increased 18 percent in the 1990s. Three major control programs have contributed to the reduced per-vehicle CO emissions: exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

A detailed CO analysis was conducted in the *Federal Attainment Plan for Carbon Monoxide* (CO Plan) for the SCAQMD’s 2003 Air Quality Management Plan. The locations selected for microscale modeling in the CO Plan are worst-case intersections in the SCAB, and would likely experience the highest CO concentrations. Thus, CO analysis within the CO Plan is utilized in a comparison to the proposed Project, since it represents a worst-case scenario with heavy traffic volumes within the SCAB.

Of these locations, the Wilshire Boulevard/Veteran Avenue intersection experienced the highest CO concentration (4.6 parts per million [ppm]), which is well below the 35-ppm 1-hr CO Federal standard. The Wilshire Boulevard/Veteran Avenue intersection is one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day. As the CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection, it can be reasonably inferred that CO hotspots would not be experienced at any intersections near the Project site due to the low volume of traffic (1,492 daily trips) associated with the Project. Therefore, impacts would be less than significant in this regard.

**IIIe) Less Than Significant Impact.** The Project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the Project involve construction equipment exhaust and the application of asphalt and architectural coatings during construction activities, and the temporary storage of typical solid waste (refuse) associated with the Project's (long-term operational) uses. Standard construction requirements would minimize odor impacts resulting from construction activity. It is noted that any construction odor emissions generated would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction activity. Therefore, construction odor emissions would be less than significant. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the County's solid waste regulations. The Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with Project construction and operations would be less than significant.

**MM# Mitigation Measures:**

AQ-1 Dust Control Plan. Prior to Grading Permit or Building Permit issuance, the "developer" shall prepare, submit for review, and obtain approval from County Planning of both a Dust Control Plan (DCP) consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/subcontracts a requirement that Project contractors adhere to the DCP requirements. The DCP shall include the following requirements:

- a) Exposed soil shall be kept continually moist to reduce fugitive dust during all grading and construction activities, through application of water sprayed a minimum of three times each day during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.
- b) The contractor shall ensure that traffic speeds on unpaved roads and the Project site areas are reduced to 15 miles per hour or less to reduce PM<sub>10</sub> and PM<sub>2.5</sub> fugitive dust haul road emissions.
- c) Any portion of the site to be graded shall be pre-watered to a depth of three feet prior to the onset of grading activities.
- d) During high wind conditions (i.e., wind speeds exceeding 25 mph), areas with disturbed soil shall be watered hourly and activities on unpaved surfaces shall cease until wind speeds no longer exceed 25 mph.
- e) Any area that would remain undeveloped for a period of more than 30 days shall be stabilized using either chemical stabilizers and/or a desert wildflower mix hydroseed on the affected portion of the site.
- f) Storage piles that are to be left in place for more than three working days shall be sprayed with a non-toxic soil binder, covered with plastic or revegetated.
- g) Imported fill and exported excess cut shall be adequately watered prior to transport, covered during transport, and watered prior to unloading.

- h) Storm water control systems shall be installed to prevent off-site mud deposition.
- i) All trucks hauling dirt away from the site shall be covered.
- j) Construction vehicle tires shall be washed, prior to leaving the Project site.
- k) Rumble plates shall be installed at construction exits from dirt driveways.
- l) Paved access driveways and streets shall be washed and swept daily when there are visible signs of dirt track-out.
- m) Street sweeping shall be conducted daily when visible soil accumulations occur along site access roadways to remove dirt dropped or tracked-out by construction vehicles. Site access driveways and adjacent streets shall be washed daily, if there are visible signs of any dirt track-out at the conclusion of any workday and after street sweeping.

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

<b>SUBSTANTIATION</b>	(Check if project is located in the Biological Resources Overlay or contains habitat for any species listed in the California Natural Diversity Database <input 132="" 192"="" 210="" 903="" data-label="Text" type="checkbox&gt;):&lt;/td&gt; &lt;/tr&gt; &lt;/table&gt; &lt;/div&gt; &lt;div data-bbox="/> <p>The Project site is not within an Open Space (OS) Overlay District, as depicted on the Valley and Mountain Areas Open Space Resource Overlay Map, or a Biotic Resources (BR) Overlay District, as depicted on the Biotic Resources Overlay Map. The Habitat Assessment of the Project site (RBF Consulting, June 5, 2013) is provided as Attachment C.</p>
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- IVa) Less Than Significant With Mitigation Incorporated.** Refer to the *Endangered Species Act* section above.
- IVb) No Impact.** Refer to the *Endangered Species Act* section above.
- IVc) No Impact.** Refer to the *Wetlands Protection* section above.
- IVd) No Impact.** Refer to the *Endangered Species Act* section above.
- IVe) No Impact.** There are no local policies or ordinances protecting biological resources that are applicable to the Project site.
- IVf) No Impact.** The Project area is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. There would be no take of critical habitat, thus, no land use conflict with existing management plans would occur.

**MM# Mitigation Measures:**

- BIO-1** If ground-disturbing activities or removal of any trees, shrubs, or any other potential nesting habitat are scheduled within the avian nesting season (from February 1 to August 31), a pre-construction clearance survey for nesting birds shall be conducted by a qualified biologist within three days prior to any ground disturbing activities. The biologist conducting the clearance survey shall document a negative survey with a brief letter report indicating that no impacts to active bird nests would occur.
- BIO-2** If an active avian nest is discovered during the nesting bird clearance survey, construction activities shall stay outside of a 300-foot buffer around the active nest. For raptor species, this buffer shall be 500 feet. A biological monitor shall delineate the boundaries of the buffer area and monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity.
- BIO-3** A pre-construction burrowing owl survey shall be conducted by a qualified biologist within three days prior to any ground disturbing activities to document the continued absence of burrowing owl from the Project site. The burrowing owl survey may be conducted, as part of the nesting bird clearance survey. The biologist conducting the survey shall document a negative survey with a brief letter report indicating that no impacts to burrowing owls would occur.

	Issues	Potentially Significant Impact	Less than Significant With Mitigation Incorp.	Less than Significant Impact	No Impact
<b>V.</b>	<b>CULTURAL RESOURCES</b> - Would the project:				

- a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?
 

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------



- |   |                          |                                     |                          |                          |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?       | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Disturb any human remains, including those interred outside of formal cemeteries?                          | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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

The Project site is not within a mapped Cultural Resources Preservation (CP) Overlay District or Paleontologic Resources (PR) Overlay District, as depicted on the Cultural Resources Sensitivity Overlay Map. The Paleontological and Archaeological Assessment of the Project site (Cogstone, June 2013) is provided as Attachment B.

**Va) No Impact.** Refer to the *Historical Preservation* section above.

**Vb-d) Less Than Significant Impact With Mitigation.** Refer to the *Historic Preservation* section above.

**MM# Mitigation Measures:**

CUL-1 Prior to issuance of the Grading or Building Permit, a Cultural Resources Monitoring Plan (CRMP) shall be prepared by a qualified archaeologist. The CRMP shall include the following elements:

- Preconstruction cultural resources sensitivity training for earthmoving personnel.
- Documentation of the earthmoving personnel's training (i.e., sign in sheets, hardhat stickers, etc.).
- A signed repository agreement.
- Field and laboratory methods used for recovered artifacts (consistent with repository requirements).

CUL-2 An archaeological monitor meeting the Secretary of the Interior's Standards for archaeologists shall be present on the Project site during the Project's ground disturbance activities.

CUL-3 Upon completion of the earthmoving activities and prior to issuance of the Occupancy Permit, a Cultural Resources Monitoring Report shall be prepared by a qualified archaeologist.

CUL-4 In the event that cultural resources are exposed during Project construction:

- The monitor/archaeologist shall temporarily halt construction activities in the immediate area of discovery while it is evaluated for significance.
- Construction activities shall continue in the other Project areas.
- While the monitor/archaeologist is not present, work in the immediate area of discovery shall be halted and the monitor/archaeologist notified immediately to evaluate the discovered resource(s).

- The monitor/archaeologist shall determine whether the findings are significant and whether additional work, such as data recovery excavation, is warranted.
- CUL-5 If human remains are discovered during Project construction, the County Coroner shall be notified pursuant to Health and Safety Code Section 7050.5. If the Coroner recognizes the remains to be Native American, he or she shall contact the Native American Heritage Commission, in accordance with Public Resources Code Section 5097.98.
- CUL-6 If construction-related excavations, trenching, or other forms of ground disturbance are required 5.0 feet or more below the surface, a paleontological monitor shall be present on the Project site during the Project's ground disturbance activities. The paleontological monitor shall be equipped to salvage fossils as they are unearthed, to avoid construction delays, and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates.
- CUL-7 If unanticipated paleontological resources are encountered during ground disturbing activities:
- All work within 50 feet shall halt, until the discovery can be evaluated by a qualified paleontologist.
  - The monitor shall determine whether the findings are significant and whether additional work, including recovery and preservation of the find, is warranted.
  - If the monitor determines additional work is warranted, a Paleontologic Mitigation Program (PMP) shall be prepared by a qualified paleontologist, pursuant to County Code Section 82.20.030, prior to issuance of a Certificate of Occupancy.

	Issues	Potentially Significant Impact	Less than Significant With Mitigation Incorp.	Less Than Significant Impact	No Impact
<b>VI.</b>	<b>GEOLOGY AND SOILS</b> - Would the project:				
	a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Be located on expansive soil, as defined in Table 181-B of the California Building Code (2001) creating substantial risks to life or property?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

<b>SUBSTANTIATION</b>	(Check <input type="checkbox"/> if project is located in the Geologic Hazards Overlay District):
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The Project site is not within a mapped Geological Hazard (GH) Overlay District, as depicted on the Geologic Hazard Overlay Map.

- Vla.i) No Impact.** Refer to the *Hazards and Nuisances* section above.
- Vla.ii) Less Than Significant Impact.** Refer to the *Hazards and Nuisances* section above.
- Vla.iii) No Impact.** Refer to the *Soil Suitability* section above.
- Vla.iv) No Impact.** Refer to the *Soil Suitability* section above.
- Vlb) Less Than Significant With Mitigation Incorporated.** Refer to the *Erosion and Storm Water* sections above.
- Vlc) No Impact.** Refer to the *Slope* section above.
- Vld) No Impact.** Refer to the *Soil Suitability* section above.
- Vle) Less Than Significant Impact.** Refer to the *Soil Suitability* and *Waste Water* sections above.

**MM# Mitigation Measures:**

GEO-1 Prior to issuance of Grading or Building Permit, the Project shall obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ, which includes filing a Notice of Intent (NOI) and preparation of a Storm Water Pollution Prevention Plan (SWPPP), and shall provide evidence to the County of compliance with Development Code Section 85.11.030, which requires preparation of Soil Erosion Pollution Prevention Plan.

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

**SUBSTANTIATION:**

Air quality data associated with the greenhouse gas emissions analysis is provided as Attachment D.

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

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

Implementation of the County’s GHG Plan is achieved through the Development Review Process by applying appropriate reduction requirements to projects, which reduce GHG emissions. All new development is required to quantify a project’s GHG emissions and adopt feasible mitigation to reduce project emissions below a level of significance. A review standard of 3,000 metric tons of carbon dioxide equivalent per year (MTCO<sub>2</sub>eq/yr<sup>4</sup>) is used to identify and mitigate project emissions.

For projects exceeding 3,000 MTCO<sub>2</sub>eq/yr of GHG emissions, the developer may use the GHG Plan Screening Tables in the GHG Plan as a tool to assist with calculating GHG reduction measures and the determination of a significance finding. Projects that garner 100 or more points on the Screening Tables do not require quantification of project-specific GHG

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<sup>4</sup> Carbon Dioxide Equivalent (CO<sub>2</sub>eq) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

emissions. The point system was devised to ensure project compliance with the reduction measures in the GHG Plan such that the GHG emissions from new development, when considered together with those from existing development, would allow the County to meet its year 2020 target and support longer-term reductions in GHG emissions beyond year 2020.

Projects exceeding 3,000 MTCO<sub>2</sub>eq/yr of GHG emissions that do not use the Screening Tables are required to quantify the project specific GHG emissions or otherwise demonstrate that project specific GHG emissions achieve the equivalent level of GHG emissions efficiency as a 100-point project. Consistent with the CEQA Guidelines, such projects are consistent with the GHG Plan and, therefore, would be determined to have a less than significant individual and cumulative impact for GHG emissions.

**Project Screening Table Analysis**

This GHG analysis uses the Screening Tables in the County’s GHG Plan. The purpose of the Screening Tables is to provide guidance in measuring the reduction of GHG emissions attributable to certain design and construction measures incorporated into development projects. The analysis and methodology is based upon the GHG Plan, which includes GHG emission inventories, a year 2020 emission reduction target, the goals and policies to reach the County’s emissions reduction target. As described above, projects that garner 100 points using the Screening Tables would provide the “fair share” contribution of reductions and are considered consistent with the GHG Plan. *Table 7-1, Greenhouse Gas Emissions Screening Table*, depicts which performance standards the Project would meet in order to exceed the minimum requirement of 100 points.

**Table 7-1  
Greenhouse Gas Emissions Screening Table**

Feature	Description	Project Points
<b>BUILDING ENVELOPE</b>		
Insulation	Enhanced Insulation (15% > Title 24)	7
Windows	Enhanced Window Insulation (15% > Title 24)	7
Doors	Enhanced Insulation (15% > Title 24)	7
Air Infiltration	Reduced Building Envelope Leakage (15% > Title 24)	7
Heating/Cooling Distribution	Reduced Distribution Losses (15% > Title 24)	7
Space Heating/Cooling Equipment	High Efficiency Heating Ventilation and Air Conditioning (15% > Title 24)	7
Water Heaters	High Efficiency Water Heater (15% > Title 24)	7
Artificial Lighting	High Efficiency Lights (15% > Title 24)	7
Appliances	High Efficiency Energy Star Appliances (15% > Title 24)	7
<b>MISCELLANEOUS BUILDING EFFICIENCIES</b>		
Overall Efficiencies Beyond Title 24	Overall Efficiencies Beyond Title 24	5
<b>NEW HOME RENEWABLE ENERGY</b>		
Photovoltaics for On-Site Library	Overall Energy Reduction of Approximately 40 Percent	23
<b>POTABLE WATER</b>		
Showers	EPA High Efficiency Showerheads (15% > Title 24)	3
Toilets	EPA High Efficiency Toilets (15% > Title 24)	3
Faucets	EPA High Efficiency Faucets (15% > Title 24)	3
<b>TRIP REDUCTION MEASURES</b>		
Residential Near Local Retail	9% VMT reduction	5
<b>CONSTRUCTION DEMOLITION AND DEBRIS</b>		
Recycling of Construction/Demolition Debris	Recycle 50% of debris	6
<b>SOLID WASTE</b>		
Recycling	Recycle Bins and Educational Programs	2
<b>TOTAL POINTS</b>		<b>113</b>
Source: Screening Tables from the County of San Bernardino, <i>Greenhouse Gas Emissions Reduction Plan</i> , September 2011.		

*Project Design Features*

As indicated in Table 7-1, the Project includes design features that would reduce project-related GHG emissions. The Project would exceed Title 24 and California Green Building Code requirements by 15 percent. The Project also proposes to install energy efficient lighting throughout the site and photovoltaic converters on the library/Senior housing structure and Senior carport roofs. Drought tolerant landscaping, drip irrigation, and low impact development would also be incorporated into the Project design. Recycling bins would be provided throughout the site. Table 7-2, *Reduced Greenhouse Gas Emissions*, shows the reduced GHG emissions associated with the Project design features involving transportation and water efficiency measures.

**Conclusion**

As shown in Table 7-1, the proposed Project would achieve 113 points on the County's Screening Tables. Therefore, the Project's GHG emissions would be less than significant.

**VIIb) Less Than Significant Impact.** The Project is not anticipated to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. The County's GHG Plan, which was adopted in January of 2012, is described in Section VIIa above. The Project is consistent with the GHG Plan and potential impacts would be less than significant.

**Mitigation Measures:** Project design features selected from the GHG Plan Screening Tables would ensure that the Project's impacts involving GHG emissions would be less than significant. No significant adverse impact is anticipated; therefore, no mitigation is required.

	Issues	Potentially Significant Impact	Less than Significant With Mitigation Incorp.	Less Than Significant Impact	No Impact
<b>VIII.</b>	<b>HAZARDS AND HAZARDOUS MATERIALS</b> - Would the project:				
	a) Create a significant hazard to the public or the Environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	d) Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	e) For a project located within an airport land use				

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <p>plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?</p>         | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?</p>  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</p>  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**SUBSTANTIATION:**

As shown on the Hazard Overlay Map, the Project site is not within a mapped Hazardous Waste (HW) Overlay District, Airport Safety (AR) Overlay District, or Fire Safety Overlay District. The following Hazardous Substances Assessments (see Attachment E) were conducted for the Project site: Phase I Environmental Site Assessment (Liburn Corporation, January 5, 2012); Addendum to the Phase I Environmental Site Assessment (Liburn Corporation, January 16, 2012); Commercial Structure Asbestos Survey (Infotex, Inc., February 5, 2013); and Lead Paint Inspection Report (AAA Lead Consultants and Inspections, Inc., January 18, 2013).

**VIIIa) Less Than Significant Impact.** Exposure of the public or the environment to hazardous materials could occur through the following: improper handling or use of hazardous materials or hazardous wastes particularly by untrained personnel; transportation accident; environmentally unsound disposal methods; and/or fire, explosion, or other emergencies. The severity of potential effects varies with the activity conducted, the concentration and type of hazardous material or wastes present, and the proximity of sensitive receptors.

The Project is a mixed-use development that would involve residential and office (leasing office, regional library, and social service) uses. The secondary activities that would occur at the residential units (e.g., building and landscape maintenance) would involve the use of limited quantities of hazardous materials. Cleaning and degreasing solvents, fertilizers, pesticides, and other materials used in the regular maintenance of buildings and landscaping would be utilized by the proposed residential use. Thus, the Project would increase in the use of household cleaning products and other materials routinely used in building maintenance.

The proposed development would also involve office uses (regional library, leasing office, and social services) on the ground floor of the Senior housing building. The types of hazardous materials that could be utilized during operation of these uses are expected to include cleaning and maintenance products, pesticides and herbicides, paints, and solvents and degreasers. It is not anticipated, due to the nature of the allowable uses, that these uses would be associated with use or disposal of hazardous materials in reportable quantities. Also, operation of these uses would not require the handling of hazardous or other materials that would result in the production of large amounts of hazardous waste. Additionally, the office uses would be subject to compliance with existing hazardous materials regulations, and

verification of compliance would be monitored by state (e.g., Occupational Safety and Health Administration in the workplace or Department of Toxic Substances Control for hazardous waste) and the San Bernardino County Fire Department. Therefore, Project implementation would create a less than significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

- VIIIb) Less Than Significant With Mitigation Incorporated.** Refer to the *Toxic or Hazardous Substances*, *Siting of HUD-Assisted Projects Near Hazardous Operations*, and *Hazards and Nuisances* sections above.
- VIIIc) No Impact.** Due to the nature and scope of the proposed residential and office uses, the Project is not anticipated to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste.
- VIIIId) No Impact.** Refer to the *Toxic or Hazardous Substances*, *Siting of HUD-Assisted Projects Near Hazardous Operations*, and *Hazards and Nuisances* sections above.
- VIIIe-f) No Impact.** Refer to the *Airport Clear Zones and Accident Potential Zones* section above.
- VIIIg) No Impact.** Emergency access to/from the Project site, which is available via Valley Boulevard on the south, would not be interrupted during the construction phase, since all improvements would occur entirely within the property limits. Therefore, Project implementation would not impair or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- VIIIh) No Impact.** Refer to the *Hazards and Nuisances* and *Public Safety - Fire* sections above.

**MM# Mitigation Measures:**

HAZ-1 Prior to site development, the approximately three-foot square patch of diesel fuel stained soil located on APN 0252-051-69 shall be over-excavated and removed, in consultation with the San Bernardino County Fire Department Hazardous Materials Division (Certified Unified Program Agency), pursuant to State and Federal contaminated soil regulations.

	Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
<b>IX.</b>	<b>HYDROLOGY AND WATER QUALITY</b> - Would the project:				
	a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level, which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



- |  |                          |                                     |                                     |                                     |
|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| f) Otherwise substantially degrade water quality?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| h) Place within a 100-year flood hazard area structure that would impede or redirect flood flows?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

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

The Project site is not located in a Flood Plain (FP) Safety Overlay District or dam inundation are, as depicted on the Hazard Overlay Map.

- IXa) Less Than Significant With Mitigation Incorporated.** Refer to the *Erosion and Storm Water* sections above.
- IXb) Less Than Significant Impact.** Refer to the *Sole Source Aquifers and Water Supply* sections above.
- IXc) Less Than Significant With Mitigation Incorporated.** Refer to the *Erosion and Storm Water* sections above.
- IXd) Less Than Significant Impact.** Refer to the *Storm Water* section above.
- IXe) Less Than Significant Impact.** Refer to the *Storm Water* section above.
- IXf) Less Than Significant With Mitigation Incorporated.** Refer to the *Erosion and Storm Water* sections above.

**IXg-h) No Impact.** Refer to the *Floodplain Management* and *Hazards and Nuisances* sections above.

**IXi) No Impact.** Refer to the *Hazards and Nuisances* section above.

**IXj) No Impact.** 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. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement of a sea floor associated with large, shallow earthquakes. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity.

The Project site is located over 40 miles from the Pacific Ocean and is a sufficient distance so as not to be subject to tsunami impacts. The Project site is not in the vicinity of a reservoir, harbor, lake, or storage tank capable of creating a seiche. In addition, there are no sources of potential mudflow capable of inundating the Project site due to the developed nature of the area and flat topography. Therefore, no impacts would occur in this regard.

**MM# Mitigation Measures:**

**HYD-1** Prior to issuance of Grading or Building Permit, the Project shall submit to the County for review a Project-specific Water Quality Management Plan, which includes a combination of site design/Low Impact Development Best Management Practices (BMP) (where feasible), source control, and/or treatment control BMPs, including regional treatment systems to address all identified pollutants and any hydrologic conditions of concern. The Project WQMP shall comply with the regulatory requirements outlined in the San Bernardino County Stormwater Program Technical Guidance Document for Water Quality Management Plans Document.

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

**SUBSTANTIATION:**

**Xa) Less Than Significant Impact.** Refer to the *Compatibility and Urban Impact* section above.

**Xb) Less Than Significant Impact.** Refer to the *Conformance with Comprehensive Plans and Zoning* and *Compatibility and Urban Impact* sections above.

**Xc) No Impact.** Refer to Response IVf above.

**Mitigation Measures:** No significant adverse impact is anticipated; therefore, no mitigation is required.

	Issues	Potentially Significant Impact	Less than Significant With Mitigation Incorp.	Less Than Significant Impact	No Impact
<b>XI.</b>	<b>MINERAL RESOURCES</b> - 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

As shown on the Land Use Plan, the Project site is not within a mapped Mineral Resource (MR) Overlay District.

**Xa) No Impact.** The Project would not result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state, because there are no identified important mineral resources on the Project site. Additionally, mineral extraction would be incompatible with existing and planned land uses in the area.

**Xb) No Impact.** The Project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan, because there are no identified locally important mineral resources on the Project site.

**Mitigation Measures:** No significant adverse impact is anticipated; therefore, no mitigation is required.

	Issues	Potentially Significant Impact	Less than Significant With Mitigation Incorp.	Less Than Significant Impact	No Impact
<b>XII.</b>	<b>NOISE</b> - Would the project:				
	a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- |   |                          |                                     |                                     |                                     |
|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

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

The Project site is not located in a Noise Hazard (NH) Overlay District, as depicted on the Hazard Overlay Maps, and is not subject to severe noise levels according to the County General Plan Noise Element. The noise data and assumptions associated with this analysis are provided as Attachment F.

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air, and is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear de-emphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. On this scale, the human range of hearing extends from approximately three dBA to around 140 dBA.

There are a number of metrics used to characterize community noise exposure, which fluctuate constantly over time. One such metric, the equivalent sound level (Leq), represents a constant sound that, over the specified period, has the same sound energy as the time-varying sound. Noise exposure over a longer period of time is often evaluated based on the Day-Night Sound Level (Ldn). This is a measure of 24-hour noise levels that incorporates a 10-dBA penalty for sounds occurring between 10:00 PM and 7:00 AM. The penalty is intended to reflect the increased human sensitivity to noises occurring during nighttime hours, particularly at times when people are sleeping and there are lower ambient noise conditions. Typical Ldn noise levels for light and medium density residential areas range from 55 dBA to 65 dBA.

**REGULATORY FRAMEWORK**

**Federal**

U.S. Department of Housing and Urban Development

The U.S. Department of Housing and Urban Development (HUD) has identified exterior noise standards for new housing construction; refer to Table 12-1, HUD Site Acceptability Standards. As indicated in Table 12-1, sites with sound levels of 65 CNEL and below are “acceptable” and are allowable. Construction of new noise sensitive uses is prohibited

generally for projects with “unacceptable” noise exposures and is discouraged for projects with “normally unacceptable” noise exposure.

**Table 12-1  
 HUD Site Acceptability Standards**

Approval	Ldn or CNEL (dBA) <sup>2</sup>	Requirements
Acceptable <sup>1</sup>	≤65 <sup>3</sup>	None.
Normally Unacceptable	65 – 75	Special Approvals <sup>4</sup> Environmental Review <sup>5</sup> Attenuation <sup>6</sup>
Unacceptable	> 75	Special Approvals <sup>4</sup> Environmental Review <sup>5</sup> Attenuation <sup>7</sup>
Notes: 1. The noise environment inside a building is considered acceptable if: (i) The noise environment external to the building complies with these standards, and (ii) the building is constructed in a manner common to the area or, if of uncommon construction, has at least the equivalent noise attenuation characteristics. 2. Where the building location is determined, the standards shall apply at a location 6.5 feet from the building housing noise sensitive activities in the direction of the predominant noise source. Where the building location is undetermined, the standards shall apply 6.5 feet from the building setback line nearest to the predominant noise source. However, where quiet outdoor space is desired at a site, distances should be measured from important noise sources to the outdoor area in question. (It is assumed that quiet outdoor space includes single-family private yards and multi-family patios or balconies that are greater than six feet in depth). 3. Acceptable threshold may be shifted to 70 dBA in special circumstances pursuant to Section 51.105 (a). 4. See Section 51.104(b) (Special Requirements) for requirements. 5. See Section 51.104(b) (Special Requirements) for requirements. 6. Five (5.0) dBA additional attenuation required for sites above 65 dB but not exceeding 70 dBA, and 10 dBA additional attenuation required for sites above 70 dBA but not exceeding 75 dB; see Section 51.104(a). 7. Attenuation measures can be submitted to the Assistant Secretary for CPD for approval on a case-by-case basis. Source: Title 24 (HUD), Part 51 (Environmental Criteria and Standards), Subpart B (Noise Abatement and Control), Section 51.103 (Criteria and Standards).		

**County of San Bernardino**

The County has adopted a noise ordinance with various noise standards based on the persistence of source-generated noise levels above a baseline noise standard. The County standards are summarized in Table 12-2, San Bernardino County Noise Standards for Stationary Sources, and Table 12-3, San Bernardino County Noise Standards for Adjacent Mobile Noise Sources.

**Table 12-2  
 San Bernardino County Noise Standards for Stationary Sources**

Affected Land Uses (Receiving Noise)	7:00 AM - 10:00 PM Leq	10:00 PM - 7:00 AM Leq
Residential	55 dB(A)	45 dB(A)
Professional Services	55 dB(A)	55 dB(A)
Other Commercial	60 dB(A)	60 dB(A)
Industrial	70 dB(A)	70 dB(A)
Source: County of San Bernardino, <i>Code of Ordinances Section 83.01.080 Noise, 2007.</i>		

**Table 12-3  
 San Bernardino County Noise Standards for Adjacent Mobile Noise Sources**

Categories	Land Uses	Ldn (or CNEL) dB	
	Uses	Interior <sup>1</sup>	Exterior <sup>2</sup>
Residential	Single-family, Duplex Units	45	65 <sup>3</sup>
	Mobile Home	45	65 <sup>3</sup>
Commercial	Hotel, Motel, Transient Lodging	45	65 <sup>3</sup>
	Commercial Retail, Bank and Restaurants	50	NA
	Office Building, R & D, Offices	45	65
	Amphitheater, Hall, Auditorium, Theater	45	65
Institutional	Hospital, School, Church, Library	45	65
Open Space	Park	NA	65
Notes: 1 - Interior living environment excluding bathrooms, kitchens, toilets, closets, and corridors. 2 - Outdoor environment limited to private yards of single-family dwellings, multi-family private patios or balconies, mobile home parks, hospital/office building patios, park picnic areas, school playgrounds and hotel and motel recreation areas. 3 - An exterior noise level of up to 65 dB Ldn (or CNEL) will be allowed, provided exterior noise levels have been substantially mitigated through a reasonable application of the best available noise reduction technology, and interior noise exposures does not exceed 45 dB Ldn (or CNEL) with windows and doors closed. Requiring that windows and doors remain closed will necessitate the use of air conditioning or mechanical ventilation.			
Source: County of San Bernardino, <i>Code of Ordinances Section 83.01.080 Noise, 2007.</i>			

The limits outlined above are adjusted as follows for short-term noise events:

- The noise standard plus 5 dBA for a cumulative period of more than 15 minutes in any hour.
- The noise standard plus 10 dBA for a cumulative period of more than 5 minutes in any hour.
- The noise standard plus 15 dBA for a cumulative period of more than one minute in any hour.
- The noise standard plus 20 dBA for any period of time.

If the noise consists entirely of impact noise or simple tone noise, the allowable level would be reduced by 5 dBA.

The most stringent noise standards are associated with residential land uses. As shown in [Table 12-3](#), the San Bernardino County General Plan limits exterior noise levels to 60 dBA CNEL and interior noise levels to 45 dBA CNEL. The General Plan allows exterior noise levels up to 65 dBA CNEL at residences where noise levels have been substantially mitigated using reasonable application of the best available noise reduction technology and interior noise levels do not exceed 45 dBA CNEL.

Vibration sources are regulated under Development Code Section 83.01.090, which sets the vibration limit at that which cannot be felt without the aid of instruments at or beyond the property line, and that which does not produce a particle velocity greater than or equal to 0.2 inches per second at the property line. Construction vibration is exempt from this limit between the hours of 7:00 AM and 7:00 PM, except Sundays and federal holidays and motor vehicles are exempt when not under the control of the subject use.

**EXISTING CONDITIONS**

**Stationary Sources**

The Project area is located in the community of Bloomington, which is a generally rural area that is characterized by large lots, the prevalence of animal-raising and agricultural activities, and limited commercial uses. The noise associated with these sources may represent a single-event noise occurrence, short-term, or long-term/continuous noise.

**Noise Measurements**

To quantify existing ambient noise levels in the Project area, RBF Consulting conducted two noise measurements on June 4, 2013; refer to Table 12-4, Noise Measurements. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the Project site. Fifteen-minute measurements were taken at each site between 10:00 AM and 11:30 AM. Short-term (Leq) measurements are considered representative of the noise levels throughout the day.

**Table 12-4  
Noise Measurements**

Site No.	Location	Leq (dBA)	L <sub>min</sub> (dBA)	L <sub>max</sub> (dBA)	Peak (dBA)	Time
1	Within the Project site, 160 feet east of western boundary and 100 feet north of Valley Boulevard centerline.	64.4	50.7	76.6	100.2	10:06 AM
2	Within the Project site, along the eastern boundary and approximately 400 feet north of Valley Boulevard centerline.	59.1	52.0	71.2	97.6	10:31 AM
3	Immediately north of the Project site in the residential area at the corner of Grace Street and Iris Drive.	54.8	47.4	74.4	81.9	10:55 AM

Source: RBF Consulting, June 4, 2013.

Meteorological conditions were partly cloudy skies, cool temperatures, with light wind speeds (0 to 5 miles per hour), and low humidity. Measured noise levels during the daytime measurements were 54.8 and 64.4 dBA Leq. Noise monitoring equipment used for the ambient noise survey consisted of a Brüel & Kjær Hand-held Analyzer Type 2250 equipped with a Type 4189 pre-polarized microphone. The monitoring equipment complies with applicable requirements of the American National Standards Institute (ANSI) for Type I (precision) sound level meters. The results of the field measurements are included in Attachment F, Noise Data.

**XIIa) Less Than Significant With Mitigation Incorporated.**

**Short-Term Construction**

Construction of the proposed Project would include site preparation, building construction, and paving. Ground-borne noise and other types of construction-related noise impacts would typically occur during the initial construction phases. These phases of construction have the potential to create the highest levels of noise. Typical noise levels generated by construction equipment are shown in Table 12-5, Maximum Noise Levels Generated by Construction Equipment. It should be noted that the noise levels identified in Table 12-5 are maximum

sound levels ( $L_{max}$ ), which are the highest individual sound occurring at an individual time period. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

**Table 12-5  
 Maximum Noise Levels Generated by Construction Equipment**

Type of Equipment	Acoustical Use Factor <sup>1</sup>	$L_{max}$ at 50 Feet (dBA)
Concrete Saw	20	90
Crane	16	81
Concrete Mixer Truck	40	79
Backhoe	40	78
Dozer	40	82
Excavator	40	81
Forklift	40	78
Paver	50	77
Roller	20	80
Tractor	40	84
Water Truck	40	80
Grader	40	85
General Industrial Equipment	50	85
Note: 1 – Acoustical use factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.		
Source: Federal Highway Administration, <i>Roadway Construction Noise Model (FHWA-HEP-05-054)</i> , January 2006.		

Construction noise would be acoustically dispersed throughout the Project site and not concentrated in one area near adjacent sensitive uses. The San Bernardino County Development Code Section 83.01(g) allows construction related noise between 7:00 AM and 6:00 PM Monday through Saturday excluding holidays. Short-term impacts associated with construction will be limited to the greatest extent practicable with the implementation of the mitigation measures outlined below. Implementation of Mitigation Measure NOI-1 would further minimize impacts from construction noise as it requires construction equipment to be equipped

with properly operating and maintained mufflers and other state required noise attenuation devices. Thus, a less than significant noise impact would result from construction activities.

**Operational Noise Sources**

*Note: The long-term operational noise analysis within this section is based upon the development of 196 dwelling units as part of the proposed Project. Since completion of the noise analysis, the number of dwelling units was subsequently reduced to 190 (as reflected within this environmental document). Thus, the operational noise analysis is considered conservative in nature, since it assumes an additional six dwelling units beyond what would be constructed by the project. None of the conclusions or mitigation measures are affected by this reduction in dwelling units.*



Off-Site Mobile Noise

Future development generated by the Project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the vicinity of existing and proposed land uses. According to the *Traffic Impact Analysis*, the Project would generate approximately 1,492 daily trips.

*Existing Condition*

The “Existing” and “Existing With Project” scenarios were compared. According to [Table 12-6, Existing With Project Traffic Noise Levels](#), under the “Existing” scenario, noise levels would range from 53.0 to 66.5 dBA. Traffic noise levels under the “Existing With Project” scenario noise levels would range from 53.0 to 66.7 dBA. The highest noise levels would occur along Valley Boulevard (east of Locust Avenue), with the highest noise level increase (0.3 dBA) occurring along Valley Boulevard (west of Locust Avenue). However, as this noise level increase is below 3.0 dBA, a less than significant impact would occur in this regard.

**Table 12-6  
Existing With Project Traffic Noise Levels**

Roadway Segment	Existing Without Project		Existing With Project		Difference In dBA @ 50 Feet from Roadway Centerline
	ADT	dBA @ 50 Feet from Roadway Centerline	ADT	dBA @ 50 Feet from Roadway Centerline	
<b>Valley Boulevard</b>					
East of Locust Avenue	14,076	66.5	15,024	66.7	0.2
West of Locust Avenue	13,464	66.3	14,472	66.6	0.3
<b>Locust Avenue</b>					
North of Valley Boulevard	3,888	60.1	3,948	60.2	0.1
South of Valley Boulevard	756	53.0	756	53.0	0
ADT = average daily trips; dBA = A-weighted decibels					
Source: RBF Consulting, <i>Bloomington Phase I Project Traffic Impact Analysis</i> , June 21, 2013.					

*Future Condition*

The “Future” and “Future With Project” scenarios were compared. According to [Table 12-7, Forecast Traffic Noise Levels](#), under the “Future” scenario, noise levels would range from 53.1 to 66.9 dBA. Traffic noise levels under the “Future With Project” scenario noise levels would range from 53.1 to 67.1 dBA. The highest noise levels would occur along Valley Boulevard (east of Locust Avenue), with the highest noise level increase (0.3 dBA) occurring along Valley Boulevard (west of Locust Avenue). However, as this noise level increase is below 3.0 dBA, a less than significant impact would occur in this regard.

**Table 12-7  
 Forecast Traffic Noise Levels**

Roadway Segment	Future Without Project		Future With Project		Difference In dBA @ 50 Feet from Roadway Centerline
	ADT	dBA @ 50 Feet from Roadway Centerline	ADT	dBA @ 50 Feet from Roadway Centerline	
<b>Valley Boulevard</b>					
East of Locust Avenue	15,480	66.9	16,428	67.1	0.2
West of Locust Avenue	14,640	66.6	15,660	66.9	0.3
<b>Locust Avenue</b>					
North of Valley Boulevard	4,368	60.6	4,440	60.7	0.1
South of Valley Boulevard	768	53.1	768	53.1	0
ADT = average daily trips; dBA = A-weighted decibels					
Source: RBF Consulting, <i>Bloomington Phase I Project Traffic Impact Analysis</i> , June 21, 2013.					

Cumulative Mobile Source Impacts

A project’s contribution to a cumulative traffic noise increase would be considered significant if the project exceeds both a combined effect exceeds perception level (i.e., auditory level increase) and incremental effects threshold. The following discusses the combined and incremental effects criteria:

*Combined Effect. A cumulative with project noise level (“Future With Project”) would cause a significant cumulative impact if a 3.0 dB increase over existing conditions occurs and the resulting noise level exceeds the applicable exterior standard at a sensitive use.*

Although there may be a significant noise increase due to a proposed project in combination with other related projects (combined effects), it must also be demonstrated that the project has an incremental effect. In other words, a significant portion of the noise increase must be due to the proposed project. The following criteria have been utilized to evaluate the incremental effect of the cumulative noise increase.

*Incremental Effects. The “Future With Project” causes a 1.0 dBA increase in noise over the “Future Without Project” noise level.*

A significant impact would result only if both the combined and incremental effects criteria have been exceeded. Noise by definition is a localized phenomenon, and reduces as distance from the source increases. Consequently, only the Project and growth due to occur in the Project site’s general vicinity would contribute to cumulative noise impacts. Table 12-8, Cumulative Noise Scenario, lists the traffic noise effects along the affected roadway segment for “Existing,” “Future Without Project,” and “Future With Project,” conditions, including incremental and net cumulative impacts.

As indicated in Table 12-8, noise levels would not exceed the Combined or Incremental Effects criteria. Therefore, the Project, in combination with cumulative background traffic noise levels, would result in less than significant impacts.

**Table 12-8  
 Cumulative Noise Scenario**

Roadway Segment	Existing	Future Without Project	Future With Project	Combined Effects	Incremental Effects	Significant Impact?
	dBA @ 50 Feet from Roadway Centerline	dBA @ 50 Feet from Roadway Centerline	dBA @ 50 Feet from Roadway Centerline	Difference In dBA Between Existing and Future With Project	Difference In dBA Between Future Without Project and Future With Project	
<b>Valley Boulevard</b>						
East of Locust Avenue	66.5	66.9	67.1	0.6	0.2	<b>No</b>
West of Locust Avenue	66.3	66.6	66.9	0.6	0.3	<b>No</b>
<b>Locust Avenue</b>						
North of Valley Boulevard	60.1	60.6	60.7	0.6	0.1	<b>No</b>
South of Valley Boulevard	53.0	53.1	53.1	0.1	0	<b>No</b>
Notes: ADT = average daily traffic; dBA = A-weighted decibels						
Source: RBF Consulting, <i>Bloomington Phase I Project Traffic Impact Analysis</i> , June 21, 2013.						

On-Site Mobile Noise

Table 12-9, On-Site Noise Levels, presents a summary of future exterior noise level impacts at the building façade. The estimated noise levels at the building façade represent the worst-case combined noise level impacts from Valley Boulevard which would be the primary source of noise exposure for Project. The on-site traffic noise level impacts indicate that the Project would experience long-range unmitigated exterior noise levels of up to 66.1 dBA CNEL and unmitigated interior noise levels of up to 41.9 dBA CNEL.

Pursuant to Development Code Section 83.01.080, interior noise levels in all multi-family residences shall not exceed 45 dBA CNEL. The exterior noise levels in all multi-family residential land use areas should not exceed 60 dBA CNEL for any exterior residential use area. However, an exterior noise level of up to 65 dBA CNEL is permitted if exterior noise levels have been substantially mitigated through a reasonable application of the best available noise reduction technologies. It is noted that these standards are consistent with the noise thresholds set forth by HUD.

As indicated in Table 12-9, future on-site noise levels have the potential to exceed 60 dBA for the units with balconies or outdoor activity areas facing Valley Boulevard (i.e., within 120 feet of the edge of the roadway). Therefore, Mitigation Measure NOI-2 would be required to reduce exterior noise levels to the extent feasible. Based on a standard 24 dBA exterior-to-interior attenuation rate with windows closed,<sup>5</sup> interior noise levels with mitigation incorporated would be a maximum of 41.9 dBA, and would be below the County's 45 dBA interior noise standard. Therefore, with implementation of Mitigation Measure NOI-2, on-site noise impacts would be less than significant.

Stationary Source Noise

Upon Project completion, noise in the Project area would not significantly increase. The Project proposes a mixed-use development that would include multi-family residential and office (library, leasing office, and social services) uses within a developed area. Stationary noise sources associated with the Project would include mechanical equipment.

<sup>5</sup> United States Environmental Protection Agency, *Protective Noise Levels (EPA 550/9-79-100)*, November 1979.

**Table 12-9  
On-Site Noise Levels**

Receiver Number	Type <sup>1</sup>	Exterior Noise Levels <sup>2</sup> (dBA CNEL)			Interior Noise Levels <sup>2,3</sup> (dBA CNEL)		
		1 <sup>st</sup> Floor	2 <sup>nd</sup> Floor	3 <sup>rd</sup> Floor	1 <sup>st</sup> Floor	2 <sup>nd</sup> Floor	3 <sup>rd</sup> Floor
1	Tot Lot	56.1	59.4	59.6	32.1	35.4	35.6
2	Residential	58.6	61.5	61.7	34.6	37.5	37.7
3	Residential	63.1	65.6	65.8	39.1	41.6	41.8
4	Residential	63.1	65.6	65.8	39.1	41.6	41.8
5	Residential	63.0	65.6	65.8	39.0	41.6	41.8
6	Library/Residential	63.5	65.9	66.1	39.5	41.9	42.1
7	Library/Residential	63.5	65.8	66.0	39.5	41.8	42.0
8	Library/Residential	63.5	65.9	66.1	39.5	41.9	42.1
9	Library/Residential	63.5	65.8	66.0	39.5	41.8	42.0
10	Library/Residential	63.5	65.9	66.1	39.5	41.9	42.1
11	Residential	59.3	62.2	62.4	35.3	38.2	38.4
12	Residential	57.5	60.7	60.9	33.5	36.7	36.9
13	Residential	56.6	59.9	60.0	32.6	35.9	36.0
14	Residential	56.0	59.2	59.4	32.0	35.2	35.4
15	Residential	55.4	58.3	59.1	31.4	34.3	35.1
16	Residential	54.9	57.5	58.6	30.9	33.5	34.6
17	Residential	52.5	55.0	56.9	28.5	31.0	32.9
18	Residential	51.9	54.4	56.5	27.9	30.4	32.5
19	Residential	51.4	53.9	56.0	27.4	29.9	32.0
20	Residential	51.0	53.6	55.5	27.0	29.6	31.5
21	Residential	50.7	53.3	55.1	26.7	29.3	31.1
22	Residential	50.2	53.0	54.6	26.2	29.0	30.6
23	Residential	49.1	52.2	53.4	25.1	28.2	29.4

dBA = A-Weighted Decibel; CNEL = Community Noise Equivalent Level

Notes:

1. Residential units would be located above the proposed library along Valley Boulevard.
2. The TNM 2.5 model has a tolerance standard deviation of +/-0.5 dBA.
3. Interior noise calculated based on a standard outdoor to indoor attenuation rate of 24 dBA, as identified within the United States Environmental Protection Agency, *Protective Noise Levels (EPA 550/9-79-100)*, November 1979.

Typically, mechanical equipment noise is 55 dBA at 50 feet from the source. The nearest sensitive receptors to the Project site are the existing single-family residential uses located to the north, approximately 25 feet from the nearest proposed onsite building. Heating Ventilation and Air Conditioning (HVAC) units would be located on the roof of the buildings, likely toward the center and behind a parapet. Thus, the Project would likely not result in noise impacts to nearby residential uses from HVAC units. Therefore, the nearest residential uses would not be directly exposed to substantial noise from onsite mechanical equipment. Impacts in this regard would be less than significant.

**XIIb) Less Than Significant With Mitigation Incorporated.** Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results

from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

The types of construction vibration impact include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. The vibration produced by construction equipment is presented in Table 12-10, Typical Vibration Levels for Construction Equipment.

**Table 12-10  
 Typical Vibration Levels for Construction Equipment**

Equipment	Approximate peak particle velocity at 25 feet (inches/second)
Large bulldozer	0.089
Loaded trucks	0.076
Small bulldozer	0.003
Notes: 1. Federal Transit Administration, <i>Transit Noise and Vibration Impact Assessment Guidelines</i> , May 2006. Table 12-2. 2. Calculated using the following formula:  $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$ where: PPV (equip) = the peak particle velocity in inch per second of the equipment adjusted for the distance PPV (ref) = the reference vibration level in inch per second from Table 12-2 of the FTA <i>Transit Noise and Vibration Impact Assessment Guidelines</i> D = the distance from the equipment to the receiver  Source: Federal Transit Administration, <i>Transit Noise and Vibration Impact Assessment Guidelines</i> , May 2006.	

The nearest structures to the Project site are the residential uses located to the north. Groundborne vibration decreases rapidly with distance. As indicated in Table 12-10, based on the Federal Transit Administration (FTA) data, vibration velocities from typical heavy construction equipment operation that would be used during Project construction range from 0.003 to 0.089 inch-per-second peak particle velocity (PPV) at 25 feet from the source of activity. For the proposed development, groundborne vibration would be generated primarily during grading activities. As construction activities would be limited and would not be concentrated within 25 feet of the nearby structures for an extended period of time, vibration impacts would be less than significant.

- XIIC) Less Than Significant Impact.** Refer to the “Long-Term Operational Impacts” discussion under Section XIIa) above.
- XIId) Less Than Significant With Mitigation Incorporated.** Refer to the “Short-Term Impacts” discussion under Section XIIa) above.
- XIIe-f) No Impact.** Refer to the *Noise Abatement and Control* section above.

**MM# Mitigation Measures:**

NOI-1 Construction Noise. Prior to Grading Permit or Building Permit issuance, the “developer” shall submit and obtain approval from County Planning of a signed letter agreeing to implement and document compliance, as a condition of all construction contracts/subcontracts requirements, to reduce noise (and other air quality vehicle and equipment emissions) impacts during construction, the following measures:

- a. During the Project site excavation and grading, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with the manufactures standards.
- b. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Project site.
- c. The construction contractor shall limit all construction-related activities that would result in high noise levels between the hours of 7:00 AM and 7:00 PM, except Sundays and federal holidays.
- d. During all Project construction, the construction contractor shall place equipment staging in locations that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the Project site.
- e. The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.

NOI-2 On-Site Mobile Noise. Outdoor activity areas (e.g., balconies, courtyards, etc.) that face Valley Boulevard (i.e., within 120 feet of the edge of the roadway) shall incorporate noise attenuating treatments. These outdoor activity areas shall include a barrier that is at least 42 inches high as measured from the floor. Acceptable materials for the construction of the barrier shall have a weight of 2.5 pounds per square foot of surface area. The barrier may be composed of the following materials: masonry block; stucco veneer over wood framing (or foam core); glass; Plexiglass; or Lexan (1/4 inch thick). The barrier may be constructed of any one or a combination of these materials.

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

**SUBSTANTIATION:**

**XIIIa) Less Than Significant Impact.** Refer to the *Demographic Character Changes* section above.

**XIIIb-c) No Impact.** Refer to the *Displacement* section above.

**Mitigation Measures:** No significant adverse impact is anticipated; therefore, no mitigation is required.

	Issues	Potentially Significant Impact	Less than Significant With Mitigation Incorp.	Less Than Significant Impact	No Impact
<b>XIV.</b>	<b>PUBLIC SERVICES</b>				

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

1. Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**SUBSTANTIATION:**

**XIVa-1) Less Than Significant Impact.** Refer to the *Public Safety - Fire* section above.

**XIVa-2) Less Than Significant Impact.** Refer to the *Public Safety - Police* section above.

**XIVa-3) Less Than Significant Impact.** Refer to the *Educational Facilities* section above.

**XIVa-4) Less Than Significant Impact.** Refer to the *Open Space and Recreation* sections above.

**XIVa-5) Less Than Significant Impact.** Refer to the *Cultural Facilities* section above.

**Mitigation Measures:** No significant adverse impact is anticipated; therefore, no mitigation is required.

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

**SUBSTANTIATION:**

**XVa-b) Less Than Significant Impact.** Refer to the *Open Space and Recreation* sections above.

**Mitigation Measures:** No significant adverse impact is anticipated; therefore, no mitigation is required.

	Issues	Potentially Significant Impact	Less than Significant With Mitigation Incorp.	Less Than Significant Impact	No Impact
<b>XVI.</b>	<b>TRANSPORTATION/TRAFFIC</b> - Would the project:				
	a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



- |  |                          |                                     |                                     |                          |
|--|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?                                 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| e) Result in inadequate emergency access?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**SUBSTANTIATION:**

*Note: The long-term operational traffic analysis within this section is based upon the development of 196 dwelling units as part of the proposed Project. Since completion of the Traffic Impact Analysis, the number of dwelling units was subsequently reduced to 190 (as reflected within this environmental document). Thus, the operational traffic analysis is considered conservative in nature, since it assumes an additional six dwelling units beyond what would be constructed by the project. None of the conclusions or mitigation measures are affected by this reduction in dwelling units.*

This section is based upon the Traffic Impact Analysis dated June 21, 2013 and provided as Attachment G. The purpose of the Traffic Impact Analysis is to evaluate potential Project impacts related to traffic and circulation in the vicinity of the Project site. The evaluation considers impacts on local intersections, roadways, and regional transportation facilities. The following analysis scenarios are evaluated in this study:

- Existing Conditions;
- Forecast Existing Plus Project Conditions;
- Forecast Year 2015 With Ambient Traffic Without Project Conditions;
- Forecast Year 2015 With Ambient Traffic With Project Conditions;
- Forecast Year 2015 With Ambient and Cumulative Project Traffic Without Project Conditions; and
- Forecast Year 2015 With Ambient and Cumulative Project Traffic With Project Conditions.

**STUDY AREA**

This study analyzes the following eight intersections in the vicinity of the Project site (also refer to Exhibit 3 of the Traffic Impact Analysis, provided as Attachment G):

1. Project Westerly Driveway/Valley Boulevard (future intersection);
2. Project Main Driveway/Valley Boulevard (future intersection);
3. Project Easterly Driveway/Valley Boulevard (future intersection);
4. Locust Avenue/Valley Boulevard;
5. Linden Avenue/Valley Boulevard;
6. Cedar Avenue/Valley Boulevard;
7. Cedar Avenue/I-10 Westbound Ramps; and
8. Cedar Avenue/I-10 Eastbound Ramps.

**ANALYSIS METHODOLOGY**

**Intersection Analysis Methodology**

The County of San Bernardino utilizes the Highway Capacity Manual (HCM) intersection analysis methodology to analyze the operation of signalized and unsignalized intersections. The HCM analysis methodology describes the operation of an intersection using a range of level of service (LOS) from LOS A (free flow conditions) to LOS F (severely congested conditions), based on the corresponding stopped delay experienced per vehicle for intersections shown in Table 16-1, LOS and Delay Ranges.

**Table 16-1  
 LOS and Delay Ranges**

LOS	Delay (seconds/vehicle)	
	Signalized Intersections	Unsignalized Intersections
A	$\leq 10.0$	$< 10.0$
B	$> 10.0 \leq 20.0$	$> 10.0$ to $< 15.0$
C	$> 20.0 \leq 35.0$	$> 15.0$ to $< 25.0$
D	$> 35.0 \leq 55.0$	$> 25.0$ to $< 35.0$
E	$> 55.0 \leq 80.0$	$> 35.0$ to $< 50.0$
F	$> 80.0$	$> 50.0$

Level of service is based on the average stopped delay per vehicle for all movements of signalized intersections and all-way stop-controlled intersections; for one-way or two-way stop-controlled intersections, LOS is based on the worst stop-controlled approach.

**County of San Bernardino Performance Criteria**

The County of San Bernardino target for peak hour intersection operation is LOS D or better for study intersections.

**County of San Bernardino Thresholds of Significance**

The following criteria are used to determine if the addition of Project traffic should be considered to have a significant impact and thus requires the identification of feasible mitigation measures to mitigate the significant impacts.

Signalized Intersections

Any study intersection that is operating at an acceptable LOS (LOS D or better) for any study scenario without project traffic in which the addition of project traffic causes the intersection to degrade to a deficient LOS (LOS E or F) shall mitigate the impact to bring the intersection back to at least LOS D.

Any study intersection that is operating at a deficient LOS (LOS E or F) for any study scenario without project traffic shall mitigate any impacts so as to bring the intersection back to the overall level of delay established prior to project traffic being added.

Unsignalized Intersections

An impact is considered significant if either section a) or both sections b) and c) occur.

- a) The addition of project related traffic causes the intersection to change from an acceptable LOS (LOS D or better) to a deficient LOS (LOS E or F).

OR

- b) The project contributes additional traffic to an intersection that is already projected to operate at a deficient LOS (LOS E or F).

AND

- c) One or both of the following conditions are met:
- The project adds ten (10) or more trips to any approach.
  - The intersection meets the peak hour traffic signal warrant after the addition of project traffic.

## EXISTING CONDITIONS

### Roadway Description

The characteristics of the roadway system in the vicinity of the Project site are described below:

- Cedar Avenue** is generally a four-lane divided roadway with a painted median trending in a north-south direction. The posted speed limit on Cedar Avenue is 40 miles per hour; on-street parking is prohibited.
- Linden Avenue** is a two-lane undivided roadway trending in a north-south direction. The posted speed limit is 40 miles per hour on Linden Avenue; on-street parking is permitted.
- Locust Avenue** is a two-lane undivided roadway trending in a north-south direction. The posted speed limit is 40 miles per hour on Locust Avenue; on-street parking is permitted.
- Valley Boulevard** is a four-lane divided roadway with a painted median trending in an east-west direction. The posted speed limit is between 40 to 45 miles per hour on Valley Boulevard; on-street parking is permitted.

### Existing Conditions Traffic Volumes

To determine existing operation of the study intersections during the AM peak period and PM peak period, traffic movement counts at all study intersections were collected in June 2013 on a typical weekday.

The AM peak period intersection counts were collected from 7:00 AM to 9:00 AM and the PM peak period intersection counts were collected from 4:00 PM to 6:00 PM. The traffic volumes used in this analysis were taken from the highest hour within each peak period counted.

Exhibit 4 of the Traffic Impact Analysis (provided as Attachment G) shows existing conditions AM and PM peak hour volumes at the study intersections. Exhibit 5 of the Traffic Impact Analysis (provided as Attachment G) shows existing study intersection geometry and control.

### Existing Conditions Study Intersection Peak Hour Level of Service

Table 16-2, Existing Conditions AM and PM Peak Hour Study Intersection LOS, summarizes existing conditions AM and PM peak hour LOS of the study intersections.

As shown in [Table 16-2](#), the study intersections are currently operating at an acceptable LOS (LOS D or better) according to agency performance criteria for existing conditions.

**Table 16-2  
 Existing Conditions AM and PM  
 Peak Hour Study Intersection LOS**

Study Intersection	AM Peak Hour	PM Peak Hour
	Delay – LOS	Delay – LOS
1. Project Westerly Dwy/Valley Blvd	<i>Future Intersection</i>	<i>Future Intersection</i>
2. Project Main Dwy/Valley Blvd	<i>Future Intersection</i>	<i>Future Intersection</i>
3. Project Easterly Dwy/Valley Blvd	<i>Future Intersection</i>	<i>Future Intersection</i>
4. Locust Ave/Valley Blvd	18.9 – B	15.2 – B
5. Linden Ave/Valley Blvd	14.1 – B	12.7 – B
6. Cedar Ave/Valley Blvd	23.3 – C	28.5 – C
7. Cedar Ave/I-10 WB Ramps	19.4 – B	22.1 – C
8. Cedar Ave/I-10 EB Ramps	25.5 – C	21.1 – C

Notes: Delay shown in seconds; EB = Eastbound; WB = Westbound.

**XVIa) Less Than Significant Impact.** The proposed Project consists of a 190-unit multi-family affordable housing development on a vacant site located along Valley Boulevard, between Locust Avenue and Alder Avenue within the community of Bloomington. The development would also include onsite support facilities in addition to a 6,000 square-foot library. Access for the site would be provided via Valley Boulevard by a full access signalized driveway within the central portion of the site and two right-turn exit only driveways at each end of the Project site. The proposed Project is planned to open in 2015. Impacts of the proposed Project on the surrounding roadway system are analyzed below.

**FORECAST PROJECT TRIP GENERATION**

To determine forecast trip generation of the proposed Project, Institute of Transportation Engineers (ITE) Trip Generation (9th Edition, 2012) published trip generation rates were used.

[Table 16-3, \*ITE Trip Rates for Proposed Project\*](#), summarizes ITE trip generation rates used to calculate the number of trips forecast to be generated by the proposed Project.

**Table 16-3  
 ITE Trip Rates for Proposed Project**

Land Use (ITE Code)	Units	AM Peak Hour Trip Rates			PM Peak Hour Trip Rates			Daily Trip Rate
		In	Out	Total	In	Out	Total	
Apartment (220)	du	0.10	0.41	0.51	0.40	0.22	0.62	6.65
Senior Housing Attached (252)	du	0.07	0.13	0.20	0.14	0.11	0.25	3.44
Library (590)	tsf	0.74	0.30	1.04	3.50	3.80	7.30	56.24

Notes: du = dwelling units; tsf = thousand square feet.

Table 16-4, *Forecast Trip Generation of Proposed Project*, summarizes the forecast trip generation of the proposed Project utilizing the ITE trip generation rates shown in Table 16-3.

**Table 16-4  
Forecast Trip Generation of Proposed Project**

Land Use	AM Peak Hour Trip Generation			PM Peak Hour Trip Generation			Daily Trip Generation
	In	Out	Total	In	Out	Total	
Apartments – 131 units	13	54	67	52	29	81	871
Senior Housing – 65 units	5	8	13	9	7	16	224
Library – 6,000 square feet	4	2	6	21	23	44	337
<b>Proposed Project Trip Generation</b>	<b>22</b>	<b>64</b>	<b>86</b>	<b>82</b>	<b>59</b>	<b>141</b>	<b>1,432</b>

As shown in Table 16-4, the proposed Project is forecast to generate approximately 1,432 daily trips, which include approximately 86 AM peak hour trips and 141 PM peak hour trips.

This is a conservative analysis since it does not assume any onsite trip capture reduction between the compatible land uses on the Project site.

**FORECAST PROJECT TRIP DISTRIBUTION**

Exhibit 7 of the Traffic Impact Analysis (provided as Attachment G) shows forecast trip distribution of Project-generated trips during the AM and PM peak hour.

**FORECAST PROJECT TRIP ASSIGNMENT**

Exhibit 8 of the Traffic Impact Analysis (provided as Attachment G) shows the corresponding AM peak hour and PM forecast peak hour assignment of Project-generated trips assuming the trip percent distribution shown in Exhibit 7 of the Traffic Impact Analysis.

**FORECAST EXISTING PLUS PROJECT CONDITIONS**

This section analyzes traffic conditions associated with the addition of trips forecast to be generated by the proposed Project as compared to existing conditions.

**Forecast Existing Plus Project Conditions Traffic Volumes**

Forecast existing plus Project conditions peak hour traffic volumes were derived by adding Project-generated trips to existing conditions traffic volumes.

Exhibit 9 of the Traffic Impact Analysis (provided as Attachment G) shows forecast existing plus Project conditions AM and PM peak hour volumes at the study intersections.

**Forecast Existing Plus Project Conditions Study Intersection Peak Hour Level of Service**

Table 16-5, *Forecast Existing Plus Project Conditions AM and PM Peak Hour Study Intersection LOS*, summarizes forecast existing plus Project conditions AM and PM peak hour LOS of the study intersections.

As shown in Table 16-5, the study intersections are forecast to operate at an acceptable LOS (LOS D or better) according to agency performance criteria for forecast existing plus Project conditions.

**Table 16-5  
Forecast Existing Plus Project Conditions  
AM and PM Peak Hour Study Intersection LOS**

Study Intersection	Existing Conditions		Forecast Existing Plus Project Conditions		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	Delay – LOS	Delay – LOS	Delay – LOS	Delay – LOS	
1. Project Westerly Dwy/Valley Blvd	<i>Future Intersection</i>	<i>Future Intersection</i>	9.5 – A	9.8 – A	No
2. Project Main Dwy/Valley Blvd	<i>Future Intersection</i>	<i>Future Intersection</i>	8.5 – A	5.6 – A	No
3. Project Easterly Dwy/Valley Blvd	<i>Future Intersection</i>	<i>Future Intersection</i>	9.5 – A	9.9 – A	No
4. Locust Ave/Valley Blvd	18.9 – B	15.2 – B	18.7 – B	15.0 – B	No
5. Linden Ave/Valley Blvd	14.1 – B	12.7 – B	14.0 – B	12.5 – B	No
6. Cedar Ave/Valley Blvd	23.3 – C	28.5 – C	23.7 – C	28.6 – C	No
7. Cedar Ave/I-10 WB Ramps	19.4 – B	22.1 – C	19.5 – B	22.0 – C	No
8. Cedar Ave/I-10 EB Ramps	25.5 – C	21.1 – C	25.7 – C	21.4 – C	No

Notes: Delay shown in seconds; EB = Eastbound; WB = Westbound.

As also shown in Table 16-5, based on agency thresholds of significance, the addition of Project-generated trips is forecast to result in no significant traffic impacts at the study intersections for forecast existing plus Project conditions.

**FORECAST YEAR 2015 WITH AMBIENT TRAFFIC WITHOUT PROJECT CONDITIONS**

To determine potential traffic impacts of the proposed Project on the study area at the 2015 opening year, forecast year 2015 with ambient traffic without Project conditions are examined prior to forecast year 2015 with ambient traffic with Project conditions. An ambient annual growth rate of one percent per year is utilized to increase existing traffic volumes to the 2015 horizon year to account for regional growth in the vicinity of the Project site.

Exhibit 10 of the Traffic Impact Analysis (provided as Attachment G) shows forecast year 2015 with ambient traffic without Project conditions AM and PM peak hour volumes at the study intersections.

**Forecast Year 2015 With Ambient Traffic Without Project Conditions Study Intersection Peak Hour Level of Service**

Table 16-6, Forecast Year 2015 With Ambient Traffic Without Project Conditions AM and PM Peak Hour Study Intersection LOS, summarizes forecast year 2015 with ambient traffic without Project conditions AM and PM peak hour LOS of the study intersections.

As shown in Table 16-6, the study intersections are forecast to operate at an acceptable LOS (LOS D or better) according to agency performance criteria for forecast year 2015 with ambient traffic without Project conditions.

**Table 16-6  
 Forecast Year 2015 With Ambient Traffic Without  
 Project Conditions AM and PM Peak Hour Study Intersection LOS**

Study Intersection	AM Peak Hour	PM Peak Hour
	Delay – LOS	Delay – LOS
1. Project Westerly Dwy/Valley Blvd	<i>Future Intersection</i>	<i>Future Intersection</i>
2. Project Main Dwy/Valley Blvd	<i>Future Intersection</i>	<i>Future Intersection</i>
3. Project Easterly Dwy/Valley Blvd	<i>Future Intersection</i>	<i>Future Intersection</i>
4. Locust Ave/Valley Blvd	19.0 – B	15.3 – B
5. Linden Ave/Valley Blvd	14.1 – B	12.8 – B
6. Cedar Ave/Valley Blvd	23.5 – C	28.7 – C
7. Cedar Ave/I-10 WB Ramps	19.8 – B	22.3 – C
8. Cedar Ave/I-10 EB Ramps	25.7 – C	21.2 – C
Notes: Delay shown in seconds; EB = Eastbound; WB = Westbound.		

**FORECAST YEAR 2015 WITH AMBIENT TRAFFIC WITH PROJECT CONDITIONS**

This section analyzes traffic conditions associated with the addition of trips forecast to be generated by the proposed Project to forecast year 2015 with ambient traffic without Project conditions.

**Forecast Year 2015 With Ambient Traffic With Project Conditions Traffic Volumes**

Forecast year 2015 with ambient traffic with Project conditions volumes were derived by adding Project-generated trips to forecast year 2015 with ambient traffic without Project conditions traffic volumes. Exhibit 11 of the Traffic Impact Analysis (provided as Attachment G) shows forecast year 2015 with ambient traffic with Project conditions AM and PM peak hour volumes at the study intersections.

**Forecast Year 2015 With Ambient Traffic With Project Conditions Study Intersection Peak Hour Level of Service**

Table 16-7, Forecast Year 2015 With Ambient Traffic With Project Conditions AM and PM Peak Hour Study Intersection LOS, summarizes forecast year 2015 with ambient traffic with Project conditions AM and PM peak hour LOS of the study intersections.

As shown in Table 16-7, the study intersections are forecast to operate at an acceptable LOS (LOS D or better) according to agency performance criteria for forecast year 2015 with ambient traffic with Project conditions.

As also shown in Table 16-7, based on agency thresholds of significance, the addition of Project-generated trips is forecast to result in no significant traffic impacts at the study intersections for forecast year 2015 with ambient traffic with Project conditions.

**Table 16-7  
 Forecast Year 2015 With Ambient Traffic With Project  
 Conditions AM and PM Peak Hour Study Intersection LOS**

Study Intersection	FY 2015 With Ambient Traffic Without Project Conditions		FY 2015 With Ambient Traffic With Project Conditions		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	Delay – LOS	Delay – LOS	Delay – LOS	Delay – LOS	
1. Project Westerly Dwy/Valley Blvd	<i>Future Intersection</i>	<i>Future Intersection</i>	9.5 – A	9.8 – A	No
2. Project Main Dwy/Valley Blvd	<i>Future Intersection</i>	<i>Future Intersection</i>	8.4 – A	5.5 – A	No
3. Project Easterly Dwy/Valley Blvd	<i>Future Intersection</i>	<i>Future Intersection</i>	9.6 – A	10.0 – A	No
4. Locust Ave/Valley Blvd	19.0 – B	15.3 – B	18.7 – B	15.0 – B	No
5. Linden Ave/Valley Blvd	14.1 – B	12.8 – B	14.0 – B	12.5 – B	No
6. Cedar Ave/Valley Blvd	23.5 – C	28.7 – C	23.8 – C	28.8 – C	No
7. Cedar Ave/I-10 WB Ramps	19.8 – B	22.3 – C	19.9 – B	22.3 – C	No
8. Cedar Ave/I-10 EB Ramps	25.7 – C	21.2 – C	25.9 – C	21.5 – C	No

Notes: Delay shown in seconds; EB = Eastbound; WB = Westbound.

**FORECAST YEAR 2015 WITH AMBIENT AND CUMULATIVE PROJECT TRAFFIC WITHOUT PROJECT CONDITIONS**

To determine potential traffic impacts of the proposed Project on the study area at the 2015 opening year, forecast year 2015 with ambient and cumulative project traffic without Project conditions are examined prior to forecast year 2015 with ambient and cumulative Project traffic with Project conditions.

**Forecast Year 2015 With Ambient and Cumulative Project Traffic Without Project Conditions Peak Hour Traffic Volumes**

To derive forecast year 2015 with ambient and cumulative project traffic without Project conditions traffic volumes, an ambient annual growth rate of one percent per year was applied to existing traffic volumes to the 2015 horizon year to account for regional growth in the vicinity of the Project site. Additionally, forecast year 2015 with ambient and cumulative traffic without Project conditions includes the addition of trips associated with the following twelve (12) cumulative projects identified by County of San Bernardino staff that are assumed to be constructed by year 2015, which are not yet built and therefore, not yet generating trips:

1. APN 0252-032-70-0000 (Project #P200500635): 15,000 square feet of retail and office;
2. APN 0252-141-64-0000 (Project #P200900316): 3,294 square feet of take-out food service;
3. APN 0252-041-58-0000 (Project #P201000004): 13,492 square feet addition of recreational center to an existing church;
4. APN 0252-151-08-0000 (Project #P200600703): 3,265 square feet of drive through restaurant, 7,200 square feet of retail and 20,750 square feet of industrial building;
5. APN 0252-151-67-0000 (Project #P201200382): 610,120 square feet of warehouse;



6. APN 0256-031-10-0000 (Project #P201000234): Contractor storage yard with 1,317 square feet of office;
7. APN 0252-173-28-0000 (Project #P201200105): 19,836 square feet of warehouse;
8. APN 0257-081-01-0000 (Project #P200800292): Gas station with 3,250 square feet of convenience market and a 2,800 square feet of fast restaurant;
9. APN 0257 081-01-0000 (Project #P201200375): 11,543 square feet of discount retail;
10. APN 0253-271-24-0000 (Project #P200600148): 17 single family detached residential units;
11. APN 0253-123-39-0000 (Project #P200700765): 9,148 square feet of auto dealership; and
12. APN 0253-203-25-0000 (Project #P200700872): 45-seat fast food with drive through restaurant.

### **Trip Generation of Cumulative Projects**

Table 16-8, *Forecast Trip Generation of Cumulative Projects*, summarizes peak hour trips forecast to be generated by the cumulative projects.

As shown in Table 16-8, the cumulative projects are forecast to generate approximately 12,243 daily trips which include approximately 614 AM peak hour trips and 668 PM peak hour trips.

Exhibit 12 of the Traffic Impact Analysis (provided as Attachment G) shows forecast year 2015 with ambient and cumulative project traffic without Project conditions AM and PM peak hour volumes at the study intersections.

As shown in Table 16-8, the cumulative projects are forecast to generate approximately 12,243 daily trips which include approximately 614 AM peak hour trips and 668 PM peak hour trips.

Exhibit 12 of the Traffic Impact Analysis (provided as Attachment G) shows forecast year 2015 with ambient and cumulative project traffic without Project conditions AM and PM peak hour volumes at the study intersections.

### **Forecast Year 2015 With Ambient and Cumulative Project Traffic Without Project Conditions Study Intersection Peak Hour Level of Service**

Table 16-9, *Forecast Year 2015 With Ambient and Cumulative Project Traffic Without Project Conditions AM and PM Peak Hour Study Intersection LOS*, summarizes forecast year 2015 with ambient and cumulative project traffic without Project conditions AM and PM peak hour LOS of the study intersections.

As shown in Table 16-9, the study intersections are forecast to operate at an acceptable LOS (LOS D or better) according to agency performance criteria for forecast year 2015 with ambient and cumulative project traffic without Project conditions.

### **FORECAST YEAR 2015 WITH AMBIENT and CUMULATIVE PROJECT TRAFFIC WITH PROJECT CONDITIONS**

This section analyzes traffic conditions associated with the addition of trips forecast to be generated by the proposed Project to forecast year 2015 with ambient and cumulative project traffic without Project conditions.

**Table 16-8  
 Forecast Trip Generation of Cumulative Projects**

Cumulative Project No.	Land Use	AM Peak Hour Trip Generation			PM Peak Hour Trip Generation			Daily Trip Generation
		In	Out	Total	In	Out	Total	
P200500635 <sup>1</sup>	7.5 tsf Retail	5	3	8	9	9	18	311
	7.5 tsf Office	10	1	11	2	9	11	83
P200900316 <sup>2</sup>	3.294 tsf Take Out Food Service	39	37	76	28	26	54	1,580
P201000004 <sup>3</sup>	13.492 tsf Recreational Center	18	9	27	18	19	37	456
P200600703 <sup>2, 4, 5</sup>	3.265 tsf Drive Through Restaurant	39	37	76	27	25	52	1,566
	7.2 tsf Retail	4	3	7	9	9	18	298
	20.75 tsf Industrial	17	2	19	2	18	20	145
P201200382 <sup>6</sup>	610.12 tsf Warehouse	146	37	183	49	146	195	2,172
P201000234 <sup>7</sup>	1.317 tsf Office	2	0	2	0	2	2	15
P201200105 <sup>6</sup>	19.836 tsf Warehouse	5	1	6	2	5	7	71
P200800292 <sup>2, 8</sup>	Gas Station with Convenience Store	23	23	46	36	36	72	1,863
	2.8 tsf Fast Food Restaurant	33	32	65	24	22	46	1,343
P201200375 <sup>9</sup>	11.543 tsf Discount Retail	17	12	29	37	37	74	1,027
P200600148	17 du Single Family Detached Residential	3	10	13	11	6	17	162
P200700765 <sup>11</sup>	9.148 tsf Auto Dealership	13	4	17	10	14	24	295
P200700872 <sup>2</sup>	45 seat Fast Food With Drive Through Restaurant	15	14	29	11	10	21	856
<b>Proposed Project Trip Generation</b>		<b>389</b>	<b>225</b>	<b>614</b>	<b>275</b>	<b>393</b>	<b>668</b>	<b>12,243</b>

Notes: Trip generates are based on ITE *Trip Generation manual (9th Edition)*  
 1 - Based on ITE Retail Land Use (Code 820) with ITE-identified 34% PM Peak Hour Pass-by Trip Reduction and ITE General Office Land Use (Code 710). Assumes 50% of Land Use is Retail (ITE Code 820) and 50% is Office (ITE Code 710);  
 2 - Based on Fast Food with Drive Through Land Use (ITE Code 934) with ITE-identified 49% AM Peak Hour and 50% PM Peak Hour Pass-by Trip Reduction;  
 3 - Based on ITE Recreational Community Center Land Use (Code 495);  
 4 - Based on retail land use (ITE Code 820) with ITE-identified 34% PM peak hour pass-by trip reduction;  
 5 - Based on ITE General Industrial Land Use (Code 110);  
 6 - Based on ITE Warehouse Land Use (Code 150);  
 7 - Based on ITE General Office Land Use (Code 710);  
 8 - Based on ITE Gasoline/service Station with Convenience Market Land Use (Code 945) with ITE-identified 62% AM Peak Hour and 56% PM Peak Hour Pass-by Trip Reduction. Assumes 12 Vehicle Fueling Positions;  
 9 - Based on ITE Discount Supermarket Land Use (Code 854) with ITE-identified 23% PM Peak Hour Pass-by Trip Reduction;  
 10 - Based on ITE Single Family Detached Residential Land Use (Code 210); and  
 11 - Based on ITE Automobile Sales Land Use (Code 841).

**Forecast Year 2015 With Ambient and Cumulative Project Traffic With Project Conditions Traffic Volumes**

Forecast year 2015 with ambient and cumulative project traffic with Project conditions volumes were derived by adding Project-generated trips to forecast year 2015 with ambient and cumulative project traffic without Project conditions traffic volumes.

Exhibit 13 of the Traffic Impact Analysis (provided as Attachment G) shows forecast year 2015 with ambient and cumulative project traffic with Project conditions AM and PM peak hour volumes at the study intersections.

**Table 16-9**  
**Forecast Year 2015 With Ambient and Cumulative Project Traffic**  
**Without Project Conditions AM and PM Peak Hour Study Intersection LOS**

Study Intersection	AM Peak Hour	PM Peak Hour
	Delay – LOS	Delay – LOS
1. Westerly Dwy/Valley Blvd	<i>Future Intersection</i>	<i>Future Intersection</i>
2. Main Dwy/Valley Blvd	<i>Future Intersection</i>	<i>Future Intersection</i>
3. Easterly Dwy/Valley Blvd	<i>Future Intersection</i>	<i>Future Intersection</i>
4. Locust Ave/Valley Blvd	19.0 – B	15.6 – B
5. Linden Ave/Valley Blvd	13.7 – B	12.6 – B
6. Cedar Ave/Valley Blvd	23.8 – C	29.1 – C
7. Cedar Ave/I-10 WB Ramps	21.9 – C	24.2 – C
8. Cedar Ave/I-10 EB Ramps	26.8 – C	22.1 – C

Notes: Delay shown in seconds; EB = Eastbound; WB = Westbound.

**Forecast Year 2015 With Ambient and Cumulative Project Traffic With Project Conditions Study Intersection Peak Hour Level of Service**

*Table 16-10, Forecast Year 2015 With Ambient and Cumulative Project Traffic With Project Conditions AM and PM Peak Hour Study Intersection LOS*, summarizes forecast year 2015 with ambient and cumulative project traffic with Project conditions AM and PM peak hour LOS of the study intersections.

**Table 16-10**  
**Forecast Year 2015 With Ambient and Cumulative Project Traffic**  
**With Project Conditions AM and PM Peak Hour Study Intersection LOS**

Study Intersection	FY 2015 With Ambient & Cumulative Project Traffic Without Project Conditions		FY 2015 With Ambient & Cumulative Project Traffic With Project Conditions		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	Delay – LOS	Delay – LOS	Delay – LOS	Delay – LOS	
1. Westerly Dwy/Valley Blvd	<i>Future Intersection</i>	<i>Future Intersection</i>	9.7 – A	9.9 – A	No
2. Main Dwy/Valley Blvd	<i>Future Intersection</i>	<i>Future Intersection</i>	7.7 – A	5.4 – A	No
3. Easterly Dwy/Valley Blvd	<i>Future Intersection</i>	<i>Future Intersection</i>	9.7 – A	10.1 – B	No
4. Locust Ave/Valley Blvd	19.0 – B	15.6 – B	18.8 – B	15.4 – B	No
5. Linden Ave/Valley Blvd	13.7 – B	12.6 – B	13.6 – B	12.4 – B	No
6. Cedar Ave/Valley Blvd	23.8 – C	29.1 – C	24.0 – C	29.2 – C	No
7. Cedar Ave/I-10 WB Ramps	21.9 – C	24.2 – C	22.2 – C	24.2 – C	No
8. Cedar Ave/I-10 EB Ramps	26.8 – C	22.1 – C	27.0 – C	22.4 – C	No

Notes: Delay shown in seconds; EB = Eastbound; WB = Westbound.

As shown in Table 16-10, the study intersections are forecast to operate at an acceptable LOS (LOS D or better) according to agency performance criteria for forecast year 2015 with ambient and cumulative project traffic with Project conditions.

As also shown in Table 16-10, based on agency thresholds of significance, the addition of Project-generated trips is forecast to result in no significant traffic impacts at the study intersections for forecast year 2015 with ambient and cumulative project traffic with Project conditions.

**STATE HIGHWAY INTERSECTION ANALYSIS**

This State Highway intersection analysis has been prepared in accordance with the Caltrans Guide for the Preparation of Traffic Impact Studies (State of California Department of Transportation, December 2002). This section evaluates the potential impact of Project-generated trips at the following two (2) State Highway study intersections:

- Cedar Avenue/I-10 Westbound Ramps; and
- Cedar Avenue/I-10 Eastbound Ramps.

**State Highway Intersection Analysis Methodology**

Caltrans advocates use of HCM intersection analysis methodology to analyze the operation of signalized intersections. The HCM analysis methodology describes the operation of a signalized intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding stopped delay experienced per vehicle as shown in Table 16-11, State Highway Signalized Study Intersection LOS and Delay Ranges.

**Table 16-11  
 State Highway Signalized Study  
 Intersection LOS and Delay Ranges**

LOS	Delay (seconds per vehicle)
A	≤ 10.0
B	> 10.0 to ≤ 20.0
C	> 20.0 to ≤ 35.0
D	> 35.0 to ≤ 55.0
E	> 55.0 to ≤ 80.0
F	> 80.0

Level of service is based on the average stopped delay per vehicle for all movements of signalized intersections. Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State Highway facilities.

**State Highway Intersection Thresholds of Significance**

While Caltrans has not established traffic thresholds of significance, this traffic analysis utilizes the following traffic thresholds of significance:

- A significant project impact occurs at a State Highway signalized study intersection when the addition of project-generated trips causes the peak hour level of service of the study intersection to change from acceptable operation (LOS A, B, or C) to deficient operation (LOS D, E or F).

**Existing Conditions State Highway Study Intersection Peak Hour Level of Service**

Table 16-12, *Existing Conditions AM and PM Peak Hour State Highway Study Intersection LOS*, summarizes existing conditions AM peak hour and PM peak hour LOS of the State Highway study intersections.

**Table 16-12  
 Existing Conditions  
 AM and PM Peak Hour State Highway Study Intersection LOS**

Study Intersection	AM Peak Hour	PM Peak Hour
	Delay – LOS	Delay – LOS
7. Cedar Ave/I-10 WB Ramps	19.4 – B	22.1 – C
8. Cedar Ave/I-10 EB Ramps	25.5 – C	21.1 – C

Note: Delay shown in seconds; EB = Eastbound; WB = Westbound.

As shown in Table 16-12, the State Highway study intersections are currently operating at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for existing conditions.

**Forecast Existing Plus Project Conditions State Highway Study Intersection Peak Hour Level of Service**

Table 16-13, *Forecast Existing Plus Project Conditions AM and PM Peak Hour State Highway Study Intersection LOS*, summarizes forecast existing plus Project conditions AM peak hour and PM peak hour LOS of the State Highway study intersections.

**Table 16-13  
 Forecast Existing Plus Project  
 Conditions AM and PM Peak Hour State Highway Study Intersection LOS**

Study Intersection	Existing Conditions		Forecast Existing Plus Project Conditions		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	Delay - LOS	Delay – LOS	Delay – LOS	Delay - LOS	
Cedar Ave/I-10 WB Ramps	19.4 – B	22.1 – C	19.5 – B	22.0 – C	No
Cedar Ave/I-10 EB Ramps	25.5 – C	21.1 – C	25.7 – C	21.4 – C	No

Note: Delay Shown in seconds; EB = Eastbound; WB = Westbound.

As shown in Table 16-13, with the addition of Project-generated trips, the State Highway study intersections are forecast to continue to operate at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for forecast existing plus Project conditions.

As also shown in Table 16-13, based on the thresholds of significance, the proposed Project is forecast to result in no significant traffic impacts at the State Highway study intersections for forecast existing plus Project conditions.

**Forecast Year 2015 With Ambient Traffic Without Project Conditions State Highway Study Intersection Peak Hour Level of Service**

Table 16-14, *Forecast Year 2015 With Ambient Traffic Without Project Conditions AM and PM Peak Hour State Highway Intersection LOS*, summarizes forecast year 2015 with ambient traffic without Project conditions AM peak hour and PM peak hour LOS of the State Highway study intersections.

**Table 16-14**  
**Forecast Year 2015 With Ambient Traffic Without Project**  
**Conditions AM and PM Peak Hour State Highway Study Intersection LOS**

Study Intersection	AM Peak Hour	PM Peak Hour
	Delay – LOS	Delay – LOS
Cedar Ave/I-10 WB Ramps	19.8 – B	22.3 – C
Cedar Ave/I-10 EB Ramps	25.7 – C	21.2 – C

Note: Delay shown in seconds; EB = Eastbound; WB = Westbound.

As shown in Table 16-14, the State Highway study intersections are forecast to operate at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for forecast year 2015 with ambient traffic without Project conditions.

**Forecast Year 2015 With Ambient Traffic With Project Conditions State Highway Study Intersection Peak Hour Level of Service**

Table 16-15, *Forecast Year 2015 With Ambient Traffic With Project Conditions AM and PM Peak Hour State Highway Study Intersection LOS*, summarizes forecast year 2015 with ambient traffic with Project conditions AM peak hour and PM peak hour LOS of the State Highway study intersections.

**Table 16-15**  
**Forecast Year 2015 With Ambient Traffic With Project**  
**Conditions AM and PM Peak Hour State Highway Study Intersection LOS**

Study Intersection	Forecast Year 2015 With Ambient Traffic Without Project Conditions		Forecast Year 2015 With Ambient Traffic With Project Conditions		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	Delay - LOS	Delay – LOS	Delay – LOS	Delay - LOS	
Cedar Ave/I-10 WB Ramps	19.8 – B	22.3 – C	19.9 – B	22.3 – C	No
Cedar Ave/I-10 EB Ramps	25.7 – C	21.2 – C	25.9 – C	21.5 – C	No

Note: Delay Shown in seconds; EB = Eastbound; WB = Westbound.

As shown in Table 16-15, with the addition of Project-generated trips, the State Highway study intersections are forecast to continue to operate at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for forecast year 2015 with ambient traffic with Project conditions.

As also shown in Table 16-15, based on the thresholds of significance, the proposed Project is forecast to result in no significant traffic impacts at the State Highway study intersections for forecast year 2015 with ambient traffic with Project conditions.

**Forecast Year 2015 With Ambient and Cumulative Project Traffic Without Project Conditions State Highway Study Intersection Peak Hour Level of Service**

*Table 16-16, Forecast Year 2015 With Ambient and Cumulative Project Traffic Without Project Conditions AM and PM Peak Hour State Highway Intersection LOS*, summarizes forecast year 2015 with ambient and cumulative project traffic without Project conditions AM peak hour and PM peak hour LOS of the State Highway study intersections.

**Table 16-16  
 Forecast Year 2015 With Ambient and Cumulative Project Traffic  
 Without Project Conditions AM and PM Peak Hour State Highway Intersection LOS**

Study Intersection	AM Peak Hour	PM Peak Hour
	Delay – LOS	Delay – LOS
Cedar Ave/I-10 WB Ramps	21.9 – C	24.2 – C
Cedar Ave/I-10 EB Ramps	26.8 – C	22.1 – C
Note: Delay shown in seconds; EB = Eastbound; WB = Westbound.		

As shown in Table 16-16, the State Highway study intersections are forecast to operate at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for forecast year 2015 with ambient and cumulative project traffic without Project conditions.

**Forecast Year 2015 With Ambient and Cumulative Project Traffic With Project Conditions State Highway Study Intersection Peak Hour Level of Service**

*Table 16-17, Forecast Year 2015 With Ambient and Cumulative Project Traffic With Project conditions AM and PM Peak Hour State Highway Study Intersection LOS*, summarizes forecast year 2015 with ambient and cumulative project traffic with Project conditions AM peak hour and PM peak hour LOS of the State Highway study intersections.

**Table 16-17  
 Forecast Year 2015 With Ambient and Cumulative Project Traffic  
 With Project Conditions AM and PM Peak Hour State Highway Intersection LOS**

Study Intersection	Forecast Year 2015 With Ambient & Cumulative Project Traffic Without Project Conditions		Forecast Year 2015 With Ambient & Cumulative Project Traffic With Project Conditions		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	Delay - LOS	Delay – LOS	Delay – LOS	Delay - LOS	
Cedar Ave/I-10 WB Ramps	21.9 – C	24.2 – C	22.2 – C	24.2 – C	No
Cedar Ave/I-10 EB Ramps	26.8 – C	22.1 – C	27.0 – C	22.4 – C	No
Note: Delay Shown in seconds; EB = Eastbound; WB = Westbound.					

As shown in Table 16-17, with the addition of Project-generated trips, the State Highway study intersections are forecast to continue to operate at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for forecast year 2015 with ambient and cumulative project traffic with Project conditions. As also shown in Table 16-17, based on the thresholds of significance, the proposed Project is forecast to result in no significant traffic impacts at the State Highway study intersections for forecast year 2015 with ambient and cumulative project traffic with Project conditions.

**CONCLUSION**

The proposed Project is forecast to generate approximately 1,432 daily trips, which include approximately 86 AM peak hour trips and 141 PM peak hour trips.

Based on applicable agency thresholds of significance, the addition of Project-generated trips at the study intersections is forecast to result in no significant traffic impacts for any of the analysis scenarios.

Thus, the Project would result in a less than significant impact in this regard, and no mitigation measures are required.

**XVIb) No Impact.** Since the proposed Project does not generate 250 or more two-way peak hour trips, a San Bernardino County Congestion Management Program (CMP) traffic analysis is not required for the proposed Project. No impacts would occur in this regard.

**XVIc) No Impact.** Due to the nature and scope of the proposed development, Project implementation would not result in a change in air traffic patterns that results in substantial safety risks.

**XVI d) Less Than Significant With Mitigation Incorporated.** A traffic signal is proposed at the full access main entry along Valley Boulevard. Exiting from the site at the two exit-only driveways along Valley Boulevard would be restricted to right turn only. The signal and access driveways would be reviewed for consistency with County standards for intersections and driveways. Therefore, with implementation of the traffic signal at the main entry, Project implementation would not increase hazards due to a dangerous intersection. Refer to the *Compatibility and Urban Impact* section above for a discussion addressing land use compatibility.

**XVIe) Less Than Significant Impact.** Vehicular access to the Project site would be provided along Valley Boulevard, via a signalized central main entry driveway, and two secondary right-turn exit only driveways, at the eastern and western extents of the site. The San Bernardino County Fire Department would review the proposed Site Plan to verify compliance with minimum standards for emergency access. Therefore, the Project would not result in inadequate emergency access.

**XVI f) Less Than Significant Impact.** Refer to the *Transportation* section above.

**MM# Mitigation Measures:**

**TRA-1** Prior to issuance of the Certificate of Occupancy, a signalized full access main entry drive to the Project site shall be provided along Valley Boulevard. Said traffic signal shall be designed and installed pursuant to applicable County standards and acceptable engineering design principles, to the satisfaction of the County of San Bernardino Department of Public Works.

	Issues	Potentially Significant Impact	Less than Significant With Mitigation Incorp.	Less Than Significant Impact	No Impact
<b>XVII.</b>	<b>UTILITIES AND SERVICE SYSTEMS</b> - Would the project:				

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|



- |  |                          |                                     |                                     |                          |
|--|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?                             | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?                                      | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Be served by a landfill(s) with sufficient permitted capacity to accommodate the project's solid waste disposal needs?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| g) Comply with federal, state, and local statutes and regulations related to solid waste?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |

**SUBSTANTIATION:**

**XVIIa) Less Than Significant Impact.** As concluded in the *Waste Water* section above, the Project would generate waste water, creating a demand for waste water treatment. Waste water generated by the Project would be collected by either the County Special Districts Department (under County Service Area 70) or the Rialto Water Services Department. Each of these waste water service providers would direct Project waste water to the City of Rialto's wastewater treatment plant located at 501 East Santa Ana Avenue (approximately three miles southeast of the Project site). The Rialto wastewater treatment plant has a total design capacity of 12 million gallons per day (MGD), with a permitted NPDES capacity of 11.7 MGD. Based on information provided in the Rialto Sewer Master Plan, average wastewater flows at the plant are 7.0 MGD. Based on the per capita waste water generation factor within the Sewer Master Plan of 51 gallons per capita per day, the Project would generate 30,039 gallons per day (assuming a population increase of approximately 589 persons onsite). This increase in waste water generation represents approximately one percent of the remaining capacity at the Rialto treatment plant. As such, the Project would not exceed wastewater treatment requirements of the Regional Water Quality Control Board (RWQCB), Santa Ana Region, as determined by County Public Health – Environmental Health Services. The Project would be subject to compliance with all regulation and requirements established by the RWQCB.

**XVIIb) Less Than Significant Impact.** Refer to the *Waste Water* section above.

**XVIIc) Less Than Significant Impact.** Refer to the *Waste Water* and *Water Supply* sections above.

**XVIIId) Less Than Significant Impact.** Refer to the *Water Supply* section above.

**XVIIe) Less Than Significant Impact.** Refer to the *Waste Water* section above.

**XVIIIf-g) Less Than Significant Impact With Mitigation Incorporated.** Refer to the *Solid Waste* section above.

**MM# Mitigation Measures:**

USS-1 Prior to issuance of the Grading or Building Permit, the Project shall prepare and submit for review to the County's Solid Waste Management Division a Construction and Demolition Solid Waste Management Plan. The Plan shall:

- Include measures to ensure that a minimum of 50 percent of the construction waste is diverted;
- Estimate the amount of tonnage to be disposed and diverted during construction; and
- Provide evidence of what tonnage was actually diverted and disposed of. Disposal/diversion receipts or certifications shall be provided to the County, as part of the Plan.

	Issues	Potentially Significant Impact	Less than Significant With Mitigation Incorp.	Less Than Significant Impact	No Impact
<b>XVIII.</b>	<b>MANDATORY FINDINGS OF SIGNIFICANCE:</b>				

- |   |                          |                                     |                                     |                          |
|---|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| <p>a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| <p>b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?</p>   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?</p>   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**SUBSTANTIATION:**

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**XVIII a) Less Than Significant With Mitigation Incorporated.** As concluded in the *Endangered Species Act* section above, no special-status plant/wildlife species or sensitive habitats were observed within the Project boundaries. Additionally, special-status plant/wildlife species and sensitive habitats do not have the potential to occur and are presumed absent from the Project site. However, a pre-construction clearance survey for nesting birds is required (see recommended Mitigation Measures #BIO-1 and BIO-2, if ground-disturbing activities or removal of any trees, shrubs, or any other potential nesting habitat are scheduled within the avian nesting season. Additionally, a pre-construction burrowing owl survey is required to document the continued absence of burrowing owl from the Project site (see recommended Mitigation Measure # BIO-3). Therefore, the Project does not have the potential to significantly degrade the overall quality of the region's environment, or substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population or drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, with mitigation incorporated (see recommended Mitigation Measures BIO-1 to BIO-3).

As concluded in the *Historical Preservation* section above, the Project does not have the potential to eliminate important examples of the major periods of California history or prehistory, with mitigation incorporated (see recommended Mitigation Measures CUL-1 to CUL-4).

**XVIII b) Less Than Significant.** The Project does not have impacts that are individually limited, but cumulatively considerable. Special studies prepared to analyze Project impacts consider and evaluate existing and planned conditions of the surrounding area and the region. Existing and planned infrastructure in the surrounding area has considered planned build out of the area, including the Project site.

**XVIII c) Less Than Significant.** The design of the Project, with application of County policies, standards, and design guidelines ensure that there would be no substantial adverse effects on human beings, either directly or indirectly. Impacts of the proposed Project would be less than significant.

**MM# Mitigation Measures:** Refer to Mitigation Measures #BIO-1 through BIO-3 and #CUL-1 through CUL-4.

**Mitigation Measures Recommended** [24 CFR 58.40(d), 40 CFR 1508.20]

(Recommend feasible ways in which the proposal or external factors relating to the proposal should be modified in order to eliminate or minimize adverse environmental impacts.)

**CULTURAL RESOURCES**

CUL-1 Prior to issuance of the Grading or Building Permit, a Cultural Resources Monitoring Plan (CRMP) shall be prepared by a qualified archaeologist. The CRMP shall include the following elements:

- Preconstruction cultural resources sensitivity training for earthmoving personnel.
- Documentation of the earthmoving personnel's training (i.e., sign in sheets, hardhat stickers, etc.).
- A signed repository agreement.
- Field and laboratory methods used for recovered artifacts (consistent with repository requirements).

CUL-2 An archaeological monitor meeting the Secretary of the Interior's Standards for archaeologists shall be present on the Project site during the Project's ground disturbance activities.

CUL-3 Upon completion of the earthmoving activities and prior to issuance of the Occupancy Permit, a Cultural Resources Monitoring Report shall be prepared by a qualified archaeologist.

CUL-4 In the event that cultural resources are exposed during Project construction:

- The monitor/archaeologist shall temporarily halt construction activities in the immediate area of discovery while it is evaluated for significance.
- Construction activities shall continue in the other Project areas.
- While the monitor/archaeologist is not present, work in the immediate area of discovery shall be halted and the monitor/archaeologist notified immediately to evaluate the discovered resource(s).
- The monitor/archaeologist shall determine whether the findings are significant and whether additional work, such as data recovery excavation, is warranted.

CUL-5 If human remains are discovered during Project construction, the County Coroner shall be notified pursuant to Health and Safety Code Section 7050.5. If the Coroner recognizes the remains to be Native American, he or she shall contact the Native American Heritage Commission, in accordance with Public Resources Code Section 5097.98.

CUL-6 If construction-related excavations, trenching, or other forms of ground disturbance are required 5.0 feet or more below the surface, a paleontological monitor shall be present on the Project site during the Project's ground disturbance activities. The paleontological monitor shall be equipped to salvage fossils as they are unearthed, to avoid construction delays, and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates.

CUL-7 If unanticipated paleontological resources are encountered during ground disturbing activities:

- All work within 50 feet shall halt, until the discovery can be evaluated by a qualified paleontologist.
- The monitor shall determine whether the findings are significant and whether additional work, including recovery and preservation of the find, is warranted.

- If the monitor determines additional work is warranted, a Paleontologic Mitigation Program (PMP) shall be prepared by a qualified paleontologist, pursuant to County Code Section 82.20.030, prior to issuance of a Certificate of Occupancy.

## BIOLOGICAL RESOURCES

- BIO-1 If ground-disturbing activities or removal of any trees, shrubs, or any other potential nesting habitat are scheduled within the avian nesting season (from February 1 to August 31), a pre-construction clearance survey for nesting birds shall be conducted by a qualified biologist within three days prior to any ground disturbing activities. The biologist conducting the clearance survey shall document a negative survey with a brief letter report indicating that no impacts to active bird nests would occur.
- BIO-2 If an active avian nest is discovered during the nesting bird clearance survey, construction activities shall stay outside of a 300-foot buffer around the active nest. For raptor species, this buffer shall be 500 feet. A biological monitor shall delineate the boundaries of the buffer area and monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity.
- BIO-3 A pre-construction burrowing owl survey shall be conducted by a qualified biologist within three days prior to any ground disturbing activities to document the continued absence of burrowing owl from the Project site. The burrowing owl survey may be conducted, as part of the nesting bird clearance survey. The biologist conducting the survey shall document a negative survey with a brief letter report indicating that no impacts to burrowing owls would occur.

## AIR QUALITY

- AQ-1 Dust Control Plan. Prior to Grading Permit or Building Permit issuance, the “developer” shall prepare, submit for review, and obtain approval from County Planning of both a Dust Control Plan (DCP) consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/subcontracts a requirement that Project contractors adhere to the DCP requirements. The DCP shall include the following requirements:
- a) Exposed soil shall be kept continually moist to reduce fugitive dust during all grading and construction activities, through application of water sprayed a minimum of three times each day during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.
  - b) The contractor shall ensure that traffic speeds on unpaved roads and the Project site areas are reduced to 15 miles per hour or less to reduce PM10 and PM2.5 fugitive dust haul road emissions.
  - c) Any portion of the site to be graded shall be pre-watered to a depth of three feet prior to the onset of grading activities.
  - d) During high wind conditions (i.e., wind speeds exceeding 25 mph), areas with disturbed soil shall be watered hourly and activities on unpaved surfaces shall cease until wind speeds no longer exceed 25 mph.
  - e) Any area that would remain undeveloped for a period of more than 30 days shall be stabilized using either chemical stabilizers and/or a desert wildflower mix hydroseed on the affected portion of the site.
  - f) Storage piles that are to be left in place for more than three working days shall be sprayed with a non-toxic soil binder, covered with plastic or revegetated.
  - g) Imported fill and exported excess cut shall be adequately watered prior to transport, covered during transport, and watered prior to unloading.
  - h) Storm water control systems shall be installed to prevent off-site mud deposition.
  - i) All trucks hauling dirt away from the site shall be covered.

- j) Construction vehicle tires shall be washed, prior to leaving the Project site.
- k) Rumble plates shall be installed at construction exits from dirt driveways.
- l) Paved access driveways and streets shall be washed and swept daily when there are visible signs of dirt track-out.
- m) Street sweeping shall be conducted daily when visible soil accumulations occur along site access roadways to remove dirt dropped or tracked-out by construction vehicles. Site access driveways and adjacent streets shall be washed daily, if there are visible signs of any dirt track-out at the conclusion of any workday and after street sweeping.

## NOISE

NOI-1 Construction Noise. Prior to Grading Permit or Building Permit issuance, the “developer” shall submit and obtain approval from County Planning of a signed letter agreeing to implement and document compliance, as a condition of all construction contracts/subcontracts requirements, to reduce noise (and other air quality vehicle and equipment emissions) impacts during construction, the following measures:

- a) During the Project site excavation and grading, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with the manufactures standards.
- b) The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Project site.
- c) The construction contractor shall limit all construction-related activities that would result in high noise levels between the hours of 7:00 AM and 7:00 PM, except Sundays and federal holidays.
- d) During all Project construction, the construction contractor shall place equipment staging in locations that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the Project site.
- e) The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.

NOI-2 On-Site Mobile Noise. Outdoor activity areas (e.g., balconies, courtyards, etc.) that face Valley Boulevard (i.e., within 120 feet of the edge of the roadway) shall incorporate noise attenuating treatments. These outdoor activity areas shall include a barrier that is at least 42 inches high as measured from the floor. Acceptable materials for the construction of the barrier shall have a weight of 2.5 pounds per square foot of surface area. The barrier may be composed of the following materials: masonry block; stucco veneer over wood framing (or foam core); glass; Plexiglass; or Lexan (1/4 inch thick). The barrier may be constructed of any one or a combination of these materials.

## HAZARDOUS SUBSTANCES

HAZ-1 Prior to site development, the approximately three-foot square patch of diesel fuel stained soil located on APN 0252-051-69 shall be over-excavated and removed, in consultation with the San Bernardino County Fire Department Hazardous Materials Division (Certified Unified Program Agency), pursuant to State and Federal contaminated soil regulations.

## EROSION/STORM WATER/SURFACE WATER (GEOLOGY AND SOILS)

GEO-1 Prior to issuance of Grading or Building Permit, the Project shall obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ, which includes filing a Notice of Intent (NOI) and preparation of a

Storm Water Pollution Prevention Plan (SWPPP), and shall provide evidence to the County of compliance with Development Code Section 85.11.030, which requires preparation of Soil Erosion Pollution Prevention Plan.

#### **TRANSPORTATION/TRAFFIC**

TRA-1 Prior to issuance of the Certificate of Occupancy, a signalized full access main entry drive to the Project site shall be provided along Valley Boulevard. Said traffic signal shall be designed and installed pursuant to applicable County standards and acceptable engineering design principles, to the satisfaction of the County of San Bernardino Department of Public Works.

#### **SOLID WASTE (UTILITIES AND SERVICE SYSTEMS)**

USS-1 Prior to issuance of the Grading or Building Permit, the Project shall prepare and submit for review to the County's Solid Waste Management Division a Construction and Demolition Solid Waste Management Plan. The Plan shall:

- Include measures to ensure that a minimum of 50 percent of the construction waste is diverted;
- Estimate the amount of tonnage to be disposed and diverted during construction; and
- Provide evidence of what tonnage was actually diverted and disposed of. Disposal/diversion receipts or certifications shall be provided to the County, as part of the Plan.

#### **STORM WATER/SURFACE WATER (HYDROLOGY AND WATER QUALITY)**

HYD-1 Prior to issuance of Grading or Building Permit, the Project shall submit to the County for review a Project-specific Water Quality Management Plan, which includes a combination of site design/Low Impact Development Best Management Practices (BMP) (where feasible), source control, and/or treatment control BMPs, including regional treatment systems to address all identified pollutants and any hydrologic conditions of concern. The Project WQMP shall comply with the regulatory requirements outlined in the San Bernardino County Stormwater Program Technical Guidance Document for Water Quality Management Plans Document.

**Additional Studies Performed** (Attach studies or summaries)

See attached additional studies:

1. Paleontological and Archaeological Assessment of the Bloomington Affordable Housing Project (Cogstone, June 2013).
2. Habitat Assessment for the Bloomington Phase I Project (RBF Consulting, June 5, 2013).
3. Bloomington Affordable Housing Project Air Quality/Greenhouse Gas Data (RBF Consulting, June 18, 2013).
4. Phase I Environmental Site Assessment for Property Located at 17970 and 18028 Valley Boulevard, Bloomington (Liburn Corporation, January 5, 2012).
5. Addendum to the Phase I Environmental Site Assessment for Property Located at 17970 and 18028 Valley Boulevard, Bloomington (Liburn Corporation, January 16, 2012).
6. Commercial Structure Asbestos Survey 18010 Valley Boulevard, Bloomington (Infotox, Inc., February 5, 2013).
7. Lead Paint Inspection Report for San Bernardino Economic Development Agency (AAA Lead Consultants and Inspections, Inc., January 18, 2013).
8. Bloomington Affordable Housing Project Noise Data (RBF Consulting, June 18, 2013).
9. Bloomington Project Traffic Impact Analysis (RBF Consulting, June 21, 2013).



**List of Sources, Agencies, and Persons Consulted** [40 CFR 1508.9(b)]

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### 3. ERRATA

Changes to the Draft IS/MND are noted below. A double-underline indicates additions to the text; strikeout indicates deletions to the text. The changes reflected below are in response to minor County staff-initiated editorial refinements to the Draft IS/MND, which was publicly circulated from August 21, 2013 through September 19, 2013. The refinements to the Draft IS/MND do not affect the overall conclusions of the environmental document. Modifications are listed by page and, where appropriate, by paragraph. These refinements are not individually referenced as errata throughout the entire IS/MND, but are hereby incorporated by reference.

Page 27 of the Draft IS/MND will be modified in the Final IS/MND as follows:

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

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

At the end of the analysis, the required mitigation measures are restated and categorized as being either self-monitoring or requiring a Mitigation Monitoring and Reporting Program. It should be noted that the County has incorporated a Project Design Feature (PDF) related to traffic safety as a condition of project approval (refer to Response XVI d, below). This PDF would be implemented as part of the project description and is not required to mitigate a potentially significant impact. Though not required under CEQA, the County has determined that the identified PDF results in benefits related to traffic safety.

Page 82 of the Draft IS/MND will be modified in the Final IS/MND as follows. It is also incorporated by reference within Attachment G of the Draft IS/MND, *Traffic Impact Analysis*.

**MMPDF#**      **Mitigation Measures**~~Project Design Feature:~~

**TRA-1**      Prior to issuance of the Certificate of Occupancy, a signalized full access main entry drive to the Project site shall be provided along Valley Boulevard. Said traffic signal shall be designed and installed pursuant to applicable County standards and acceptable engineering design principles, to the satisfaction of the County of San Bernardino Department of Public Works.

## EXHIBIT D

# RESPONSES TO COMMENTS

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# Responses to Comments

for the

## Bloomington Affordable Housing Project

**SCH #: 2013081065**

**LEAD AGENCY:**

**County of San Bernardino**  
385 North Arrowhead Avenue  
San Bernardino, CA 92415  
**Contact: Mr. David Prusch**  
909.387.4122

**PREPARED BY:**

**RBF Consulting**  
14725 Alton Parkway  
Irvine, California 92618  
**Contact: Mr. Alan Ashimine**  
949.472.3505

October 2013

JN 135614





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## 1. INTRODUCTION

The Bloomington Affordable Housing Project proposes a 190-unit affordable housing development that would include Senior, Family, and Mental Health Services Act (MHSA) units. The development would also include a leasing office, regional library, community space, and other ancillary facilities. The project would be located on an 8.9-acre project site located at 17970, 18010, and 18028 Valley Boulevard, on the northerly side of the roadway approximately 300 feet west of Locust Avenue.

70 Senior units, a regional library, Senior community space, public flex space, and leasing office would be housed in a single building at the site's southeast quadrant, along Valley Boulevard. The Senior housing would include one- and two-bedroom townhomes, as well as one-bedroom apartment units above the library space. 120 Family units and Family community space would be housed in 15 buildings located at the site's southwest quadrant, along Valley Boulevard, and northeast/northwest quadrants, along Iris Drive. The Family housing is proposed in two-story buildings containing two-bedroom townhomes and in three-story buildings containing two-bedroom, two-story townhomes over three-bedroom stacked flats. The common open spaces, including pool, tot lots, and patio/seating areas, are proposed within Family areas, but would be accessible to all residents.

Vehicular access to the Project site would be provided along Valley Boulevard, via a signalized full-access central main entry driveway, and two secondary exit-only right-turn driveways, at the eastern and western extents of the site. Pedestrian access would be provided by a network of north/south and east/west landscaped paseos that would serve to interconnect residents. The Project would provide a total of 364 parking spaces, including 307 spaces for residents and 57 library/visitor spaces.

In accordance with the *California Environmental Quality Act (CEQA) Guidelines*, an Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared for the proposed project.

The IS/MND was made available for public review and comment pursuant to *CEQA Guidelines* Section 15070. The public review commenced on August 21, 2013 and expired on September 19, 2013. The IS/MND and supporting attachments were distributed directly to numerous public agencies and interested parties and were available for review by the general public at:

- County of San Bernardino Land Use Services Department, 385 North Arrowhead Avenue, San Bernardino, CA 92415;
- Bloomington Library, 993 West Valley Boulevard, Bloomington, CA 92316; and
- County of San Bernardino website at <http://cms.sbcounty.gov/lus/Planning/Environmental/NoticesDeterminations/Valley.aspx>.



## 2. RESPONSES TO COMMENTS

During the public review period, comments were received on the IS/MND from public agencies. The following is a list of the agencies that submitted comments on the IS/MND during the public review period:

Comment Letter No.	Person, Firm, or Agency	Letter Dated
1	Scott Morgan Director State Clearinghouse and Planning Unit Governor's Office of Planning and Research	September 20, 2013
2	Ian MacMillan Program Supervisor South Coast Air Quality Management District	September 19, 2013
3	Daniel Kopulsky Office Chief, Community & Regional Planning California Department of Transportation, District 8	September 30, 2013

Although the *CEQA Guidelines* do not require a Lead Agency to prepare written responses to comments received (see *CEQA Guidelines* Section 15088), the County has elected to prepare the following written responses with the intent of conducting a comprehensive and meaningful evaluation of the proposed project. The number designations in the responses are correlated to the bracketed and identified portions of each comment letter.



Edmund G. Brown Jr.  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Ken Alex  
Director

September 20, 2013

Dave Prusch  
San Bernardino County  
385 N. Arrowhead Avenue, 1st Floor  
San Bernardino, CA 92415-0182

Subject: Bloomington Affordable Housing Project  
SCH#: 2013081065

Dear Dave Prusch:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on September 19, 2013, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

A handwritten signature in black ink that reads "Scott Morgan".

Scott Morgan  
Director, State Clearinghouse

1.1

**Document Details Report  
State Clearinghouse Data Base**

180 of 188

**SCH#** 2013081065  
**Project Title** Bloomington Affordable Housing Project  
**Lead Agency** San Bernardino County

---

**Type** **MND** Mitigated Negative Declaration  
**Description** The Bloomington Affordable Housing Project involves construction of a 190-unit multi-family development for low- and very low-income households in the unincorporated San Bernardino County community known as Bloomington. The 8.9 acre site is located approximately 300 feet west of the Locust Avenue/Valley Blvd intersection, at 17970, 18010, and 18028 Valley Blvd.

---

**Lead Agency Contact**

**Name** Dave Prusch  
**Agency** San Bernardino County  
**Phone** 909 387 4122 **Fax**  
**email**  
**Address** 385 N. Arrowhead Avenue, 1st Floor  
**City** San Bernardino **State** CA **Zip** 92415-0182

---

**Project Location**

**County** San Bernardino  
**City**  
**Region**  
**Lat / Long** 34° 4' 17" N / 117° 24' 40" W  
**Cross Streets** Valley Blvd/Locust Avenue  
**Parcel No.** 0252-051-06, 69, 70  
**Township** 1S **Range** 5W **Section** 21 **Base** SBB&M

---

**Proximity to:**

**Highways** I-10  
**Airports**  
**Railways**  
**Waterways**  
**Schools** Lewis ES, Palmetto ES, Joe Baca MS, Bloomington HS  
**Land Use** Service Commercial

---

**Project Issues** Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Coastal Zone; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects; Other Issues

---

**Reviewing Agencies** Resources Agency; Department of Fish and Wildlife, Region 6; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Management Agency, California; California Highway Patrol; Caltrans, District 8; Department of Housing and Community Development; Regional Water Quality Control Bd., Region 6 (Victorville); Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission

---

**Date Received** 08/21/2013 **Start of Review** 08/21/2013 **End of Review** 09/19/2013



## **Response No. 1**

Scott Morgan

Director

State Clearinghouse and Planning Unit

Governor's Office of Planning and Research

September 20, 2013

- 1.1 This procedural letter received from the State Clearinghouse acknowledges the close of the public review period for the IS/MND and verifies that the County of San Bernardino has complied with State Clearinghouse review requirements under CEQA. It also states that no State agencies submitted comment letters by the close of the 30-day public review period. No further response is required.





# South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178

(909) 396-2000 • www.aqmd.gov

E-mailed: September 19, 2013  
david.prusch@lus.sbscounty.gov

September 19, 2013

Mr. David Prusch, Supervising Planner  
County of San Bernardino  
Land Use Services Department - Planning Division  
385 North Arrowhead Avenue, First Floor  
San Bernardino, CA 92415-0182

## **Review of the Mitigated Negative Declaration (MND) for the Bloomington Affordable Housing Project**

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The following comment is intended to provide guidance to the lead agency and should be incorporated into the final CEQA document as appropriate.

2.1

The proposed project is classified as a sensitive land use<sup>1</sup> (i.e., residential housing) and is within ¼ mile of the Union Pacific (UP) Colton Railyard, Interstate 10 Freeway and an assortment of light industrial uses. As a result, the SCAQMD staff is concerned about the potential localized health risk impacts to the project site from these significant sources of diesel emissions. Based on a health risk assessment (HRA) completed by the California Air Resources Board (CARB) for the UP Colton Railyard the estimated cancer risk at the proposed project site was as high as 250 in 1 million.<sup>2</sup> This elevated risk identified in the aforementioned HRA does not account for recent mitigation measures incorporated into the UP Colton Railyard. However, the UP Colton Railyard, Interstate 10 Freeway and surrounding light industrial uses remain a significant source of diesel emissions that impose potentially significant health risk impacts to nearby sensitive receptors, primarily from the south. Therefore, SCAQMD staff recommends that the lead agency include design features/mitigation measures in the final MND that minimize resident's exposure to these emissions. Specifically, the lead agency should consider a design configuration that provides a maximum setback for individual housing units, for example, place parking on the south side of the project site and place individual housing units and tot lots on the north end of the site furthest from both the railyard and freeway.

2.2

Please provide the SCAQMD with written responses to all comments contained herein prior to the adoption of the final MND. Further, staff is available to work with the lead agency to address these issues and any other questions regarding air quality that may

2.3

<sup>1</sup> California Air Resources Board. April 2005. "Air Quality and Land Use Handbook: A Community Health Perspective." Accessed at: <http://www.arb.ca.gov/ch/landuse.htm>

<sup>2</sup>The CARB UP Colton Railyard HRA can be found at: [http://www.arb.ca.gov/railyard/hra/up\\_col\\_hra.pdf](http://www.arb.ca.gov/railyard/hra/up_col_hra.pdf)

arise. Please contact Dan Garcia, Air Quality Specialist CEQA Section, at (909) 396-3304, if you have any questions regarding the enclosed comments.

**2.3**

Sincerely,



Ian MacMillan  
Program Supervisor, CEQA Inter-Governmental Review  
Planning, Rule Development & Area Sources

Attachment

IM:DG

SBC130821-01  
Control Number





## **Response No. 2**

Ian MacMillan  
Program Supervisor  
South Coast Air Quality Management District  
September 19, 2013

- 2.1 This introductory paragraph provides a summary of the project description. No response is required.
- 2.2 The project site is located approximately 1,000 feet north of the edge of the travelway of Interstate 10 (I-10), and 1,200 feet north of the receiving yard portion of the Union Pacific Colton Railyard. The project site is also over 6,000 feet northwest of the “bowl”, which is the area where arriving trains are broken down and cars are switched onto different tracks. It should also be noted that the buildings on the project site would be set back approximately 40 feet from the property line. Parking would be located towards the south part of the site, and the residential areas with the highest density would be located on the northern portion of the site, away from the freeway and railyard.

The California Air Resources Board (CARB) *Air Quality and Land Use Handbook* recommends that sensitive land uses should not be located within 1,000 feet of a major service and maintenance railyard. As indicated above, the project site is located outside of this 1,000-foot buffer. The CARB *Air Quality and Land Use Handbook* also notes that these recommendations are advisory. Land use agencies have to balance other considerations, including housing and transportation needs, economic development priorities, and other quality of life issues.

CARB based the 1,000 foot buffer on a railyard risk analysis conducted for the Union Pacific Railyard in Roseville, California, which is one of the largest in the State. As indicated in the *Colton Railyard Health Risk Assessment (HRA)*<sup>1</sup> prepared by CARB, the diesel PM emissions from Union Pacific Colton Railyard are 8.6 tons per year less than the Union Pacific Roseville Railyard. Additionally, the wind rose for the Fontana meteorological site (closest to the project site) shows that the prevailing winds do not blow emissions from the railyard to the project site. Winds primarily blow from the southwest or the northeast.<sup>2</sup>

As stated in the comment, the risk calculated in the Colton Railyard HRA does not account for recent mitigation measures incorporated into the Union Pacific Colton Railyard. Furthermore, the isopleth for the cancer risk cited in the comment letter (risk of 250 in one million) is south of Valley Boulevard and east of Cedar Avenue (approximately one mile east of the project site). Additional policies exist to reduce emissions from railyards, including the Locomotive NO<sub>x</sub> Fleet Average Agreement, Statewide Railroad Agreement, CARB Diesel Fuel Regulations Extended to Intrastate Locomotives, In-Use Port and Railyard Truck Mitigation Strategies, U.S. EPA Locomotive Emission Standards, CARB Goods Movement Emissions Reduction Plan, and the California Yard Locomotive Replacement Program. These policies require best management practices and other measures such as limiting idling, use low sulfur fuel, repair for locomotives with excessive smoke, fleet modernization, and improved

---

<sup>1</sup> California Air Resources Board, *Colton Railyard Health Risk Assessment (page 21)*, April 18, 2008.

<sup>2</sup> EnviroComp Consulting, *Development of AERMOD-Ready Meteorological Data for the South Coast Air Basin and the Coachella Valley Final Report*, April 17, 2009.



emissions standards, among others. These emissions reduction policies, along with the location of the project site outside of the CARB buffer of 1,000 feet, minimize the capacity of the Colton Railyard to result in significant air quality impacts to future residents on the project site.

- 2.3 This paragraph requests a written response to the SCAQMD's comments and provides a conclusion to the letter. No response is required.

DEPARTMENT OF TRANSPORTATION

DISTRICT 8

PLANNING (MS 725)

464 WEST FOURTH STREET, 6<sup>th</sup> FLOOR

SAN BERNARDINO, CA 92401-1400

PHONE (909) 383-4557

FAX (909) 383-5936

TTY 711

www.dot.ca.gov/dist8



Flex your power!  
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September 30, 2013

Mr. Dave Prusch  
County of San Bernardino  
Planning Division  
385 North Arrowhead Avenue  
San Bernardino, CA. 92415-0187

**Eagle Bloomington Affordable Housing Project, Bloomington, CA. 08-SBD-10-PM17.518**

Dear Mr. Prusch

The California Department Of Transportation reviewed the traffic impact study (TIS) and have following comments:

- 1. The traffic impact analysis (TIA) report should provide a hard copy for the next submittal. 3.1
- 2. Sierra Avenue and I-10 interchange should be analyzed. 3.2
- 3. The proposed project should study the project 20 year after 2015 opening year. 3.3

We appreciate the opportunity to offer comments concerning this project. If you have any questions regarding this letter, please contact Harish Rastogi at (909) 383-6908 or myself at (909) 383-4557 for assistance. 3.4

Sincerely,

DANIEL KOPULSKY  
Office Chief  
Community and Regional Planning

2013 OCT -1 PM 3:00  
FRIEDMAN



### **Response No. 3**

Daniel Kopulsky

Office Chief, Community & Regional Planning

California Department of Transportation, District 8

September 30, 2013

- 3.1 The Commenter requests a hard copy of the project's Traffic Impact Analysis as part of a future submittal. This comment is noted.
- 3.2 Cedar Avenue is the nearest freeway interchange to the project site providing the most convenient access to and from the I-10 Freeway. Hence, most project-generated trips are anticipated to access the I-10 Freeway via the Cedar Avenue interchange. The proposed project is forecast to generate a relatively small number of trips (86 a.m. peak hour trips and 141 p.m. peak hour trips). Considering the location of the Sierra Avenue interchange in relation to the project site, a very nominal portion of this already small number of total trips generated by the proposed project is forecast to be added to the Sierra Avenue interchange.

Based on the project trip percent distribution, approximately 25 percent of the project trips are forecast to travel to and from the west. Even if it is conservatively assumed that the majority of these trips travel through the Sierra Avenue interchange, the proposed project would add a nominal amount of approximately 13 a.m. peak hour trips and approximately 21 p.m. peak hour trips to the Sierra Avenue interchange location.

Furthermore, Sierra Avenue has recently been improved as a single-point urban interchange providing access to and from the I-10 Freeway via free right-turn lanes with minimal to no potential vehicular conflicts. Any traffic (and specifically the low number of project-generated trips) added to the free-right-turn movements is not expected to adversely affect the operation of the interchange.

Hence, considering the nominal number of project-generated trips and the recent capacity and geometry improvements at the Sierra Avenue interchange, evaluation of the Sierra Avenue intersection is not required per the guidelines and thresholds set forth in the *Caltrans Guide for the Preparation of Traffic Impacts (State of California Department of Transportation, December 2002)*.

- 3.3 The proposed project is consistent with the County's General Plan and zoning designations for the project site and no land use amendments are required. As such, long-range impacts associated with the proposed project have been previously analyzed and evaluated on a regional basis through the County's General Plan and General Plan EIR studies. Thus, a long-range analysis scenario is not required for the proposed project.
- 3.4 This paragraph provides a summary to the comment letter and includes contact information for the Commenter. No response is required.



### 3. ERRATA

Changes to the Draft IS/MND are noted below. A double-underline indicates additions to the text; strikeout indicates deletions to the text. The changes reflected below are in response to minor County staff-initiated editorial refinements to the Draft IS/MND, which was publicly circulated from August 21, 2013 through September 19, 2013. The refinements to the Draft IS/MND do not affect the overall conclusions of the environmental document. Modifications are listed by page and, where appropriate, by paragraph. These refinements are not individually referenced as errata throughout the entire IS/MND, but are hereby incorporated by reference.

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4. **Potentially Significant Impact:** Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts, which are (List of the impacts requiring analysis within the EIR).

At the end of the analysis, the required mitigation measures are restated and categorized as being either self-monitoring or requiring a Mitigation Monitoring and Reporting Program. It should be noted that the County has incorporated a Project Design Feature (PDF) related to traffic safety as a condition of project approval (refer to Response XVIId, below). This PDF would be implemented as part of the project description and is not required to mitigate a potentially significant impact. Though not required under CEQA, the County has determined that the identified PDF results in benefits related to traffic safety.

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**MMPDF#      Mitigation Measures Project Design Feature:**

**TRA-1**      Prior to issuance of the Certificate of Occupancy, a signalized full access main entry drive to the Project site shall be provided along Valley Boulevard. Said traffic signal shall be designed and installed pursuant to applicable County standards and acceptable engineering design principles, to the satisfaction of the County of San Bernardino Department of Public Works.