



LAND USE SERVICES DEPARTMENT PLANNING COMMISSION STAFF REPORT

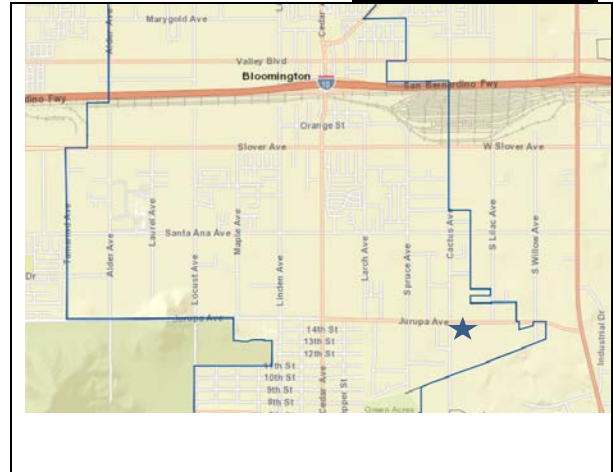
HEARING DATE: February 4, 2021

AGENDA ITEM # 3

Project Description

Vicinity Map -

APN:	0260-011-01
Applicant:	Jurupa Truck Terminal Facility
Community:	Bloomington
Location:	Jurupa Avenue between Cactus Avenue and Lilac Avenue
Project No:	P201800159
Staff:	Tom Nieves
Rep:	Bobby Nassir
Proposal:	A zoning amendment from Single Residential One-acre minimum Additional Agriculture (RS-1-AA) to Light Industrial (IL) and a Conditional Use Permit to construct and operate a truck terminal facility on 8.89 acres.



45 Hearing Notices Sent on : January 20, 2021

Report Prepared By: Tom Nieves, Contract Planner

SITE INFORMATION:

Parcel Size: Approximately 8.89 acres
 Terrain: Flat
 Vegetation: No vegetation

TABLE 1 – SITE AND SURROUNDING LAND USES AND ZONING:

AREA	EXISTING LAND USE	POLICY PLAN DESIGNATION	ZONING DISTRICT
SITE	Vacant	Limited Industrial (LI)	Single Residential (BL/RS-1-AA)
North	Residential with Commercial/Light Industrial	Very Low Density Residential (VLDR)	Single Residential 20M (RS-20M)
South	Vacant	Limited Industrial (LI)	Single Residential (BL/RS-1-AA)
East	Residential with Commercial/Light Industrial (vehicle storage)	Limited Industrial (LI)	Single Residential (BL/RS-1-AA)
West	Single family residential	Low Density Residential (LDR)	Residential Single Family (RS-14K)

	<u>Agency</u>	<u>Comment</u>
City Sphere of Influence:	City of Rialto	Traffic improvements
Water Service:	West Valley Water District	N/A
Sewer Service:	Environmental Health Services	On-site septic system

STAFF RECOMMENDATION: That the Planning Commission recommend that the Board of Supervisors **ADOPT** the Mitigated Negative Declaration; **ADOPT** the findings as contained in the staff report; **ADOPT** the Zoning Amendment; **APPROVE** the Conditional Use Permit, subject to the Conditions of Approval; and **DIRECT** the Clerk of the Board to file a Notice of Determination¹.

¹ In accordance with Section 86.12.040 of the Development Code, the Planning Commission action is a recommendation to the Board of Supervisors and may only be appealed by the applicant in the event of disapproval.

EXHIBIT 1 – VICINITY MAP

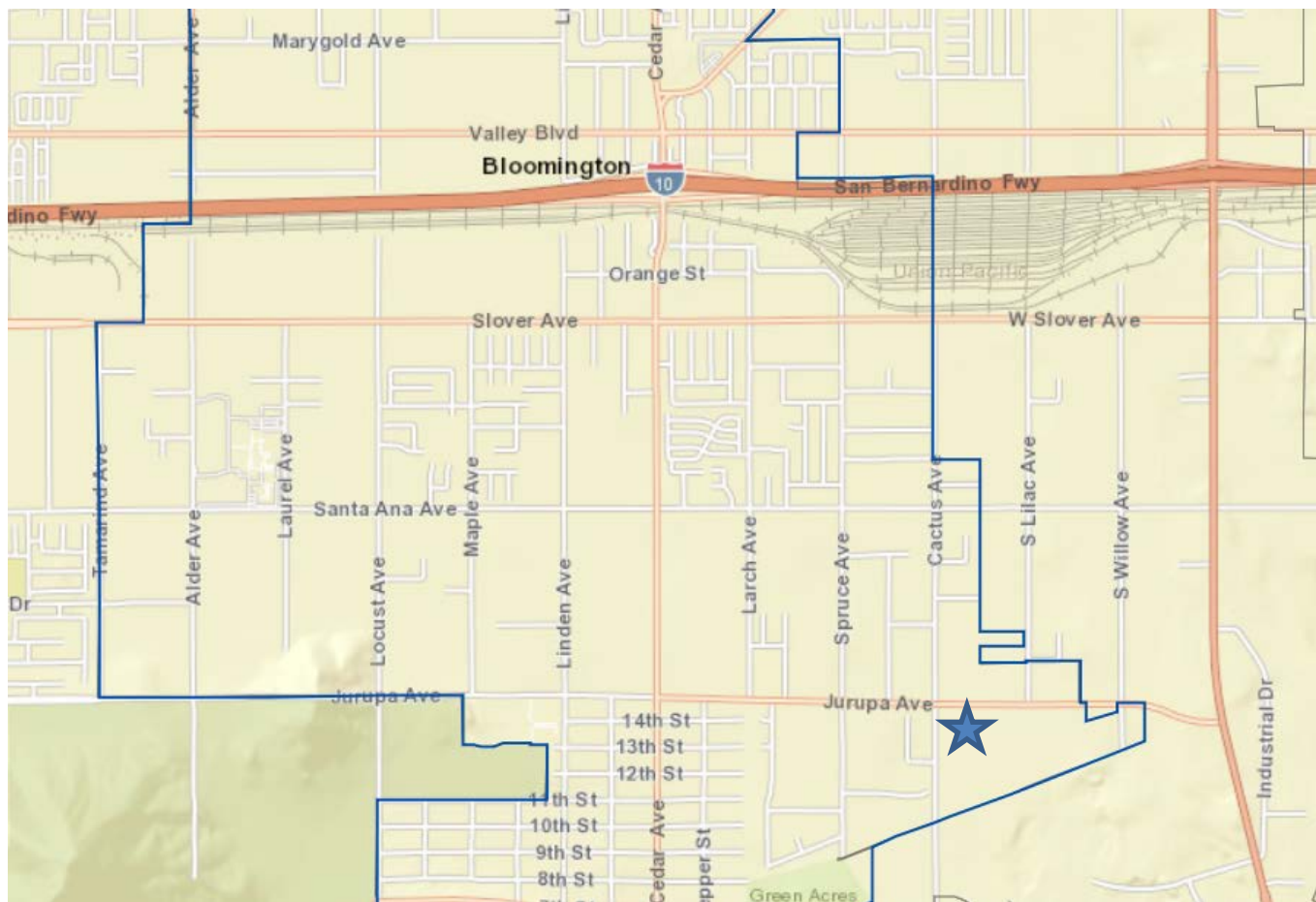


EXHIBIT 2 – PROJECT SITE: AERIAL VIEW

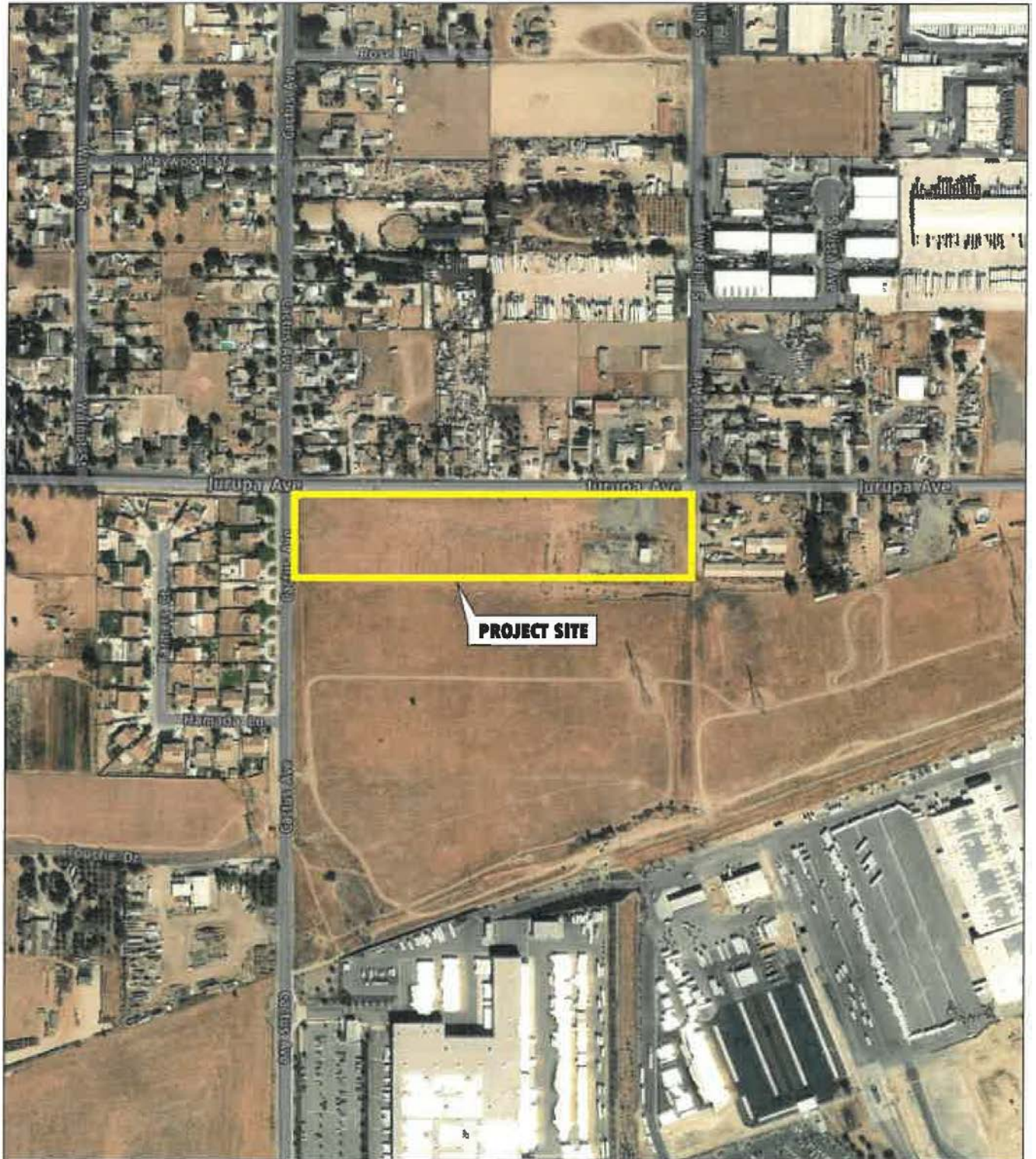


EXHIBIT 5 – SITE PHOTOGRAPHS



AT NORTHWEST CORNER OF PROJECT, JURUPA ROAD AND CACTUS AVENUE



LOOKING SOUTH ALONG CACTUS AVENUE FROM JURUPA ROAD

EXHIBIT 5 - SITE PHOTOGRAPHS



AT NORTHERN PROJECT BOUNDARY LOOKING EAST ALONG JURUPA ROAD



AT NORTHERN PROJECT BOUNDARY LOOKING WEST ALONG JURUPA ROAD AT LILAC

PROJECT DESCRIPTION:

The applicant requests a zoning amendment from Single Residential One-acre Minimum Additional Agriculture (BL/RS 1-AA) to Light Industrial (IL) and approval of Conditional Use Permit (CUP) for an intermodal transportation storage facility on an 8.89-acre site for the storage of metal containers and tractor-trailers during off-season delivery periods and/or between deliveries (Project). The facility would provide trailer parking spaces for both the eventual site tenant, as well as a gated 1.01-acre parking area for individual trailer parking for use by the general public, to provide an optional location for trailers currently parked in prohibited areas. The Project includes a 500 square-foot office with 73,177 square feet of landscaping. Vehicle access will be provided via a 60-foot driveway located on the southeast corner of Lilac Avenue.

PROJECT ANALYSIS:

Countywide Plan Consistency

The proposed Project is located within the community of Bloomington on Jurupa Avenue between Cactus Avenue and Lilac Avenue. Surrounding land uses include residential and commercial/light industrial to the north and east, vacant land to the south, and residential to the west. The Project Site has a Countywide Plan Land Use Designation of Limited Industrial (LI). Other light industrial uses are located within the project vicinity to the north and east.

In order to be consistent with the recently adopted Countywide Plan Land Use Designation, a zoning amendment is proposed to establish a zoning district of Light Industrial (IL) for the Project site (Zoning Amendment). This action is consistent with Section 6(c) of the Resolution adopting the Countywide Plan, which states “[d]uring the interim period, if a nonconformity exists between the Land Use Designation and the Land Use District (Zone) of a parcel, and a property owner desires to use or develop their property in conformance with the Land Use Designation, a property owner may submit an application for a zone change consistent with the Land Use Designation along with the appropriate development or use application for approval by the County.” Absent the applicant’s proposal for a zoning amendment, the zoning district for the Project Site will be part of a future countywide update to the zoning map.

Conditional Use Permit

Site Planning: The Project applicant proposes to construct and operate an intermodal transportation storage facility on an 8.89-acre site for the storage of metal containers and tractor trailers during off-season delivery periods and/or between deliveries. The subject property is located in the Limited Industrial (LI) Land Use Designation and proposes to establish a Light Industrial (LI) zone for the property. Pursuant Section 6(d) of the Resolution adopting the Countywide Plan, the current San Bernardino County Development Code (Development Code) standards for the Community Industrial (IC) zoning district shall apply until the zoning map and Development Code is updated to reflect the new Light Industrial (IL) zoning district.

The site design accommodates emergency access and circulation to ensure that fire protection can be efficiently provided. Additionally, setbacks are maintained and landscaping is proposed to provide effective buffering and mitigation of visual impacts on surrounding properties. The entry to the storage area is located at the easternmost edge of the property, on Lilac Avenue, away from the existing residential uses to the north and west.

Development Code Compliance Summary: The project satisfies all applicable standards of the Development Code for development in the Community Industrial (IC) Zone District, as illustrated in the following table:

Table 1 Community Industrial (IC) Standards			
Project Component	Development Code Standard		Project Plans
Intermodal transportation storage facility	CUP		CUP
Building Setbacks	Front:	25'	25'
	Street Side	25'	25', 25'
	Side Interior:	10'	N/A
	Rear	10'	15.5'
Parking	One space per 1,000 sq. ft. GFA		1
	One handicapped space		1

California Environmental Quality Act Compliance:

In accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines, County staff prepared a Draft Initial Study / Mitigated Negative Declaration (IS/MND) that identify and evaluates the environmental impacts of the proposed project (Exhibit A). The County released the Draft IS/MND to the public on March 15, 2019, for a 30-day review public period ending on June 3, 2019. The following are summaries of topics/issues of concern addressed in the IS/MND:

Biological Resources

The biological assessment for the Project noted a potential for burrowing owls to utilize the Project Site. Mitigation measures are proposed that reduce potential impacts to a less-than-significant level and have been incorporated as Conditions of Approval (Exhibit C) to ensure implementation.

Cultural Resources

The analyses prepared regarding cultural resources identified the potential for unknown, sub-surface resources to exist on the Project Site. Mitigation measures are proposed that reduce potential impacts to archeological and paleontological resources to a less-than-significant level and have been incorporated as Conditions of Approval to ensure implementation.

Noise

The noise analysis prepared for the proposed Project identified the potential for noise emanating from the truck exhaust stacks to impact sensitive receptors in the immediate area. Mitigation measures are proposed that reduce potential impacts to a less-than-significant level and have been incorporated as Conditions of Approval to ensure implementation.

Transportation/traffic

The Traffic Impact Analysis (TIA) prepared for the proposed Project evaluated the potential impacts on the effectiveness of the vehicular circulation/transportation system in the community. Mitigation measures are proposed that require certain specific physical improvements to the circulation network and reduce potential impacts to a less-than-significant level and maintain the established level-of-service (LOS) standards for the roadway system. Mitigation measures have been incorporated as Conditions of Approval to ensure implementation.

Tribal Cultural Resources

As discussed in the Cultural Resources section of this staff report, the potential exists for unknown, sub-surface resources to exist on the project site. Mitigation measures are proposed that provide for a qualified archeologist to monitor all soil disturbance and grading activities so as to reduce potential impacts to a less-than-significant level. Mitigation measures have been incorporated as Conditions of Approval to ensure implementation. Cultural resource consultant has been in consultation with affected tribes, consistent with AB52.

Summary:

All potentially significant environmental impacts resulting from the construction and operation of the proposed Project can be mitigated to a less-than-significant level. Potentially significant impacts in the following areas were identified and Mitigation Measures have been formulated for impacts to biology, cultural resources, noise, transportation/traffic and tribal cultural resources. Implementation of said mitigation measures will reduce the impacts to a less-than-significant level.

Public Comments:

Project notices were sent to surrounding property owners within 300 feet of the Project Site, as required by Development Code Section 85.03.080. A Notice of Availability (NOA) of the Draft IS/MND was also sent to surrounding property owners and responsible agencies, as part of the CEQA process. No comments were received regarding the Draft IS/MND during the public review period.

RECOMMENDATION:

That the Planning Commission recommend that Board of Supervisors:

1. **ADOPT** the Mitigated Negative Declaration (Exhibit A);
2. **ADOPT** the findings as contained in the staff report (Exhibit B);
3. **ADOPT** the Zoning Amendment from Single Residential One-acre Minimum Additional Agriculture (BL/RS 1-AA) to Light Industrial (IL);
4. **APPROVE** the Conditional Use Permit for the construction and operation of a truck terminal facility on 8.89 acres, subject to the recommended Conditions of Approval (Exhibit C); and
5. **DIRECT** the Clerk of the Board to file a Notice of Determination.

ATTACHMENTS:

- EXHIBIT A: Mitigated Negative Declaration
- EXHIBIT B: Findings
- EXHIBIT C: Conditions of Approval
- EXHIBIT D: Site Plan

EXHIBIT A

Mitigated Negative Declaration

SAN BERNARDINO COUNTY INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

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

PROJECT LABEL:

APNs: 0260-011-01
Applicant: Bobby Nassir- Truck Terminal Properties 1820 San Vicente Blvd. Santa Monica, CA 90402
Project No: P201800157;158;159
Staff: Tom Nieves
Rep: Ed Bonadiman, Bonadiman & Associates
Proposal: A Conditional Use Permit and General Plan Amendment to develop the Jurupa Woodruff Truck Terminal facility on an 8.89-acre site and to change the current Single Residential zoning to Community Industrial.

USGS Quad: Fontana 7.5
Lat/Long: 34 2'52.09"N
117 22'51.84"W

T, R, Section: T1S R5W Section 35

Community Plan: Bloomington

LUZD: Single Residential (RS)

Overlays: Additional Agriculture,
Burrowing Owl

PROJECT CONTACT INFORMATION:

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

Contact person: Tom Nieves, Contract Planner
Phone No: (909) 387-5036 **Fax No:** (909) 387-3223
E-mail: Tom.Nieves@lus.sbcounty.gov

PROJECT DESCRIPTION:

Project Summary

The Proposed Project is the development of the Jurupa Woodruff Truck Terminal, an intermodal transportation storage facility on an approximately 8.89-acre site located south of Jurupa Avenue between Cactus Avenue and Lilac Avenue in the unincorporated community of Bloomington, County of San Bernardino. The Project Site is legally described as APN 0260-011-01). Refer to Figure 1 and Figure 2 for the Regional Location Map and Vicinity Map, respectively. The Proposed Project would provide a storage solution for storage containers and trailers during off-season deliver periods and/or between deliveries; typically ranging from a couple of days to months. The storage facility would provide trailer parking spaces for both the eventual site tenant, as well as for the general public (as a separate gated area). The Project Application is for a Conditional Use Permit (CUP) and a General Plan Amendment/Community Plan Amendment (GPA) to change the existing designation from Single Residential (BL/RS-1-AA) to Community Industrial (IC). As part of GPA, the existing truck restriction on the portion of Jurupa Avenue between Cactus and Riverside Avenue (a County roadway) would be removed.

The Proposed Project includes a 500 square-foot office building and 73,177 square-feet of landscaping around the entire perimeter of the site and around the gated public trailer parking area. The entire facility would provide surface parking for automobiles and tractor/trailers

including 117 double-lane (14' x 85') trailer spaces, 22 single-lane (14' x 75") trailer spaces, 4 single-lane (14' x 40') trailer spaces, 4 automobile spaces, and two handicap accessible vehicle spaces. The Intent of the approximately 1.01-acre portion located at the northeastern corner of the Project Site that would be developed as a separate parking area for public use for individual trailer parking (e.g. shipping trailers/containers) is to provide an optional storage area for trailers currently parking in no-permitted areas in the vicinity.

Vehicles will access both parking areas of the Project Site via a 60-foot driveway on the southeastern corner of the Project Site on Lilac Avenue (see Figure 3 Site Plan). Access to the private storage parking area will be via an on-site gated entrance/exit to prevent public use of that area. A detention basin will be located at the southeast corner of the site and will provide appropriate storm water retention on-site with a capacity of 27,082 cubic feet (CF).

Surrounding Land Uses and Setting

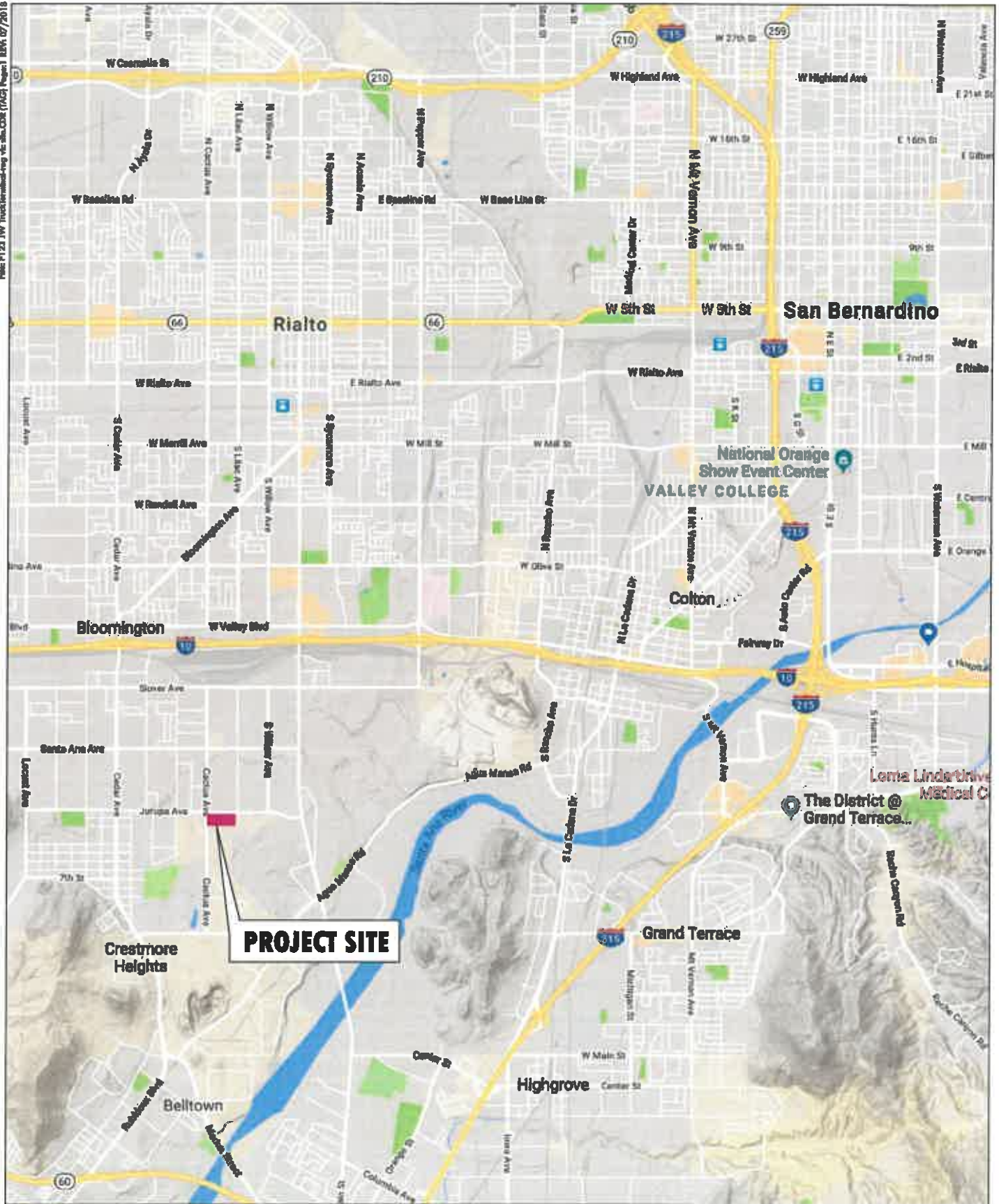
Existing Land Use and Land Use Zoning Districts		
Location	Existing Land Use	Land Use Zoning District
Project Site	Vacant and undeveloped	Single Residential (BL/RS-1-AA)
North	Residential with Commercial/ Light Industrial (Chris's Supplies, and Inland Trailer Tech)	Single Residential 20M (BL/RS-20M)
South	Vacant	Single Residential
East	Residential with Commercial/Light Industrial (vehicle storage)	Single Residential 14M (BL/RS-14M)
West	Residential	Single Residential (BL/RS)

Project Location

The Project Site is approximately 8.89 acres and is located on Jurupa Avenue in the unincorporated community of Bloomington. Regional access to the Project Site is generally via Interstate 10 to the north at either the Cedar Avenue or Riverside Avenue exits. The Project Site is located on the south side of Jurupa Avenue between Cactus Avenue on the west, and Lilac Avenue on the east. Surrounding land uses include residential and commercial/light industrial to the north and east, vacant land to the south, and residential to the west.

Existing Site Conditions

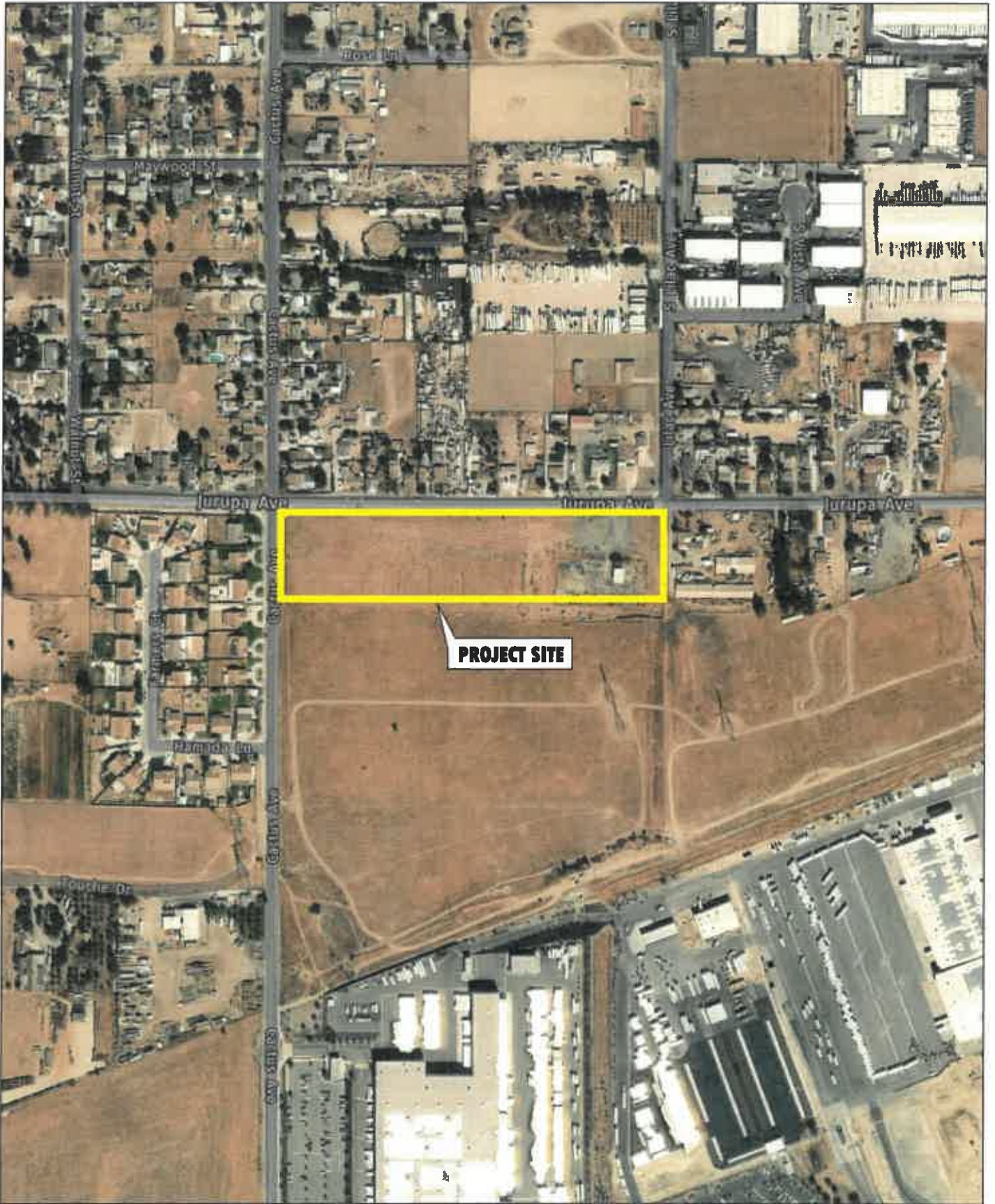
The Project Site consists of approximately 8.89 acres of undeveloped land. The Project Site is surrounded by vacant land to the south, residential with commercial/light industrial (Chris's Supplies and Inland Trailer Tech) to the north, single-family homes to the west, and residential with commercial/light industrial (vehicle storage) to the east. Access to the Project Site is from Jurupa Avenue. The Project Site currently contains fencing around the entire perimeter. The elevation on the Project Site ranges from approximately 1,038 feet above mean sea level (amsl) in the north to 963 amsl and is generally flat with a slight gradient sloping southeast. Throughout the site there is scattered debris and stockpiles of material, two connected telephone/utility poles running east/west across the southern portion, and an abandoned irrigation well at the northwest corner from prior uses. The Project Site vegetation is mainly ruderal (non-native species) and does not provide suitable habitat for any sensitive species.



PROJECT SITE

REGIONAL LOCATION
 Jurupa Woodruff Truck Terminal
 Bloomington, California

0 1
 MILE
 Sources: Lilburn Corp., July, 2018.
LILBURN
 CORPORATION



PROJECT VICINITY
Jurupa Woodruff Truck Terminal
Bloomington, California

FIGURE 2

Initial Study

Jurupa Avenue Truck Terminal Complex

APN: 026-011-01

Date: April 2019

ADDITIONAL APPROVAL REQUIRED BY OTHER PUBLIC AGENCIES

(Example: permits, financing approvals, or participation agreements.)

State: State Water Resources Control Board - Approval of Storm Water Pollution Prevention Plan

County: County of San Bernardino Department of Environmental Health Services – Issuance of On-site Wastewater Treatment System/Septic System Permit

County of San Bernardino Land Use Services – Approval of Water Quality Management Plan

County of San Bernardino Land Use Services – Approval of Conditional Use Permit

County of San Bernardino Land Use Services – Approval of General Plan Amendment

Local: West Valley Water District – Issuance of Will Serve Letter for Water Service

SUMMARY OF CONSULTATION WITH CALIFORNIA NATIVE AMERICAN TRIBES

(See Tribal Cultural Resources Section later in this document.)

EVALUATION FORMAT

This Initial study is prepared in compliance with the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21000, et seq. and the State CEQA Guidelines (California Code of Regulations Section 15000, et seq.). Specifically, the preparation of an Initial Study is guided by Section 15063 of the State CEQA Guidelines. This format of the study is presented as follows. The project is evaluated based on its effect on 18 major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

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

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

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- | | | |
|--|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" 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 checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation / Traffic | <input checked="" type="checkbox"/> Tribal Cultural Resources | <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 Name, Planner)

4/29/19
 Date


 Signature: (Name, Supervising Planner)
 Land Use Services Department/Planning Division

4/30/19
 Date

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
I. AESTHETICS - Will 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 will adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

- a) **No Impact.** The Proposed Project is located within the unincorporated community of Bloomington, San Bernardino County, City of Rialto Sphere of Influence. The immediate vicinity of the Project Site includes vacant land to the south, residential with commercial/light industrial to the north, single-family homes to the west, and residential with commercial/light industrial to the east. Neither the County of San Bernardino 2007 General Plan nor the Bloomington Community Plan identifies a scenic vista within the vicinity of the Project Site. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- b) **No Impact.** The Project Site is located south of Jurupa Avenue between Cactus Avenue to the west, and Lilac Avenue to the east. None of the surrounding roads are designated as a scenic route within the California Scenic Highway Mapping System. The closest existing State Scenic Highway is Route 38, located approximately 14 miles northeast of the Site. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- c) **Less than Significant.** The Proposed Project is on an 8.89-acre site and approximately one acre of the site will be designated for use by the general public to store trailers (e.g. shipping trailers/containers). The Proposed Project is the development of an intermodal transportation storage facility for the storage of trailers and a 500 square-foot office which will not exceed the maximum height limit of 75 feet. Additionally, the Proposed Project includes GPA to change the existing designation from BL/RS-1-AA to IC.

The Project Site is currently vacant, however, signs of disturbance (e.g. illegal dumping, stockpiles of soil) and scattered debris from prior uses is evident. The Project Site will include landscaping around the entire perimeter and would have a front and side-interior setback of 25' and a rear and side-interior setback of 10'. Development of the Project would remove blight conditions and remain consistent with the Community Industrial zoning development standards. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- d) **Less than Significant.** The Proposed Project is anticipated to operate 24 hours/day, 7 days/week and will include exterior lighting for nighttime safety. According to the San Bernardino County Development Code, Section 83.07.030(a) Glare and Outdoor Lighting; outdoor lighting must be fully shielded to preclude light pollution or light trespassing onto abutting residential uses and onto the public right-of-way. The lighting structures for the Proposed Project will be designed to adhere to the County lighting requirements, and demonstration of compliance to those standards will be required before a building permit is issued. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES				
<p>- 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. Will the project:</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d) Result in the loss of forest land or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

- a) **No Impact.** The Project Site is identified as "Other Land" in the California Department of Conservation, Farmland Mapping and Monitoring Important Farmland Finder (2016). "Other Land" is classified as land not included in any other mapping categories and ultimately vacant and nonagricultural surrounded by urban developments. Although the Project Site was used for farming in the late 1990's, all evidence of the farming activities has been eliminated by disking, weed abatement, and impacts to the surface by modern activities. The Project Site is currently zoned as Single Residential with an Additional Agriculture overlay (BL/RS-1-AA). However, the Proposed Project includes a GPA to change the existing designation BL/RS-1-AA to IC. Therefore, implementation of the Proposed Project would not convert Prime Farmland to a non-agricultural use. No impacts are identified or anticipated, and no mitigation measures are required.
- b) **No Impact.** The Project Site is identified as "Non-Enrolled Land" in the San Bernardino County Williamson Act FY 2014/2015 Sheet 2 of 2 map published by the California Department of Conservation's Division of Land Resource Protection (2015). No land under the Williamson Act Contract occurs within the Project Site or its vicinity. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- c) **No Impact.** The Project Site is currently zoned as Single Residential with an Additional Agriculture overlay (BL/RS-1-AA). However, the Proposed Project includes a GPA to change the existing designation BL/RS-1-AA to IC. However, implementation of the Proposed Project would not conflict with existing zoning nor cause rezoning of, forest land, or timberland. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- d) **No Impact.** The Project Site is currently vacant with signs of disturbance (e.g. illegal dumping, stockpiles of soil) and scattered debris from prior uses. Implementation of the Proposed Project would not result in loss of forest land or conversion of forest land to non-forest use. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- e) **No Impact.** The Project Site is currently zoned as Single Residential with an Additional Agriculture overlay. The Proposed Project includes a GPA to change the existing designation BL/RS-1-AA to IC. However, the Project Site is currently vacant and has not been used for farming activities since the late 1990's based on aerial photographs and the *Phase I Cultural Resource Investigation* completed by McKenna et al (February 2018). Implementation of the Proposed Project would not result in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

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

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

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

The Proposed Project is located in the unincorporated area of Bloomington within the City of Rialto Sphere of Influence. The Project Applicant is proposing a GPA to change the current land use designation of the Project Site from BL/RS-1-AA to IC. The Proposed Project would be compliant with the development criteria for IC in order to establish a truck terminal.

Pursuant to the methodology provided in Chapter 12 of the 1993 SCAQMD CEQA Air Quality Handbook, consistency with the Basin AQMP is affirmed when a project (1) does not increase the frequency or severity of an air quality standards violation or cause a new violation and (2) is consistent with the growth assumptions in the AQMP. A consistency review of the Proposed Project determined that:

1. The project would result in short-term construction and long-term operational pollutant emissions that are all less than the CEQA significance emissions thresholds established by SCAQMD. Therefore, the project would not result in an increase in the frequency or severity of an air quality standards violation and would not cause a new air quality standard violation.
2. The *CEQA Air Quality Handbook* indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plan elements, Specific Plan, and significant projects. Significant projects include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and offshore drilling facilities; therefore, the proposed project is not defined as significant.

The land uses envisioned for the Project Site resulting from the General Plan Amendment would not increase the frequency or severity of an air quality standards violation or cause a new violation (see analysis results below); and thus, these land uses are consistent with the growth assumptions in the AQMP. With implementation of the GPA, the Proposed Project would not conflict with or obstruct implementation of the AQMP. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

- b) **Less than Significant.** The Proposed Project's construction and operational emissions were screened using California Emissions Estimator Model (CalEEMod) version 2016.3.2 prepared by the SCAQMD (available at the County offices for review). CalEEMod was used to estimate the on-site and off-site construction emissions. The emissions incorporate Rule 402 and 403 by default as required during construction. The criteria pollutants screened for include: reactive organic gases (ROG), nitrous oxides (NO_x), carbon monoxide (CO), sulfur dioxide (SO₂), and particulates (PM₁₀ and PM_{2.5}). In addition, reactive organic gas (ROG) emissions were analyzed. Two of the analyzed pollutants, ROG and NO_x, are ozone precursors. Both summer and winter season emission levels were estimated.

Construction Emissions

Construction emissions are considered short-term, temporary emissions and were modeled with the following construction parameters: site preparation, site grading (fine and mass grading), building construction, paving, and architectural coating. Construction is anticipated to begin in late 2018 and be completed in late 2019. The resulting emissions generated by construction of the Proposed Project are shown in Table 1 and Table 2, which represent summer and winter construction emissions, respectively.

Table 1
Summer Construction Emissions Summary
(Pounds per Day)

Source/Phase	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Site Preparation	4.7	48.3	23.5	0.04	10.9	6.9
Grading	2.9	30.7	17.4	0.03	4.7	3.0
Building Construction	4.0	31.8	28.4	0.06	3.7	2.1
Paving	2.5	15.3	15.4	0.02	1.0	0.8
Architectural Coating	6.1	2.0	3.5	0.01	0.5	0.2
Highest Value (lbs/day)	6.1	48.3	28.4	0.06	10.9	6.9
SCAQMD Threshold	75	100	550	150	150	55
Significant	No	No	No	No	No	No

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

Table 2
Winter Construction Emissions Summary
(Pounds per Day)

Source/Phase	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Site Preparation	4.7	48.3	23.3	0.04	10.9	6.9
Grading	2.9	30.7	17.3	0.03	4.7	3.0
Building Construction	4.0	31.8	27.0	0.06	3.8	2.1
Paving	2.5	15.3	15.3	0.02	1.0	0.8
Architectural Coating	6.1	2.0	3.2	0.01	0.5	0.2
Highest Value (lbs/day)	6.1	48.3	27.0	0.06	10.9	6.9
SCAQMD Threshold	75	100	550	150	150	55
Significant	No	No	No	No	No	No

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

As shown in Table 1 and Table 2, construction emissions during either summer or winter seasonal conditions would not exceed SCAQMD thresholds. Impacts would be less than significant, and no mitigation measures would be required.

Compliance with SCAQMD Rules 402 and 403

Although the Proposed Project does not exceed SCAQMD thresholds for construction emissions, the Project Proponent would be required to comply with all applicable SCAQMD rules and regulations as the SCAB is in non-attainment status for ozone and suspended particulates (PM₁₀ and PM_{2.5}).

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

1. The Project Proponent shall ensure that any portion of the site to be graded shall be pre-watered prior to the onset of grading activities.
 - (a) The Project Proponent shall ensure that watering of the site or other soil stabilization method shall be employed on an on-going basis after the initiation of any grading activity on the site. Portions of the site that are actively being graded shall be watered regularly (2x daily) to ensure that a crust is formed on the ground surface and shall be watered at the end of each workday.
 - (b) The Project Proponent shall ensure that all disturbed areas are treated to prevent erosion until the site is constructed upon.
 - (c) The Project Proponent shall ensure that landscaped areas are installed as soon as possible to reduce the potential for wind erosion.
 - (d) The Project Proponent shall ensure that all grading activities are suspended during first and second stage ozone episodes or when winds exceed 25 miles per hour.

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

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

Operational Emissions

The operational mobile source emissions were calculated using a Traffic Impact Analysis (TIA) prepared by Kunzman Associates on July 11, 2018. However, a subsequent TIA was prepared in

February 2019 to reflect a more accurate description of the operations associated with the trailer storage. The revised TIA determined that the Proposed Project would generate approximately 230 daily trips which is lower than the 404 daily trips estimated in the 2018 TIA and analyzed in the air quality analysis. Therefore, the emissions represented herein are a worst-case scenario. Emissions associated with the Proposed Project's estimated vehicle trips were modeled and are listed in Table 3 and Table 4, which represent summer and winter operational emissions, respectively.

Table 3
Summer Operational Emissions Summary
(Pounds per Day)

Source/Phase	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area	0.2	0.0	0.0	0.0	0.0	0.0
Energy	0.0	0.0	0.0	0.0	0.0	0.0
Mobile	1.4	27.6	11.5	0.1	4.0	1.5
Totals (lbs/day)	1.6	27.6	11.5	0.1	4.0	1.5
SCAQMD Threshold	55	55	550	150	150	55
Significant	No	No	No	No	No	No

Source: CalEEMod.2016.3.2 Summer Emissions

Table 4
Winter Operational Emissions Summary
(Pounds per Day)

Source/Phase	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area	0.2	0.0	0.0	0.0	0.0	0.0
Energy	0.0	0.0	0.0	0.0	0.0	0.0
Mobile	1.4	28.3	11.9	0.1	4.0	1.5
Totals (lbs/day)	1.6	28.3	11.9	0.1	4.0	1.5
SCAQMD Threshold	55	55	550	150	150	55
Significant	No	No	No	No	No	No

Source: CalEEMod.2016.3.2 Winter Emissions

As shown, both summer and winter season operational emissions are below SCAQMD thresholds. Impacts are anticipated to be less than significant, and no mitigation measures would be required.

The Proposed Project does not exceed applicable SCAQMD regional thresholds either during construction or operational activities. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- c) **Less than Significant.** The Proposed Project would not exceed any SCAQMD thresholds for criteria pollutants during construction (see Tables 1 and 2). Operational emissions are less than significant and would not result in a cumulatively considerable net increase of any criteria pollutant (see Tables 3 and 4). Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

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

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

The Project Site is approximately 8.89 acres; however, the LST five-acre scenario thresholds were utilized to represent a worst-case scenario as larger sites are typically granted a larger emissions allowance. The nearest sensitive receptor land use is residential development located immediately to the north, east, and west of the Project Site and therefore LSTs are based on an 82-foot (25-meter) distance. The resulting Proposed Project's construction and operational emissions with the appropriate LST are presented in Table 5.

Table 5
Localized Significance Thresholds
(Pounds per Day)

Source	NO _x	CO	PM ₁₀		PM _{2.5}	
Construction Emissions (Max. from Table 1 and Table 2)	48.3	28.4	10.9		6.9	
Operational Emissions (Max. total from Table 2 and Table 4) ¹	2.83	1.19	0.4		0.15	
Highest Value (lbs/day)	48.3	28.4	10.9	0.4	6.9	0.15
LST Threshold	270	1,746	14*	4 [†]	8*	2 [†]
Greater than Threshold?	No	No	No	No	No	No

Note: PM₁₀ and PM_{2.5} emissions are separated into construction and operational thresholds in accordance with the SCAQMD Mass Rate LST Look-up Tables.

* Construction emissions LST

[†] Operational emissions LST

¹ Per LST Methodology, mobile source emissions do not need to be included except for land use emissions and on-site vehicle emissions. It is estimated that approximately 10 percent of mobile emissions will occur on the Project Site.

Source: CalEEMod.2016.3.2 Summer & Winter Emissions; SCAQMD Final Localized Significance Threshold Methodology; SCAQMD Mass Rate Look-up Tables for 5-acre site in SRA No. 34, distance of 25 meters

As shown in Table 5, the Proposed Project's emissions are not anticipated to exceed the LSTs. Therefore, the Proposed Project is not anticipated to expose sensitive receptors to substantial pollutant concentrations. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

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

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

SUBSTANTIATION: (Check if project is located in the Biological Resources Overlay or contains habitat for any species listed in the California Natural Diversity Database):

a) **Less than Significant with Mitigation Incorporated.** A General Biological Assessment for the Proposed Project was prepared by Natural Resource Assessment, Inc. (NRAI) in April 2018. It included a data search for information on plant and wildlife species known occurrences within the vicinity of the project. This review included biological texts on general and specific biological resources, and those resources considered to be sensitive by various wildlife agencies, local governmental agencies and interest groups. Findings of the study are summarized herein and available for review at the County of San Bernardino Land Use Services Department.

A field assessment survey was conducted in February 2018. The Project Site was found with debris scattered throughout. The dominant plant community on the property was ruderal (weedy) and dominated by ruderal species such as horehound (*Marrubium vulgare*), short-pod mustard (*Hirschfeldia incana*) and Mediterranean grass (*Schismus barbatus*). There was also two shrub species: deerweed (*Acmispon glaber*) and broom baccharis (*Baccharis sarothroides*).

Birds were the most common group of species observed on the property. Bird species observed included house finch (*Haemorhous mexicanus*), horned lark (*Eremophila alpestris*), mourning dove (*Zenaida macroura*), Say's phoebe (*Sayornis saya*), and house sparrow (*Passer domesticus*). Additionally, Bottae's pocket gopher (*Thomomys bottae*) and Beechey ground squirrel (*Spermophilus beecheyi*) burrows were observed. No kangaroo rat burrows were observed. The side-blotched lizard (*Uta stansburiana*) was the only reptile species observed. No amphibian species were observed, probably due to the lack of on-site or nearby surface water and similar moist habitats.

Additionally, the presence for sensitive species including but not limited to those listed, or candidates for listing by the U. S. Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW) and California Native Plant Society (CNPS) were also analyzed. The review included the following sources:

- California Natural Diversity Data Base report for the Fontana South U.S. Geological Survey (USGS) 7.5 topographic quadrangle (CNDDDB 2018)
- Calflora website for information on plant species
- CNPS Inventory for information on plant species (CNPS 2018)
- Information, Planning, and Conservation System (IPAC) data (USFWS 2018)
- Biogeographic Information & Observation System (BIOS) data (CDFW 2018)

The USFWS identified 33 federal resources of concern near the project, and the CNDDDB and CNPS websites collectively identified 57 resources for the Fontana 7.5 USGS topographic map (with several of the same resources occurring on all three lists). Of the 33 species identified by the USFWS and the 57 species identified by the CNDDDB and CNPS, eight are federally listed species: Santa Ana sucker (*Catostomus santaanae*), coastal California gnatcatcher (*Polioptila californica californica*), least Bell's vireo (*Vireo bellii pusillus*), southwestern willow flycatcher (*Empidonax traillii eximius*), San Bernardino kangaroo rat (*Dipodomys merriami parvus*), Delhi Sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*), San Diego ambrosia (*Ambrosia pumila*), and Santa Ana River woolly star (*Eriastrum densifolium var. sanctorum*). However, only four, the San Bernardino kangaroo rat, Delhi sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*), Santa Ana River woolly star and the slender-horned spinyflower, could potentially be present on or near the project.

Many of the sensitive resources identified by the agencies include either species for which habitat does not exist on site (such as the Santa Ana River sucker) or are species that may forage or move over the Project Site but would not be resident. Impacts to sensitive but non-listed species that may be present are not considered significant because: 1) prior impacts to the property have already reduced suitable habitat; 2) ongoing disturbances (such as traffic along adjacent streets) continue to deny use of or degrade the property habitat; and/or 3) the status of the species is such that the loss of any remaining suitable habitat is small relative to the overall distribution and available habitat for that species. The field study found none of these species on-site and does not anticipate their occurrences due to high disturbance, isolation from suitable habitats, and lack of shrub cover.

No suitable habitat exists for the burrowing owl. However, ground squirrel burrows were observed on-site and over time have the potential of being used by burrowing owls. If the Project Site is allowed to remain fallow, burrowing owl has the potential to nest on the Project Site. Therefore, 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:

- **Mitigation Measure BIO-1:** A pre-construction burrowing owl bird survey following the recommended guidelines of the CDFW will be required to determine if nesting is occurring.
 - **Mitigation Measure BIO-2:** Occupied nests will not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist verifies through non-invasive methods that either (a) the adult birds have not begun egg-laying and incubation; or (b) the juveniles from the occupied nests are foraging independently and are capable of independent survival.
 - **Mitigation Measure BIO-3:** If the biologist is not able to verify one of the above conditions, then no disturbances shall occur during the breeding season within a distance determined by the qualified biologist for each nest or nesting site. For the burrowing owl, the recommended distance is a minimum of 160 feet.
- b) **No Impact.** NRAI did not observe any surface water flows, or riparian habitats that could support other sensitive natural communities identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service on the Project Site. Additionally, no United States Army Corp of Engineers (ACOE) waters of the United States (per Sections 401-404 of the Federal Clean Water Act), or streambeds (per Sections 1600-1603 of the California Fish and Game Code) were observed on-site. Therefore, no impacts to riparian habitat or other sensitive natural communities would result.
- c) **No Impact.** The Project Site does not contain federally protected wetlands as defined by Section 404 of the Clean Water Act or any wetlands under the jurisdiction of the Regional Water Quality Control Board (RWQCB). According to the General Biological Assessment there are no jurisdictional waters, evidence of flooding, drainages, or indications of flows. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- d) **Less Than Significant.** At the time of the survey, the Project Site did provide marginal nesting for ground-nesting species but did not show evidence of nesting sites for shrub or tree-nesting species. The Project Site is surrounded by development to the north, east, and west. Habitat fragmentation was found substantial in the Project vicinity and no natural habitats were found in the area. Therefore, the Proposed Project would not significantly add to habitat fragmentation or affect wildlife movement. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.
- e) **Less than Significant.** The Project Site does not conflict with the *Bloomington Community Plan* or with any ordinances preserving natural habitats. The Project Site lies within Burrowing Owl habitat as identified on the San Bernardino County Biotic Resources Overlay Map. However, according to field assessment survey conducted in 2018, no suitable habitat for the burrowing owl were found due to high levels of disturbances and development. However, ground squirrel burrows were observed, and over time may become available for use by burrowing owls if the property is allowed to remain fallow. See Mitigation Measures BIO-1 through BIO-3. With implementation of the recommended mitigation measures, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.
- f) **No Impact.** The Proposed Project is not located within any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
V. CULTURAL RESOURCES - Will 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 checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input 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"/>
c) 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 Paleontological Resources overlays or cite results of cultural resource review):

a) **Less than Significant.** In February 2018, McKenna et al. performed a *Phase 1 Cultural Resources Investigation* for the Proposed Jurupa Avenue Truck Terminal. Findings of the study are summarized herein and available for review at the County of San Bernardino Land Use Services Department.

According to Policy BL/CO 1.1 of the *Bloomington Community Plan, Conservation Element*, the County has identified the "Old Well located on the southeast corner of Jurupa Avenue and Cactus Avenue" as a resource worthy of historical consideration. The Old Well is listed as one of eleven resources for consideration as a "local historical site". McKenna et al. determined the establishment of the Old Well in the northwestern corner of the Project Site as having occurred as late as the 1940s. Although, the Old Well was not used until the Hamadas occupied the site in the late 1990s. However, due to the lack of physical evidence associated with farming activities on-site, McKenna et al. concluded the Project Site and associated amenities as lacking in historical significance.

As such, the only historic period improvement is the Old Well site which has since been abandoned and stripped of all significant elements with no physical evidence of usage by the Hamada's farming activities (no landscaping or indications of row crops). Only the shaft, concrete pads, and standing irrigation valve tower remain. The redevelopment of the Project Site, in any fashion, would not change the history of the Project Site. Therefore, McKenna et al. has concluded that the Proposed Project would not result in an adverse environmental impact. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

b) **Less Than Significant with Mitigation Incorporated.** McKenna et al. completed the archaeological records check at the California State University, Fullerton, South Central Coastal Information Center. The records check searched for cultural and archaeological resources in or near the Project's vicinity and for previous cultural resource investigations conducted within the project vicinity. As a result, twenty-six (26) cultural resources investigations within a one-mile radius of the Project Site were identified. The 26 investigations included property surveys, linear surveys, and individual small property investigations. Of these, none directly involved the Project Site, but one ran along the peripheries: 1062853 (Foster et al. 1991), consisting of a linear survey along Jurupa Avenue and

Cactus Avenue (for the Inland Feeder project). Additionally, the only standing structure on the Project Site is the modern make-shift structure constructed of old, wooden telephone poles and corrugated metal that has no historical significance.

According to McKenna et al. there is no physical evidence of archaeological resources within the Project Site and no potential to yield important data. However, possible significant adverse impacts may occur in the event resources are uncovered during site grading and excavation and the following mitigation measure is required to reduce these impacts to a level below significant. The required mitigation measure is:

- **Mitigation Measure CR-1:** In the event buried cultural materials or prehistoric artifacts are discovered inadvertently during any earth-moving operations, the Project Proponent shall cease all work within a 50-foot radius of the discovery, until a qualified archaeologist can evaluate the nature and significance of the finds. If, at any time, resources are identified, the archaeologist shall make recommendations to the County of San Bernardino for appropriate mitigation measures in compliance with the guidelines of the California Environmental Quality Act.
- c) **Less than Significant with Mitigation Incorporated.** The Project Site was found to have an inherent level of sensitivity to yield evidence of paleontological resources, although none have been reported to date. The entire Proposed Project area has surficial sediments composed of younger Quaternary Alluvium, derived broadly from alluvial fan deposits of the San Gabriel Mountains to the north. These deposits typically do not contain significant vertebrate fossils, at least in the uppermost layers, but they may be underlain at relatively shallow depth by older sedimentary deposits that do contain significant fossil vertebrate remains. Grading or shallow excavations in the uppermost layers of soil and Quaternary Alluvium in the Proposed Project area are unlikely to encounter significant fossil vertebrate remains. Deeper excavations that extend down into older Quaternary sediments, however, may well encounter significant vertebrate fossils. Any substantial excavations below the uppermost layers, therefore, should be closely monitored to quickly and professionally collect any specimens without impeding development. Therefore, 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 as follows:
- **Mitigation Measure CR-2:** The Project Proponent shall have a paleontological consultant on-site for any excavations extending below five feet of the present surface and/or any areas where older Quaternary alluvium is identified. The monitoring program shall be conducted in a manner consistent with the San Bernardino County Museum policies and guidelines, including curation guidelines.
 - **Mitigation Measure CR-3:** The Project Proponent shall have a paleontological consultant on-call should any paleontological specimens be uncovered in the younger alluvium.
- d) **Less than Significant with Mitigation Incorporated.** Based on the recent historical research and documentation, McKenna et al. identified the Project Site as yielding no evidence of prehistoric archaeological resources and no evidence of historic archaeological resources. The Project Site is determined to not be culturally significant or sensitive. However, 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 following mitigation measure is recommended:

- **Mitigation Measure CR-4:** If, at any time, evidence of human remains are uncovered, the project proponent or representative shall immediately notify the County Coroner and allow the Coroner access to the property to assess the remains. If the remains are determined to be human and of Native American origin, the Coroner will notify the Native American Heritage Commission and, in consultation between the Most Likely Descendant (MLD), as identified by the Commission, the Project Proponent will determine the disposition of the remains. If necessary, the Lead Agency (County) and archaeological consultant can assist in the consultation.

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
VI. GEOLOGY AND SOILS - Will 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 checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 181-B of the California Building Code (2001) creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

- a) **Less than Significant.** The Proposed Project is located within the San Bernardino County in the unincorporated community of Bloomington within the City of Rialto Sphere of Influence.
- i) **Less than Significant.** The Project Site does not occur within an Alquist-Priolo Earthquake Fault Zone or special study zone as depicted in the Department of Conservation Fault Activity Map of California (2010), nor within an earthquake fault zone as depicted in the San Bernardino County Geologic Hazard Overlay. The nearest fault to the Project Site is the Rialto-Colton Fault, approximately three miles northeast of the Project Site, and is considered a concealed fault. The Rialto-Colton Fault is part of the larger northwest-trending San Jacinto Fault Zone. Other known, active earthquake faults in the region include the San Andreas fault located approximately six miles northeast and the Cucamonga fault located approximately 11 miles northwest of the

Project Site. While the potential for on-site ground rupture cannot be totally discounted, the likelihood of such an occurrence is considered low due to the absence of known faults within the Project Site. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

ii) **Less than Significant.** The San Jacinto Fault Zone, a system of northwest-trending, right-lateral, strike-slip faults is the closest known active fault zone to the Project Site (occurring approximately 3 miles southwest) and is considered the most important fault to the project Site with respect to the hazards of seismic shaking and ground rupture. Historically, more significant earthquakes have occurred on the San Jacinto fault than any other fault in Southern California.

However, the Proposed Project would not include any habitable structures. Nonetheless, the design of any structures on-site would incorporate measures to accommodate projected seismic loading pursuant to existing California Building Code and local building regulations. Based on the incorporation of applicable measures into the project design and construction, seismic ground shaking would be reduced to the extent possible. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

iii) **No Impact.** Liquefaction is a phenomenon in which cohesion-less, saturated, fine-grained sand and silt soils lose shear strength due to ground shaking. The Project Site is not located in an area mapped as having liquefaction susceptibility according to the San Bernardino County General Plan Geologic Hazard Overlay map FH29C. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

iv) **No Impact.** As shown in the San Bernardino County General Plan Geologic Hazard Overlay map FH29C, the Project Site is not located within a landslide susceptibility designated area. The Proposed Project occurs on relatively flat terrain and does not present risks associated with landslides (i.e., slopes greater than 15 percent). Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

- b) **Less than Significant.** Development of the 8.89-acre Project Site would disturb more than one acre of soil, and henceforth, the Proposed Project is subject to the requirements of the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). The Construction General Permits requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). A SWPPP is required for construction of the Proposed Project and will include a list of Best Management Practices (BMPs) to avoid and minimize soil erosion. Implementation of the BMPs as provided in the SWPPP and approved by the Santa Ana Regional Water Quality Control Board, would ensure potential impacts are reduced to a less than significant level. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.
- c) **Less than Significant.** According to the USDA Web Soil Survey, the Project Site consists entirely of Tujunga loamy sands (TuB). These soils are classified as somewhat excessively drained with low runoff and a rare frequency of flooding. The elevation of the Project Site ranges from approximately 955' to 970'. Based on the on-site soils and gradient of the Project Site, a risk of unstable soils is not anticipated. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- d) **Less than Significant.** Expansive soils are fine-grained silts and clays which are subject to swelling and contracting. The amount of swelling and contracting is subject to the amount of fine-grained clay materials present in the soils and the amount of moisture either introduced or extracted from the soils. The Project Site soils consist of Tujunga loamy sands soil (TuB) which is considered excessively drained and rarely flooded. According to the USDA Web Soil Survey, the composition of the soil within the Project Site contains minimal clays and is not anticipated to swell or contract. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- e) **Less than Significant.** The Proposed Project will utilize an on-site septic system to serve the 500-square-foot office building. A Geotechnical/Soils report will be required to be approved by the County to confirm that on-site Tujunga loamy sands would be capable of supporting the use of a septic system. The Project Applicant will also be required to obtain permits from the County Department of Environmental Health and the Regional Water Quality Control Board, Santa Ana Region for development of an on-site wastewater treatment system. The Proposed Project's design incorporates measures to diminish impacts to water quality to an acceptable level as required by State and federal regulations and is not expected to violate any water quality standards or waste discharge requirements. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
VII GREENHOUSE GAS EMISSIONS - Will the project:				
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:

- a) **Less than Significant.** Emissions were estimated using the CalEEMod version 2016.3.2. Construction is anticipated to begin in late 2018 and be completed in late 2019. The operational mobile source emissions were calculated using the TIA prepared by Kunzman Associates, dated July 11, 2018. However, a subsequent TIA was prepared in February 2019 to reflect a more accurate description of the operations associated with the trailer storage. The revised TIA determined that the Proposed Project would generate approximately 230 daily trips which is lower than the 404 daily trips estimated in the 2018 TIA and analyzed in the air quality analysis. Therefore, the emissions represented herein are a worst-case scenario.

Many gases make up the group of pollutants that are believed to contribute to global climate change. However, three gases are currently evaluated and represent the highest concentration of GHG: Carbon dioxide (CO₂), Methane (CH₄), and Nitrous oxide (N₂O). The Global Warming Solutions Act of 2006 requires that by the year 2020, the Greenhouse Gas (GHG) emissions generated in California be reduced to the levels of 1990. The City of San Bernardino has not adopted its own thresholds of significance for greenhouse gas emissions. However, the City finds persuasive and reasonable the approach to determining significance of greenhouse gas emissions established by SCAQMD.

SCAQMD provides guidance methods and/or Emission Factors that are used for evaluating a project's emissions in relation to the thresholds. A threshold of 3,000 MTCO₂e per year has been adopted by SCAQMD for non-industrial facilities. The modeled construction and operational emissions anticipated from the Proposed Project compared to the SCAQMD threshold are shown below in Table 6 and Table 7.

As shown in Table 6 and Table 7, the Proposed Project's emissions would not exceed the SCAQMD's 3,000 MTCO₂e threshold of significance. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

**Table 6
 Greenhouse Gas Construction Emissions
 (Metric Tons per Year)**

Source/Phase	CO ₂	CH ₄	N ₂ O
Site Preparation	18.3	0.0	0.0
Grading	28.6	0.0	0.0
Building Construction	602.4	0.1	0.0
Paving	21.9	0.0	0.0
Architectural Coating	5.8	0.0	0.0
Total MTCO₂e	679.5		
SCAQMD Threshold	3,000		
Significant	No		

Source: CalEEMod.2016.3.2 Annual Emissions.

**Table 7
 Greenhouse Gas Operational Emissions
 (Metric Tons per Year)**

Source/Phase	CO ₂	CH ₄	N ₂ O
Area	0.0	0.0	0.0
Energy	35.6	0.0	0.0
Mobile	1,414.0	0.0	0.0
Waste	0.1	0.0	0.0
Water	0.6	0.0	0.0
Total MTCO₂e	1,451.2		
SCAQMD Threshold	3,000		
Significant	No		

Source: CalEEMod.2016.3.2 Annual Emissions.

- b) **Less than Significant.** There are no existing GHG plans, policies, or regulations that have been adopted by CARB or SCAQMD that would apply to this type of emissions source. However, the operator shall comply with CARB and SCAQMD regulations related to diesel-fueled trucks, which may include among others: (1) meeting more stringent emission standards; (2) retrofitting existing engines with particulate traps; (3) use of low sulfur fuel; and (4) use of alternative fuels or equipment.

It is possible that CARB may develop performance standards for project-related activities prior to construction of the Proposed Project. In this event, these performance standards would be implemented and adhered to, and there would be no conflict with any applicable plan, policy, or regulations. The Proposed Project is consistent with CARB scoping measures and therefore does not conflict with local or regional greenhouse gas plans. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
VIII HAZARDS AND HAZARDOUS MATERIALS - Will 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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, will it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, will the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, will the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

- a) **Less than Significant.** The Proposed Project is the development of an intermodal transportation storage facility for the storage of trailers and a 500 square-foot office building. The Proposed Project is on an 8.89-acre site and approximately one acre of the site will be designated for use by the general public to store trailers (e.g. shipping trailers/containers). The storage of trailers and containers would not create a significant hazard to the public or the environment due to the use of

hazardous materials. However, some containers may include potentially hazardous items such as petroleum-based products. These products would be in small, pre-packaged containers for retail purposes. As product quantities would be small (packaged for retail) no special hazardous materials placarding is required for transportation or for the storage of the containers. Additionally, all materials required during construction would be kept in compliance with State and local regulations and will comply with Best Management Practices. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- b) **Less than Significant Impact.** Hazardous or toxic materials transported in association with construction of the Proposed Project may include items such as oils, paints, and fuels. All materials required during construction would be kept in compliance with State and local regulations. Post-construction activities would include standard maintenance (i.e., landscape upkeep, exterior office painting and similar activities) involving the use of commercially available products (e.g., gas, oil, paint), which would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accidental release of hazardous materials into the environment. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.
- c) **No Impact.** The Project Site is not located within ¼-mile of a school or a proposed school. The closest school to the Project Site is Crestmore Elementary School which is located ¾-mile to the west. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- d) **No Impact.** Pursuant to California Government Code Section 65962.5, the California Department of Toxic Substances Control (DTSC) compiles the Cortese List and updates it annually. The Cortese List includes hazardous waste facilities subject to corrective action, land designated as hazardous waste property or border zone property, sites included in the abandoned site assessment program, and qualifying sites pursuant to Section 25356 of the Health and Safety Code. A copy of the most recent Cortese List was retrieved from DTSC EnviroStor online database on April 8, 2019 and the Project Site is not identified on the list nor are there any listed sites in the immediate surrounding area. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- e) **No Impact.** The Project Site is not within an airport safety review area as identified in the San Bernardino County General Plan Hazard Overlay Map FH29B and it is not located within two miles of a public airport or public use airport. The closest Airport Safety Review Area, as designated in the hazard overlay map, is for the Rialto Municipal Airport approximately 5 miles north. However, the airport has closed all air traffic since 2014 and a Specific Plan for redevelopment of the airport and surrounding property has been adopted by the City of Rialto. Additionally, the Project Site is 15 miles west of the Ontario International Airport and implementation of the Proposed Project would not result in a safety hazard related to the Ontario International Airport. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- f) **No Impact.** The Project Site is not located in the vicinity of a private airstrip. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- g) **Less than Significant.** The *Bloomington Community Plan* designates Valley Boulevard, Slover Avenue, and the San Bernardino Freeway-Interstate 10 (I-10) as the evacuation routes of primary concern. The Proposed Project is on Jurupa Avenue and development would not conflict or interfere with potential evacuation routes within the plan area. No residents or service vehicles are expected to be impeded from their route as a result of implementing the Proposed Project. Furthermore,

adequate on-site access for emergency vehicles would be verified during the County's plan review process. Neither the construction nor post-construction operations would conflict with implementation of the County's Emergency Plan nor the *Bloomington Community Plan*. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- h) **Less than Significant.** The Project Site is not located in the fire safety overlay as identified in the San Bernardino County General Plan Hazard Overlay Map FH29B and there are no Intermixed wildland areas within the vicinity of the Project. The nearest wildlands areas would be the San Gabriel or San Bernardino Mountain, both located over 10 miles to the north. The Proposed Project is the development of an intermodal transportation storage facility for the storage of trailers and a 500 square-foot office building and is not anticipated to expose people or structures to a significant risk of loss, injury or death involving wildland fires. All new construction shall comply with the current Uniform Fire Code requirements and all applicable statutes, codes, ordinances, and standards of the San Bernardino County Fire Department. Permission to occupy or use the building will not be granted until the Fire Department inspects, approves, and signs off on the Building and Safety job card. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

	<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
IX	HYDROLOGY AND WATER QUALITY - Will the project:				
	a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there will 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 will 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 will result in substantial erosion or siltation on- or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which will result in flooding on- or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	h) Place within a 100-year flood hazard area structure which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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:

- a) **Less than Significant.** The Proposed Project would disturb approximately 8.89 acres and therefore would be subject to the National Pollutant Discharge Elimination System (NPDES) permit requirements. The State of California is authorized to administer various aspects of the NPDES. Construction activities covered under the State's General Construction permit include removal of vegetation, grading, excavating, or any other activity that causes the disturbance of one-acre or more. The Santa Ana Regional Water Quality Control Board (RWQCB) has issued an area-wide NPDES Storm Water Permit for the County of San Bernardino, the San Bernardino County Flood Control District, and the incorporated cities of San Bernardino County.

The General Construction permit requires recipients to reduce or eliminate non-storm water discharges into stormwater systems, and to develop and implement a Storm Water Pollution Prevention Plan (SWPPP). The purpose of a SWPPP is to: 1) identify pollutant sources that may affect the quality of discharges of stormwater associated with construction activities; and 2) identify, construct and implement stormwater pollution control measures to reduce pollutants in stormwater discharges from the construction site during and after construction. The SWPPP is based on the principles of Best Management Practices (BMPs) to control and abate pollutants. The SWPPP must include (BMPs) to prevent project-related pollutants from impacting surface waters. BMPs may include or require:

- The Project Proponent shall avoid applying materials during periods of rainfall and protect freshly applied materials from runoff until dry.
- All waste to be disposed of in accordance with local, state and federal regulations. The Project Proponent shall contract with a local waste hauler or ensure that waste containers are emptied weekly. Waste containers cannot be washed out on-site.
- All equipment and vehicles to be serviced off-site.

In addition to complying with NPDES requirements, the County also requires the preparation of a Water Quality Management Plan (WQMP) for development projects that fall within one of eight project categories established by the RWQCB. Since the Proposed Project falls under the RWQCB classification of "new development involving the creation of 10,000 ft² or more of impervious surface collectively over entire site" and "parking lots of 5,000 ft² or more exposed to storm water", it is considered a category project. In March 2018, the Project Proponent submitted a preliminary Water Quality Management Plan to the County for review and approval. The Project Site generally conveys drainages along its southeastern border along the existing gravel shoulders. Therefore, the Proposed Basin will be located in the southeastern corner with a retention volume of 27,082 CFS and will directly capture excess runoff from the Project Site. The WQMP includes BMPs that address landscaping, irrigation, grounds maintenance, checking and cleaning of catch basins, trash and waste storage areas. The Project Applicant will be required to comply with the BMPs included in the Final WQMP to be approved by the County. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- b) **Less than Significant.** As identified in the RWQCB Region 8 Basin Plan map, the 8.89-acre Project Site is not used for groundwater recharge. Currently, there is an irrigation well on the northwestern portion of the Project Site that has been abandoned since 1999. With implementation of the Proposed Project the well would be capped, and water supply for the Proposed Project would be provided by the local water retailer and the underlying groundwater basin (Rialto-Colton Basin) would not be affected. Average annual production of groundwater from the basin is 15,567 acre-feet (SBVMWD, 2017). Water demands of the Proposed Project are anticipated to be less than one acre-

foot per year and would not result in a net deficit in aquifer volume or a lowering of the local groundwater table level. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- c) **Less than Significant.** A Water Quality Management Plan (March 2018), and a Hydrology & Hydraulics Report (March 2018) for the Proposed Project were prepared by Bonadiman & Associates, Inc. Findings of the studies are summarized herein and available for review at the County of San Bernardino Land Use Services Department.

The natural terrain of the Project Site is described in the Hydrology & Hydraulics Report as a mixture of barren/gravel cover and perennial grasses of extremely poor cover. The Project Site gradually slopes two percent southeast with some undefined channelization. Cactus and Lilac avenues on the western and eastern boundaries convey drainages to the south along their gravel shoulders while Jurupa Avenue on the northern boundary conveys drainage easterly along a gravel shoulder. As such, the Project Site is not impacted by off-site runoff from any source. Any on-site drainage will be treated via a retention basin proposed to be located on the southeast portion of the site and all drainage area overflows will ultimately end up inside the retention basin. As determined by the Hydrology & Hydraulics Report, a 27,082 cubic-foot retention basin would provide sufficient capacity for runoff volumes in excess of the 100-year storm event. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- d) **Less than Significant.** Development of the Proposed Project would not alter the existing drainage pattern of the site 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. Current on-site drainage patterns flow east and then south and into the southeastern property corner where the retention basin is proposed. A 27,082 cubic-foot retention basin would provide sufficient capacity for runoff volumes in excess of the 100-year storm event. There are no nearby streams or rivers that would be impacted by the Proposed Project. As stated, the Project Site is not currently impacted by existing off-site or on-site runoff and with implementation of the retention basin no impact to the Project Site is anticipated. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.
- e) **Less than Significant.** The Proposed Project is not anticipated to create new or excess run off that would exceed the capacity of the existing and proposed storm water drainage system. It is anticipated that all flows would be contained by the proposed 27,082 cubic-foot on-site retention basin. Furthermore, the Hydrology & Hydraulics Report presents a conservative design of a storm water detention basin with an included four-foot weir spillway to accommodate for possible 100-year storms with a total capacity of 30.96 cfs. Any excess storm flows would be allowed to leave the site via a drain along the site's southeastern boundary as under current conditions. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.
- f) **Less than Significant.** The Project specific BMP's are identified in the WQMP and will be a part of the Project's Mitigation Monitoring and Reporting Program (MMRP); the owner/tenant would be responsible for implementing BMP's and for complying with all reporting requirements. With implementation of the BMPs and the on-site detention basin, the Proposed Project would not otherwise degrade water quality.

Additionally, the Proposed Project would utilize an on-site septic system. The on-site septic system will require approval from the County of Environmental Health Services Department. Once approved it will be submitted to the RWQCB for review and approval. The Proposed Project's design

incorporates measures to diminish impacts to water quality to an acceptable level as required by state and federal regulations and is not expected to degrade water quality. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- g) **Less Than Significant.** According to the Federal Emergency Management Agency (FEMA), the Project Site lies within Zone X which is characterized as an area of minimum flood hazard with a 0.2 percent of an Annual Chance Flood Hazard. No housing is being proposed on the Project Site. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.
- h) **Less than Significant.** The Project Site occurs within Zone X as illustrated in FEMA Flood Insurance Rate Map panel 06071C8667H. However, the Project Site is not identified within a flood plain safety overlay district. The Proposed Project will be developed as 81 percent hardscape and 19 percent as landscape and will include a 500 square-foot office building. The Proposed Project includes the construction of a retention basin that has been sized for water quality purposes and is expected to capture all flows from a potential 100-year event. In the event of back to back 100-year storm events, excess flows would be allowed to leave the site via a drain along the site's southeastern boundary as under current conditions. Development of the proposed structures are not expected to impede or redirect flood flows. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.
- i) **No Impact.** The Project Site is not located within or near a dam inundation area as identified in the San Bernardino County General Plan Hazard Overlay Map FH29B. The nearest potential inundation hazard is from the Santa Ana River floodplain, approximately 1.5 miles southeast of the Project Site. No impacts are identified or anticipated, and no mitigation measures are required. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- j) **No Impact.** The Project Site would not be subject to inundation by seiche, tsunami, or mudflow. The Project Site lies approximately 60 miles inland and is therefore not adjacent to any marine or inland water bodies. The nearest area subject to mudflows would be Lyle Creek approximately five miles to the north. The nearest lake that might experience a tsunami event is Silverwood Lake, located approximately 17 miles to the northeast. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
X. LAND USE AND PLANNING - Will 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:

- a) **Less than Significant.** The Proposed Project is located within the community of Bloomington on Jurupa Avenue between Cactus Avenue and Lilac Avenue. Surrounding land uses include residential and commercial/light industrial to the north and east, vacant land to the south, and residential to the west. Currently the Project Site is zoned as Single Residential. The Proposed Project includes a request for a General Plan Amendment to change the designation to Community Industrial. Currently, light industrial uses are within the project vicinity and adjacent to the north and east. Approval of the GPA would result in the Proposed Project being consistent with the *County of San Bernardino 2007 General Plan* and would be consistent with land uses in the area. Therefore, the Proposed Project is not anticipated to divide an established community nor conflict with local land use policies or regulations. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are recommended.
- b) **Less than Significant.** The Proposed Project is the development of an intermodal transportation storage facility for the storage of trailers and a 500 square-foot office building. The Proposed Project is on an 8.89-acre site and approximately one acre of the site will be designated for use by the general public to store trailers (e.g. shipping trailers/containers). The Project Application includes a CUP Application and a GPA Application to convert the BL/RS-1-AA designation to IC, and to remove the existing truck restriction on the portion of Jurupa Avenue between Cactus and Riverside Avenue. Upon approval of the GPA, the Proposed Project would be consistent with applicable land use plans and no conflicts would occur. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.
- c) **No Impact.** According to the *Bloomington Community Plan* the area is almost entirely urbanized with the exception of a few parcels remaining on the southern edge of the planning area designated for rural uses. There are no habitat conservation plans, or natural community conservation plans within the boundaries of the *Bloomington Community Plan* area and no conflicts are foreseen to occur. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

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

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

- a) **Less than Significant.** According to the California Department of Conservation, Division of Mines and Geology, the Project Site is designated Mineral Resource Zone 2 (MRZ-2). The Project Site lies in Sector A-28 of the Fontana 7.5 Minute Quadrangle Aggregate Resource Sectors map, it is grouped into the Lytle Creek Fan area. Areas classified as MRZ-2 contain discovered mineral deposits that are either inferred reserves as determined by limited sample analysis, exposure, and past mining history or are deposits that are presently sub-economic. The Project Site is approximately six miles south of the mouth of Lytle Creek Canyon Sector A- Lytle Creek Fan which is assumed to contain fine-grained deposits suitable for use by Portland Cement. However, in the Mineral Land Classification of the Greater Los Angeles Area Report (1984), the immediate Lytle Creek Sector A has been rapidly urbanizing and only holds a small percentage of the total reserves as compared to the surrounding San Bernardino areas. Therefore, the Proposed Project is not expected to damage or deplete the Inferred resources that have been mapped for this area. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- b) **Less than Significant.** The *Bloomington Community Plan* does not identify local mineral resource recovery sites of importance within its plan boundaries. The community of Bloomington and adjacent lands are heavily urbanized. Development of the Project Site would not result in the loss of availability for a mineral resource recovery site of local important as designated by the California Department of Conservation. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

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

a) **Less than Significant with Mitigation Incorporated.** A Noise Impact Analysis was conducted by Urban Crossroads for the Proposed Project in August 2018. The study was prepared consistent with applicable County of San Bernardino noise standards, and significance criteria based on guidance provided by Appendix G of the California Environmental Quality Act (CEQA) Guidelines. The noise study briefly describes the Proposed Project, provides information regarding noise fundamentals, describes the local regulatory setting, provides the study methods and procedures for traffic noise analysis, and evaluates the future exterior noise environment. In addition, this study includes an analysis of the potential Project-related long-term operational and short-term construction noise impacts. Findings of the study are summarized herein and the study is available for review at the County of San Bernardino Land Use Services Department.

Noise can be measured in the form of a decibel (dB), which is a unit for describing the amplitude of sound. The predominant rating scales for noise in the State of California are the Equivalent-Continuous Sound Level (L_{eq}), and the Community Noise Equivalent Level (CNEL), which are both based on the A-weighted decibel (dBA). The L_{eq} is defined as the total sound energy of time-varying noise over a sample period. The CNEL is defined as time-varying noise over a 24-hour period with a weighted factor of 5 dBA applied to the hourly L_{eq} for noise occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and 10 dBA applied to events occurring between (10:00 p.m. and 7:00 a.m. defined as sleeping hours). The State of California's Office of Noise Control has

established standards and guidelines for acceptable community noise levels based on the CNEL and L_{dn} rating scales. The purpose of these standards and guidelines is to provide a framework for setting local standards for human exposure to noise.

Existing noise-sensitive receiver locations in the Project study area include residential homes to the north, east, and west of the Project site; with vacant community industrial-designated land use located immediately south of the Project site.

To analyze noise impacts originating from the construction of the Proposed Project, noise from construction activities are typically limited to the hours of operation established under a jurisdiction's Municipal Code. Section 83.01.080(g)(3) of the County of San Bernardino Development Code, provided in Appendix 3.1, indicates that construction activity is considered exempt from the noise level standards between the hours of 7:00 a.m. to 7:00 p.m. except on Sundays and Federal holidays. (16) However, neither the County of San Bernardino or General Plan and Development Code establish numeric maximum acceptable construction source noise levels at potentially affected receivers, which would allow for a quantified determination of what CEQA constitutes a substantial temporary or periodic noise increase. Therefore, the following construction noise level threshold is used in this noise study.

The Project related noise sources are expected to include idling trucks, backup alarms, trailer movement and storage activity, roof-top air conditioning units, a trash enclosure, and parking lot vehicle movements. The dominant noise source within the Project area is from vehicles traveling along Jurupa Avenue, which has a posted speed limit of 40 miles per hour within the Lilac Avenue segment. Sensitive receptors include residences along Jurupa Avenue, north of the Project Site and residences along Cactus Avenue, west of the Project Site. The Noise Impact Analysis measured the background ambient noise levels at seven locations within the Project study area.

To assess the off-site transportation CNEL noise level impacts associated with development of the Proposed Project, noise contours were developed based on the Traffic Impact Analysis. (2) Noise contour boundaries represent the equal levels of noise exposure and are measured in CNEL from the center of the roadway. Noise contours were developed for the following traffic scenarios at 15 locations:

- Existing Conditions Without / With Project
- Opening Year 2019 Without / With the Project
- Buildout Year 2040 Without / With the Project

Of the fifteen locations measured, two of the 15 study area roadway segments with adjacent sensitive land uses are shown to experience potentially significant noise level increases due to Project-related traffic due to the Proposed Project truck trip distribution under Existing with Project, Opening Year with Project, and Buildout Year with Project. They are the following:

- Lilac Avenue north of Jurupa Avenue within the County of San Bernardino
- Santa Ana Avenue east of Lilac Avenue within the City of Rialto

The Noise Impact Analysis recommends incorporating rubberized asphalt overlays into off-site roadway improvements within the County of San Bernardino and within the City of Rialto, the off-site traffic noise level increases from automobile traffic can be reduced by roughly 4 dBA, and adjacent land uses can benefit from the barely perceptible off-site traffic noise level reductions for medium

and heavy trucks. Additionally, the use of off-site noise barriers would provide a readily perceptible 5dBA reduction according to the Caltrans guidance in the Highway Design Manual, Section 1102.3(3).

Post-construction noise associated with the Proposed Project would be project-generated traffic. As depicted on the *County of San Bernardino 2007 General Plan*, Exhibit 5.6 – Baseline Noise Contours, noise contours at the Project Site boundary are 65 CNEL. Exhibit 5.7 – Future Noise Contours (2014) as substantial change in the noise contour at the Project Site is not anticipated. Limiting Project construction to the hours in which construction activities are exempt from the Municipal Code will minimize construction noise impacts at nearby sensitive receptors. However, the Noise Impact Analysis has identified potential noise mitigation measures to reduce the potentially significant Project traffic noise level increases on the study area roadways due to Project-related roadway traffic. 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:

- **Mitigation Measure N-1:** Due to the noise attenuating benefits, Project-related roadway improvements associated with the Project construction must include rubberized asphalt hot mix pavement. By incorporating rubberized asphalt overlays into off-site roadway improvements within the County of San Bernardino, the off-site traffic noise level increases from automobile traffic can be reduced by roughly 4 dBA, and adjacent land uses can benefit from the barely perceptible off-site traffic noise level reductions for medium and heavy trucks. However, the reduction would not provide reliable benefits for the noise levels generated by heavy truck traffic, therefore the following Mitigation Measure is also necessary.
 - **Mitigation Measure N-2:** It will be necessary to intercept the line of sight from the exhaust stack of a truck to the sensitive receptors, where an 11.5-foot-high truck stack height is assumed to represent the truck engine and exhaust noise source. Any exterior noise barriers at residential homes experiencing Project-related traffic noise level increases would need to be high enough and long enough to block the line-of-sight from the noise source to the receiver in order to provide a 5-dBA reduction. To reduce truck-related off-site traffic noise levels associated with truck engines and exhaust stacks, a noise barrier, at a minimum of 6 feet must be constructed adjacent to the Project's north, west, and south boundaries to shield the sensitive receptors from the adjacent impacted roadway segments.
- b) **Less than Significant.** To analyze vibration impacts originating from the operation and construction of the Proposed Project, vibration-generating activities are typically evaluated against standards established under a jurisdiction's Municipal Code. Therefore, the County of San Bernardino Development Code vibration level standards are used in this analysis to assess potential impacts at nearby sensitive receiver locations.

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

To assess the potential vibration impacts from truck haul trips associated with operational activities the County of San Bernardino threshold for vibration of 0.2 in/sec PPV is used. Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. Typical vibration levels for

the heavy truck activity associated with the Proposed Project at normal traffic speeds will approach 0.004 in/sec PPV at 25 feet based on the FTA Transit Noise Impact and Vibration Assessment. Trucks transiting on-site will be travelling at very low speeds so it is expected that delivery truck vibration impacts at nearby homes will satisfy the County of San Bernardino vibration thresholds, and therefore, will not impact nearby receptors.

At distances ranging from 55 to 371 feet from Proposed Project construction activity, construction vibration velocity levels are expected to approach 0.03 in/sec PPV. Based on the County of San Bernardino vibration standards, the unmitigated Project construction vibration levels will satisfy the 0.2 in/sec PPV threshold at all of the nearby sensitive receiver locations. Further, vibration levels at the site of the closest sensitive receiver are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating simultaneously adjacent to the Project site perimeter. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- c) **Less than Significant.** The primary permanent noise-generating activity associated with the Proposed Project is expected mainly from project-related traffic. Jurupa Avenue is designated as a two-lane major highway within the *Bloomington Community Plan* and has a posted speed limit of 40 miles per hour within the Lilac Avenue segment. The nearest sensitive receptors include existing residential homes to the north and west of the Project Site.

Operational uses from the Proposed Project are anticipated to create noise level increases during the daytime and nighttime hours ranging from 0.0 to 0.5 dBA Leq at the nearby sensitive receiver locations due to idling truck, backup alarms, trailer movement and storage activity, roof-top air conditioning units, a trash enclosure, and parking lot vehicle movements all operating continuously. However, with implementation of Mitigation Measure N-2, (the construction of a minimum 6-foot high noise barrier adjacent to the Project's north, west, and south boundaries), the operational noise level impacts at the nearby receiver locations would satisfy the County of San Bernardino exterior noise level standards at all receiver locations. The Project's operational noise impacts would be reduced to levels less than significant. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- d) **Less than Significant.** A temporary increase in ambient noise above levels existing without the Proposed Project would occur during construction. However, adherence to the City's noise ordinance as discussed in XII(b) above would reduce any construction-related noise impacts to less than significant levels. Therefore, no significant adverse impact is identified or anticipated, and no mitigation measures are required.
- e) **No Impact.** The Project Site is not located within an airport land use plan. The nearby Rialto Municipal Airport closed in September 2014. No impacts related to excessive noise levels from airport operations are anticipated.
- f) **No Impact.** The Project Site is not located near a private airfield and there are no private airfields or airstrips in the vicinity of the Project Site. Therefore, the Proposed Project would not expose people to excessive noise levels associated with operations at a private airstrip and no impacts will occur.

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XIII. POPULATION AND HOUSING - Will 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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

- a) **Less than Significant.** The Proposed Project is located within the San Bernardino County in the unincorporated community of Bloomington within the City of Rialto Sphere of Influence. Construction activities would be short-term and would not attract new employees to the area. The Proposed Project would require 3-5 employees which are anticipated to come from the local labor pool. Implementation of the Proposed Project would not induce substantial population growth in the area that has not already been anticipated by the *Bloomington Community Plan*. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.
- b) **Less than Significant.** The Project Site is currently vacant and undeveloped. Implementation of the Proposed Project would therefore not reduce existing housing units or necessitate the construction of replacement housing elsewhere. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.
- c) **Less than Significant.** The Project Site is currently vacant and undeveloped. Implementation of the Proposed Project would not displace substantial numbers of people or necessitate the construction of replacement housing elsewhere. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

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

SUBSTANTIATION:

a) **Fire Protection**
Less than Significant. Currently, the Central Valley Fire Protection District and the San Bernardino County Fire Department provides administration, support, and other related fire protection services for the *Bloomington Community Plan* area. There are two fire stations located within the Project's vicinity; Valley Division Station 76, approximately 3 miles north from the Project Site and Valley Division Station 77, approximately 3.5 miles northwest of the Project Site. Based on the type of land use and the projected number of employees on-site, the Proposed Project would not result in the need for new or physically altered fire protection facilities. Comprehensive safety measures that comply with federal, state, and local worker safety and fire protection codes and regulations would be implemented to minimize the potential for fires to occur during construction or operations. The Proposed Project would be required to comply with County fire suppression standards and adequate fire access and pay required development fees. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

Police Protection
Less than Significant. The community of Bloomington area and other unincorporated portions of the County are served by the San Bernardino Sheriff's Department (SBSD) for police protection, in collaboration with various cities and other agencies. The nearest police substation to the Project Site is the Fontana Station, 7 miles northwest of the Project Site. The Proposed Project would have an estimated 3-5 full-time employees and would not generate a significant increase in the need for police protection. The San Bernardino County Police Department reviews staffing needs on a yearly basis and adjusts service levels as needed to maintain an adequate level of public protection.

Additionally, developer impact fees are collected at the time of building permits issuance to offset project impacts. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Schools

Less than Significant. The Proposed Project would not create a demand for public school services. Construction employees and future employees (approximately 3-5) are expected to come from the local labor force. The Proposed Project is not expected to draw any new residents to the region or indirectly generate additional school-aged children. The Proposed Project would not result in the need to construct new school facilities or require physical alteration of existing facilities. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Parks

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

Other Public Facilities

Less than Significant. The Proposed Project is not expected to result in demand for other public facilities/services, such as libraries, community recreation centers, and/or animal shelters. Implementation of the Proposed Project would not adversely affect other public facilities or require the construction of new or modified facilities. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

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

SUBSTANTIATION:

- a) **No Impact.** The Proposed Project would not increase the use of existing neighborhood or regional parks, or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated. No new residences or recreational facilities would be constructed as part of the Proposed Project and no population growth is anticipated. Therefore, no impact is identified or anticipated, and no mitigation measure is required.
- b) **No Impact.** The Proposed Project does not include recreational facilities or require the construction or expansion of recreational facilities. No recreational facilities would be removed and the addition of 3-5 employees would not create the need for additional facilities to be constructed. No impacts are identified or anticipated, and no mitigation measures are required.

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

SUBSTANTIATION:

- a) **Less than Significant with Mitigation Incorporated.** A Traffic Impact Analysis (TIA) was prepared by the Ganddini Group, Inc. in February 2019 to assess potential traffic impacts resulting from the Proposed Project and to identify the traffic mitigation measures necessary to maintain the established level of service standard for the elements of the impacted roadway system. For purposes of the analysis, the Proposed Project was modeled to be fully operational by year 2020. Findings of the TIA are summarized herein and available for review at the County of San Bernardino Land Use Services Department.

The Project Site is currently vacant and located south of Jurupa Avenue between Lilac Avenue and Cactus Avenue within the San Bernardino County in the unincorporated community of Bloomington within the City of Rialto Sphere of Influence. The Proposed Project is the development of an intermodal transportation storage facility for the storage of trailers and a 500 square-foot office building on an 8.89-acre site and approximately one acre of the site will be

designated for use by the general public to store trailers (e.g. shipping trailers/containers). The Project Site will consist of 149 total parking spaces; 143 truck trailer space and six (6) passenger car parking spaces. A stop-controlled full access project driveway is proposed on Lilac Avenue and the TIA assumes the following improvements will be constructed to provide access to the Project Site:

Project Driveway at Lilac Avenue

- Install eastbound stop control
- Construct the eastbound approach to consist of one shared left-turn/right-turn lane

The Proposed Project is forecast to generate a total of approximately 393 daily trips in Passenger Car Equivalents (PCEs) of which 35 PCE trips would occur during morning peak hours and 38 PCE trips would occur during the evening peak hour.

Based on a San Bernardino County-approved scoping agreement, the following study area intersections were analyzed in the TIA:

Study Intersections	Jurisdiction
1. Cedar Avenue at Jurupa Avenue	County of San Bernardino
2. Cactus Avenue at Jurupa Avenue	County of San Bernardino
3. Lilac Avenue at Jurupa Avenue	County of San Bernardino
4. Willow Avenue at Jurupa Avenue	County of San Bernardino
5. Riverside Avenue at I-10 Westbound Ramps	Caltrans
6. Riverside Avenue at I-10 Eastbound Ramps	Caltrans
7. Riverside Avenue at Slover Avenue	City of Rialto
8. Riverside Avenue at Santa Ana Avenue	City of Rialto
9. Riverside Avenue at Jurupa Avenue	City of Rialto
10. Riverside Avenue at Agua Mansa Road	Cities of Rialto and Colton

Additionally, the following scenarios were analyzed for the purpose of the TIA:

- Existing Conditions
- Existing Plus Project Conditions
- Opening Year (2020) Without Project Conditions
- Opening Year (2020) With Project Conditions
- Buildout Year (2040) Without Project Conditions
- Buildout Year (2040) With Project Conditions

Within the San Bernardino County, the San Bernardino Associated Governments (SANBAG) is designated as the Congestion Management Agency (CMA). SANBAG monitors regional transportation facilities and catalogs their daily operating Level of Service (LOS) in an effort to identify existing travel patterns.

The definition of an Intersection deficiency has been obtained from the *County of San Bernardino 2007 General Plan*. It states that peak hour intersection operations of LOS D or better are generally acceptable. Therefore, any intersection operation at LOS E or F will be considered deficient.

The definition from the Congestion Management Program for freeway facility deficiencies is being used for the purpose of this study. Their definition is based on maintaining a LOS standard of LOS E or better. A deficiency is, therefore, defined as any freeway segment operating or projected to operate at LOS F.

The TIA determined that the following study area Intersection are forecast to operate at a deficient LOS during peak hours under Existing conditions and under Existing Plus Project (without the recommended improvements), and for Opening Year (2020) Without Project conditions:

North-South Street	East-West Street
1. Riverside Avenue	Slover Avenue - #7

The TIA determined that the following study area Intersections are forecast to operate at a deficient LOS during peak hours under Opening Year (2020) With Project Conditions (without the recommended improvements):

North-South Street	East-West Street
1. Riverside Avenue	I-10 Freeway Eastbound Ramps - #6
2. Riverside Avenue	Slover Avenue - #7
3. Riverside Avenue	Santa Ana Avenue - #8

The TIA determined that the following study area intersections are forecast to operate at a deficient LOS during peak hours for Buildout Year (2040) Without Project conditions and for Buildout Year (2040) With Project conditions:

North-South Street	East-West Street
1. Cedar Avenue	Jurupa Avenue - #1
2. Cactus Avenue	Jurupa Avenue - #2
3. Riverside Avenue	I-10 Freeway Eastbound Ramps - #6
4. Riverside Avenue	Slover Avenue - #7
5. Riverside Avenue	Santa Ana Avenue - #8
6. Riverside Avenue	Agua Mansa Road -#10

Additionally, a traffic signal is projected to be warranted at the following study intersections based upon the California Manual on Uniform Traffic Control Devices (2014), peak hour volume warrant, for Buildout Year (2040) Without Project conditions:

North-South Street	East-West Street
1. Cactus Avenue	Jurupa Avenue - #2

For Buildout Year (2040) With Project conditions, the following improvements are needed to address the impacted intersections:

**Table 8
 Recommended Improvement Mitigation Measures**

Location	Improvement
Cedar Avenue at Jurupa Avenue - #1	<ul style="list-style-type: none"> - Add eastbound left turn lane - Add westbound left turn lane
Cactus Avenue at Jurupa Avenue - #2	<ul style="list-style-type: none"> - Install new traffic signal
Riverside Avenue at I-10 Eastbound Ramps - #6	<ul style="list-style-type: none"> - Add northbound right turn lane - Add second northbound right turn lane - Add third southbound through lane - Add second eastbound left turn lane
Riverside Avenue at Slover Avenue - #7	<ul style="list-style-type: none"> - Restripe the eastbound approach to include one left turn lane, one shared left-through lane and one shared through-right lane - Restripe the westbound approach to include one left turn lane, one shared through-right lane and one right turn lane - Modify the eastbound-westbound signal phasing to split phasing - Add southbound right turn lane - Add third northbound through lane - Add third southbound through lane
Riverside Avenue at Santa Ana Avenue - #8	<ul style="list-style-type: none"> - Add eastbound left turn lane - Add third northbound through lane - Add third southbound through lane
Riverside Avenue at Agua Mansa Road - #9	<ul style="list-style-type: none"> - Add second northbound left turn lane - Add third northbound through lane - Add second southbound left turn lane - Add third southbound through lane

Source: Ganddini Group, Inc 2019

The approximate costs for the Buildout Year (2040) improvements have generally been estimated using cost guidelines in the Congestion Management Program Handbook (see Appendix H). A unit cost of \$400,000 for installation of a traffic signal has been substituted for the somewhat lower value cited in the Congestion Management Program materials. The project fair share contributions have also been calculated for Buildout Year (2040) improvement locations.

The project share of cost has been based on the proportion of project peak hour intersection turning movement volumes contributed to the improvement location relative to the total new peak hour Buildout Year (2040) intersection turning movement volumes. The intersection fair share cost calculations are typically based on the higher of the weekday morning weekday evening and Saturday mid-day peak hour traffic volumes. The project's fair share percentages of identified study intersection costs are approximately 0.1% to 1.6%. Accordingly, the project's fair share cost is approximately \$28,515. It should be noted these cost estimates are calculated based on a rough order of magnitude unit cost for reference use only in this TIA, and do not imply any legal responsibility or formula for contributions or mitigation. As mitigation for the potential traffic impacts, the proposed project shall contribute through an adopted traffic impact fee program in

addition to any fair share contributions shown within the traffic study which are not covered within this fee program

All potentially significant impacts within the Project Site may be reduced to a level below significant with implementation of the above Recommended Improvement Mitigation Measures in Table 8 and with the General Recommendations listed below. These measures address both on-site improvements and off-site improvements to be required in conjunction with the proposed development to ensure adequate circulation. Therefore, 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:

- **Mitigation Measure TT-1:** The Project driveway on Lilac Avenue shall be a stop-controlled full access and shall:
 - Install eastbound stop control and;
 - Construct the eastbound approach to consist of one shared left-turn lane/right-turn lane
- **Mitigation Measure TT-2:** All roadway design, traffic signing and striping, and traffic control improvements relating to the Proposed Project should be constructed in accordance with applicable engineering standards and to the satisfaction of the County of San Bernardino.
- **Mitigation Measure TT-3:** Site-adjacent roadways should be constructed or repaired at their ultimate half-section width, including landscaping and parkway improvements in conjunction with development, or as otherwise required by the County of San Bernardino.
- **Mitigation Measure TT-4:** On-site traffic signing, and striping plans should be submitted for County of San Bernardino approval in conjunction with detailed construction plans for the Proposed Project.
- **Mitigation Measure TT-5:** The final grading, landscaping, and street improvement plans should demonstrate that sight distance standards are met in accordance with applicable County of San Bernardino/California Department of Transportation sight distance standards.
- **Mitigation Measure TT-6:** As is the case for any roadway design, the County of San Bernardino should periodically review traffic operations in the vicinity of the project once the Proposed Project is constructed to assure that the traffic operations are satisfactory.

b) **Less than Significant Impact.** The TIA did not identify a conflict with the San Bernardino Associated Governments (SANBAG) Congestion Management Plan. The TIA identified available funding for several of the improvements listed in Table 8 through the SANBAG Nexus program. Implementation of Mitigation Measures TT-1 through TT-6 would ensure that impacts to level of service standards and travel demand measures do not conflict with standards established by the SANBAG Congestion Management Plan. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

c) **No Impact.** The Project Site is located approximately 15 miles east of Ontario International Airport. Development of the Proposed Project would not affect air traffic patterns of other regional

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

- d/e) **No Impact.** The Proposed Project would not create substantial hazards due to a site design feature or incompatible uses. The site plan includes access to the site via a driveway on Lilac Avenue. The Site Plan will be reviewed and approved by the County of San Bernardino to ensure that adequate access occurs. No Impacts are identified or anticipated, and no mitigation measures are required.
- f) **Less than Significant Impact.** The Proposed Project shall adhere to the San Bernardino County Municipal Code requirements regarding bikeways with adherence to community standards, the Proposed Project would not conflict with adopted policies, plans or programs regarding public transit, bikeways or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities. The Proposed Project includes a 25' setback with curb, gutter, sidewalk, and a re-paving to the centerline on Jurupa Avenue. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XVII. TRIBAL CULTURAL RESOURCES - Will the project:				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is?				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

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

- a) i) **Less than Significant with Mitigation Incorporated.** California Assembly Bill 52 (AB 52) was approved by Governor Brown on September 25, 2014. AB 52 specifies that CEQA projects with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource may have a significant effect on the environment. As such, the bill requires lead agency consultation with California Native American tribes traditionally and culturally affiliated with the geographic area of a Proposed Project, if the tribe requested to the lead agency, in writing, to be informed of Proposed Project in that geographic area. The legislation further requires that the tribe requests consultation, prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. The bill applies to CEQA projects that have a notice of preparation or a notice of negative declaration filed or mitigated negative declaration on or after July 1, 2015.
- ii) **Less than Significant Impact with Mitigation Incorporated.** McKenna et al. conducted Native American Consultation through consultation with the Native American Heritage Commission (NAHC) at the time of the Phase I Cultural Resources Investigation in February of 2018.

A response was received from the Morongo Band of Mission Indians (MBMI) on February 2018 to notify that the tribe had received the letter requesting tribal consultation and was requesting to engage in consultation. They identified the Project Site as being located within the Tribe's aboriginal territory or in an area considered to be a traditional use area or one in which the Tribe has cultural ties.

McKenna et al. contacted the Native American Heritage Commission (NAHC) and inquired into the presence/absence of sacred or religious Native American site in the general area of the Cajon Pass. The NAHC responded with "negative results", however, the NAHC also emphasized that the lack of any record is not equal to a lack of such resources, only that there is no written record on file. A listing of local Native American representatives of Serrano, Cahuilla, Luiseno, Kitanemuk, and Tataviam representatives was provided. McKenna et al. notes that the Gabrielino may also wish to comment on this area. Letters were sent to the identified representatives, requesting comment or raising issues pertaining to the area. Consultation under AB 52 has not been completed. However, in the event that any potential tribal cultural resources are unearthed, implementation of the following mitigation measure would ensure potential impacts are reduced to a less than significant level:

Mitigation Measure TCR-1:

Applicant shall allow for monitoring by a qualified archaeologist who meets the Secretary of the Interior's guidelines and is listed in the Register of Professional Archaeologists. Monitoring shall be required for all soil disturbances including grading (cut and fill). Should movement of soils for grading for re-compaction activities show no evidence of an archaeological site or artifacts, and with the agreement of the County of San Bernardino, Land Use Services Department and the on-site archaeological monitor, further monitoring at this location shall no longer be required. In the event that a prehistoric site or historic remains older than 50 years is identified during monitoring, the Project Archaeologist monitor shall be empowered to stop all construction activities in the vicinity of the find (e.g., 50 feet radius).

If the discovered archaeological/cultural materials are prehistoric in nature and/or include Native American remains, the Project Archaeologist shall notify the County as well as a Native American monitor to assist in the identification of the resources or human remains. The Native American monitor shall be retained from a list of suitable candidates from the Native American Heritage Commission.

The Project Archaeologist shall assess the discovered material(s) and prepare a survey, study, or report evaluating the impact. The Archaeologist's survey, study, or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource. The Applicant shall comply with the recommendations of the evaluating Archaeologist, as contained in the survey, study, or report. Project development activities may resume once copies of the archaeological survey, study, or report are submitted to the County of San Bernardino and the South Central Coastal Information Center, Department of Anthropology, CSU Fullerton.

Not less than 14 days prior to the issuance of any grading or excavation permit, the Applicant shall submit the draft contract between the selected Project Archaeologist (or firm) and the Applicant to be employed for the required monitoring services. The contract shall also include

the proposed scope of services (including the monitoring, reporting, and disposition requirements noted above) which shall be subject to review and approval by the County of San Bernardino. Contracts shall include a requirement for monthly written reports from the archaeological monitor to the Planning Division summarizing the monitor's activities during the reporting period.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
XVIII. UTILITIES AND SERVICE SYSTEMS - Will 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

- a) **Less than Significant.** The majority of properties within the community of Bloomington use septic systems for treatment of wastewater. The County of San Bernardino requires connection to the sewer system if a Project Site is within 200 feet of a system. There are no sewers identified near the Site and therefore an on-site septic system will be acceptable. The Project Applicant proposes an on-site septic system to serve the 500 square-foot office. The on-site septic system will require approval by the San Bernardino County Department of Environmental Health Services to comply with the California State Water Resources Control Board's Water Quality Control Policy for Siting, Design, Operation and Maintenance of On-site Wastewater Treatment Systems (OWTS Policy) for wastewater treatment systems. Therefore, no significant adverse impact is identified or anticipated, and no mitigation measures are required.

- b) **Less than Significant.** The Proposed Project will be served by an on-site septic system and would not require the construction of new wastewater treatment facilities that could cause

significant environmental effects to regional wastewater facilities or the Project Site surroundings. The Proposed Project would be serviced by the West Valley Water District (WVWD). Domestic water services to the Project Site would be provided by the WVWD. According to the 2015 San Bernardino Valley Regional Urban Water Management Plan (UWMP), WVWD's current per-capita consumption is less than its 2020 compliance target. The WVWD distribution system currently has 25 existing reservoirs with a total storage capacity of approximately 72.61 million gallons and operates a 14.4-MGD water filtration facility. The Proposed Project's estimated water demand for primarily irrigation water is estimated to be less than 0.005 million gallons per day. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

c) **Less than Significant.** Implementation of the Proposed Project would not substantially increase peak runoff flows from the property above existing levels. The Proposed Project includes the construction of an on-site water retention basin in its southeastern boundary that will capture the full post-development runoff volume. The retention basin will have an estimated capacity of 27,082 CFS. The Proposed Project would not require the expansion of any off-site existing storm water drainage facilities. As such, construction of the on-site storm water retention basin to serve the Proposed Project would not result in any significant physical effects. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

d) **Less than Significant.** The community of Bloomington is serviced by 3 different local water suppliers. However, the majority of the community, including the Project Site, is serviced by the West Valley Water District (WVWD). Domestic water services to the Project Site would be provided by the WVWD. According to the 2015 San Bernardino Valley Regional Urban Water Management Plan (UWMP), WVWD's current per-capita consumption is less than its 2020 compliance target. The WVWD distribution system currently has 25 existing reservoirs with a total storage capacity of approximately 72.61 million gallons and operates a 14.4-MGD water filtration facility.

The WVWD projections for a Normal Year in 2040 indicate a surplus of supply over demand at 21,088 acre-feet per year (AFY). The WVWD projections for a Single Dry Year in 2040 indicate a surplus of supply over demand at 14,987 AFY. The WVWD projections for Multiple Dry Years in 2040 consistently indicate a surplus of supply over demand for the first, second, and third dry years; with the third dry year projecting a surplus of 20,450 AFY.

The UWMP finds that WQMP can meet 100 percent of their service area demands through 2040 in single-dry years and multiple-dry year periods with consistent local surface water flows, groundwater, and imported water from the State Water Project (SWWP).

The Project Applicant must obtain a verification letter from the water service provider in order to connect to the existing services. Development of the Project Site has been calculated into the future buildout of the WVWD boundaries as an anticipated residential use, which would have a more intensive water demand than would the proposed 500 square-foot office and landscaping of the Project Site. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

e) **Less than Significant.** See response to b) above.

f) **Less than Significant.** Solid waste in the community of Bloomington is collected by Burrtec and is transported and disposed of at the Mid-Valley Sanitary Landfill, approximately 9 miles north of

the Project Site within the City of Rialto. The greatest generator of solid waste on the Project Site would come from the 500 square-foot office building. According to the California Integrated Waste Management Board's estimated solid waste generation rates for offices, the Proposed Project would generate approximately 7.2 pounds/day. The Mid-Valley Sanitary Landfill currently has a maximum permitted throughput of 7,500 tons/day. Therefore, the solid waste collection system would not be significantly impacted by Proposed Project. The Proposed Project would comply with all applicable solid waste statutes and regulations. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- g) **Less than Significant.** The Proposed Project would be required to comply with the County of San Bernardino waste reduction programs, including recycling and other programs to divert the amount of solid waste disposed in landfills. As such, the Project Applicant would be required to work with refuse haulers to develop and implement feasible waste reduction programs, including source reduction, recycling, and composting. The Project Site falls within a County Franchise Area, the collection and removal of construction and demolition waste from the Project Site is currently serviced by Burrtec. As per the Pre-Application requirements the developer shall provide adequate space and storage bins for both refuse and recycling materials. In compliance with AB 341, recycling services are to be arranged for the commercial Site subject to County monitoring and review. In addition, AB 1826 requires any organic waste to be recycled responsibly in compliance with state and local laws and requirements. Prior to issuance of building permits a Construction and Demolition Waste Management Plan (CDWMP) Part 1 shall be prepared and submitted and approved by the Solid Waste Management Division (SWMD) for each phase of the Project. After the issuance and approval of the permit, Part 2 of the CDWMP for construction and demolition shall be completed prior to issuance of final inspection/occupancy.

Implementation of these programs would reduce the amount of solid waste generated by the Proposed Project and diverted to landfills, which in turn will aid in the extension of the life of affected disposal sites. The Proposed Project would comply with all applicable solid waste statutes and regulations. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XIV. MANDATORY FINDINGS OF SIGNIFICANCE:				
a). Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b). Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c). Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

- a) **Less than Significant with Mitigation Incorporated.** Based on the analysis provided herein, the Proposed Project does not have the potential to significantly degrade the overall quality of the region's environment, or substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population or drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

As for sensitive biological resources, three species were found to be potentially present near the Project Site: San Bernardino kangaroo rat, slender-horned spine flower, and Santa Ana River wooly star and added study for burrowing owls because the Project Site is located within the County's Biotic Overlay for burrowing. However, the property was found to be disturbed and isolated from suitable habitats; lacking the shrub cover that species usually prefer. No burrows or signs of biological resources were found. However, possible significant adverse impacts have been identified or anticipated and mitigation measure BIO-1 to BIO-3 are required to be implemented to reduce these impacts to a level below significant.

The only historic period improvement on-site is implementation of an Old Well which has since been abandoned and stripped of all significant elements (only the shaft, concrete pads, and standing irrigation valve tower remain) with no physical evidence of historic Hamada farming activities (no landscaping or indications of row crops). Due to the lack of physical evidence associated with the historic farming activities, McKenna et al. concluded the Project Site and the associated Old Well as lacking in historical significance. However, possible significant adverse impacts have been identified or anticipated and Mitigation Measures CR-1 through CR-4 are

required to be implemented to reduce any potential impacts associated with historic or prehistoric resources to a level below significant.

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

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

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

Impacts associated with the Proposed Project were not considered individually adverse or unfavorable and therefore no cumulative impacts have been identified.

- c) **Less than Significant.** Based on the analysis provided herein, the Proposed Project will not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly, as identified by the studies conducted for this Project or identified by review of other sources or by other agencies.

Only minor increases in traffic, air quality emissions and noise will be created by implementation of the Proposed Project. These potential impacts have been thoroughly evaluated and have been deemed to be neither individually significant nor cumulatively considerable in terms of any adverse effects upon the region, the local community or its inhabitants. At a minimum, the Project will be required to meet the conditions of approval for the project to be implemented. It is anticipated that all such conditions of approval will further insure that no potential for adverse impacts will be introduced by construction activities, initial or future land uses authorized by the project approval.

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EXHIBIT B

Findings

FINDINGS

Jurupa Truck Terminal Facility
P201800159/CUP
Planning Commission: February 4, 2021

FINDINGS: ZONING AMENDMENT:

The applicant requests a zoning amendment from Single Residential One-acre Minimum Additional Agriculture (BL/RS 1-AA) to Light Industrial (IL) (Zoning Amendment) and approval of Conditional Use Permit (CUP) for an intermodal transportation storage facility on an 8.89-acre site for the storage of metal containers and tractor-trailers during off-season delivery periods and/or between deliveries (Project).

The following are the required findings, per the San Bernardino County Development Code (Development Code) Section 86.12.060, and supporting facts for the Zoning Amendment:

1. The proposed amendment is internally consistent with all other provisions of the Policy Plan.

Based on the evidence contained in the Project's supporting documents, the Zoning Amendment is consistent with and will further the goals and policies of the County Policy Plan and will not obstruct their attainment as further indicated below:

- a. **Policy LU-1.3. Fiscal sustainability.** When determining fiscal impacts, we consider initial capital investments, long-term operations and maintenance, desired levels of service for public facilities and services, capital reserves for replacement, and impacts to existing uses in incorporated and unincorporated areas.

Consistency: The Project proponent is required to construct and install all necessary improvements to serve the Project and maintain service levels in the community. The Project proponent is also required to pay all applicable development impact fees as well as property taxes so as to ensure long-term operations and maintenance of public facilities and services.

- b. **Policy LU-2.1. Compatibility with existing uses.** We require that new development is located, scaled, buffered, and designed to minimize negative impacts on existing conforming uses and adjacent neighborhoods.

Consistency: The proposed Project is located in an area where light industrial use exists and are expanding. Site design provides sufficient setbacks, landscaping and buffering so as to minimize potential negative impacts on existing adjacent neighborhoods.

2. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the County.

The Zoning Amendment facilitates a Project that has incorporated appropriate conditions of approval and mitigation measures to protect and enhance public health, safety and welfare. The public interest will be served in that the Project will generate increased revenue to the community as a result of increased property taxes and development impact fees, resulting in enhanced local public services; the Project will promote significant economic development within the local community, including construction jobs, all of which support local businesses and will provide a much needed legal parking area for individual trailer parking to local residents.

FINDINGS

Jurupa Truck Terminal Facility
P201800159/CUP
Planning Commission: February 4, 2021

- 3. The proposed zoning district change is in the public interest, therefore will be a community benefit, and other existing and allowed uses will not be compromised.**

The Project will also promote significant economic development within the community, including construction jobs and will provide a much needed legal parking area for individual trailer parking to local residents.

- 4. The proposed zoning district change will provide a reasonable and logical extension of the existing land use pattern in the surrounding area.**

The recent adoption of the Countywide Policy Plan established a land use pattern for the surrounding area, including the subject Project site. The proposed Zoning Amendment is consistent with the pattern established by the Countywide Plan and will provide a reasonable and logical extension of the existing land use pattern in the surrounding area.

- 5. The proposed zoning district change does not conflict with provisions of the Development Code.**

The proposed Project is in compliance with Development Code. Conditions of Approval and the plan check process will ensure compliance of countywide development standards and standards for specific land uses and activities.

- 6. The proposed zoning district change will not have a substantial adverse effect on surrounding property.**

The Project includes appropriate mitigation measures and conditions of approval to ensure countywide performance standards are met and that the Project will not have an adverse effect on the surrounding property.

- 7. The affected site is physically suitable in terms of design, location, shape, size, operating characteristics, and the provision of public and emergency vehicle (e.g., fire and medical) access and public services and utilities (e.g., fire protection, police protection, potable water, schools, solid waste collection and disposal, storm drainage, wastewater collection, treatment, and disposal, etc.), to ensure that the proposed or anticipated uses and/or development will not endanger, jeopardize, or otherwise constitute a hazard to the property or improvements in the vicinity in which the property is located.**

The site has been conditioned to ensure adequate water and wastewater needs of the Project have been met. Fire protection will also be provided by the San Bernardino County Fire Protection District, which has reviewed the Project and provided conditions of approval. The Project will have sufficient permitted solid waste storage capacity to accommodate the Project's solid waste disposal needs. The County has evaluated drainage associated with the Project and determined that impacts will be less than significant with the implementation of specified conditions of approval.

FINDINGS

Jurupa Truck Terminal Facility
P201800159/CUP
Planning Commission: February 4, 2021

FINDINGS: CONDITIONAL USE PERMIT:

The following are the required findings, per the San Bernardino County Development Code (Development Code) Section 85.06.040, and supporting facts for the Project's Conditional Use Permit (P201800159) to construct and operate a truck terminal facility on 8.89 acres:

- 1. The site for the proposed use is adequate in terms of shape and size to accommodate the proposed use and all landscaping, loading areas, open spaces, parking areas, setbacks, walls and fences, yards, and other required features pertaining to the application.**

All setbacks meet or exceed the requirements of the Development Code for the proposed land use and zoning. The proposed facility will meet all Development Code requirements for the Light Industrial (IL) Zoning District, which as explained in the Project's staff report are based on the current Community Industrial (IC) Zoning District as determined and set forth in the Resolution adopting the Countywide Plan.

- 2. The site for the proposed use has adequate legal and physical access which means that the site design incorporates appropriate street and highway characteristics to serve the proposed use.**

The Project site is located in an area that is relatively flat with an existing circulation system that utilizes a grid pattern, resulting in conditions that allow easy access to the Project site without radical changes to the existing circulation patterns.

- 3. The proposed use will not have a substantial adverse effect on abutting property or the allowed use of the abutting property, which means that the use will not generate excessive noise, traffic, vibration, or other disturbance. In addition, the use will not substantially interfere with the present or future ability to use solar energy systems.**

The proposed Project will not generate excessive noise, traffic, vibration, light, glare, odors or other disturbances to the existing community. The Mitigated Negative Declaration (MND) evaluating the potential Project impacts finds that the impacts are less than significant or include mitigation measures that reduce the impacts to a less-than-significant level. The mitigation measures have been incorporated in the Conditions of Approval.

The Project will comply with the noise restrictions established by Development Code Section 83.01.080 during construction and operations. Construction will be temporary and will not involve blasting or produce noise and/or vibration that exceed Development Code requirements. Operation of the Project will generate minimal noise at a level that is within County Development Code standards.

Additionally, the use will not interfere with the present or future ability to use solar energy systems. The proposed Project would not shade adjacent parcels and would not limit the future development of solar energy systems or other development on neighboring properties.

FINDINGS

Jurupa Truck Terminal Facility
P201800159/CUP
Planning Commission: February 4, 2021

- 4. The proposed use and manner of development are consistent with the goals, maps, policies, and standards of the Policy Plan and any applicable specific plan.**

The Project has a Land Use Designation of Limited Industrial (LI) and a Zoning Designation of Light Industrial (IL). The Project will not conflict with any applicable adopted land use plan, policy, or regulation or an agency with jurisdiction over the Project.

- 5. There is supporting infrastructure, existing or available, consistent with the intensity of development, to accommodate the proposed development without significantly lowering service levels.**

During construction and operation the Project's required use of local infrastructure will not significantly affect existing service levels. As part of the Conditions of Approval, the Project applicant will be responsible for paying for and/or constructing the minimal necessary infrastructure improvements and thus there will be no significant effect on existing service levels.

- 6. The lawful conditions stated in the approval are deemed reasonable and necessary to protect the public health, safety and general welfare.**

Implementation of and compliance with the Conditions of Approval will ensure that the objectives of the Development Code to protect the overall public health, safety and general welfare will be achieved. These conditions are based on established legal requirements and are applicable to all similar projects. Consequently, they are considered reasonable and necessary to protect the public health, safety, and general welfare

- 7. The design of the site has considered the potential for the use of solar energy systems and passive or natural heating and cooling opportunities.**

The location of the proposed Project was designed in a manner to not interfere with the future ability for the property owner to install a solar energy system. The Project would not impede development of solar energy generation systems on adjacent parcels.

ENVIRONMENTAL FINDINGS:

The environmental findings, in accordance with Section 85.03.040 of the San Bernardino County Development Code, are as follows:

Pursuant to provisions of the California Environmental Quality Act (CEQA) and the San Bernardino County Environmental Review guidelines, the above referenced Project has been determined to 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 adopted and a Notice of Determination (NOD) will be filed as part with the San Bernardino County Clerk's office. The MND represents the independent judgment and analysis of the County acting as lead agency for the Project.

EXHIBIT C

Conditions of Approval

CONDITIONS OF APPROVAL

Jurupa Truck Terminal Facility
Conditional Use Permit

GENERAL REQUIREMENTS

Ongoing and Operational Conditions

LAND USE SERVICES DEPARTMENT– Planning Division (909) 387-8311

1. Project Approval Description. A Zoning Amendment from Single Residential One-acre minimum Additional Agriculture (RS-1-AA) to Light Industrial (IL) and a Conditional Use Permit to construct and operate a truck terminal facility on 8.89 acres.

The project shall be constructed and operated in compliance with the San Bernardino County Code (SBCC), California Building Codes (CBC) San Bernardino County Fire Code, and the following conditions of approval, the approved site plan and all other required and approved reports and/or displays (e.g. elevations).

The developer shall provide a copy of the approved conditions and the approved site plan to every current and future project tenant, lessee, and property owner to facilitate compliance with these Conditions of Approval and continuous use requirements for the Project Site with APN: 0260-011-01; Project No: P201800159 (PROJ-2020-00148).

2. Project Location. The project is located on approximately 8.89 acres, on the south side of Jurupa Avenue between Cactus Avenue and Lilac Avenue in the community of Bloomington.
3. Revisions. Any proposed change to the approved site plan, conditions of approval, approved use/activity on the site or any increase in the developed area of the site or any expansion or modification to the approved facilities, including changes to the height, location, bulk or size of structure or equipment shall require an additional land use application subject to approval by the County. The developer shall prepare, submit with fees and obtain approval of the application prior to implementing any such revision or modification. (SBCC §86.06.070)
4. 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.

5. Expiration. This project permit approval shall expire and become void if the CUP it is not "exercised" within three (3) years of the effective date of this approval, unless an extension of time is approved. The approval permit is deemed "exercised" and the CUP shall remain effective when either:
 - a. The permittee has commenced actual construction or alteration within three (3) years 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)
 - c. Occupancy of approved land use 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:
 - 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.
 - The land use is determined by the County to be abandoned or non-conforming.
 - 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 this approval's expiration date. The developer is responsible to initiate any Extension of Time application.

6. Occupancy of Approved Land Use. 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:
 - 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.
 - The land use is determined by the County to be abandoned or non-conforming.
 - 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.

7. Continuous Effect/Revocation. All of the conditions of this project approval are continuously in effect throughout the operative life of the project for all approved structures and approved land uses/activities. Failure of the property owner or developer to comply with any or all of the conditions at any time may result in a public hearing and possible revocation of the approved land use, provided adequate notice, time and opportunity is provided to the property owner, developer or other interested party to correct the non-complying situation.
8. 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)
9. Project Account. The Project account number is P201800159 (PROJ-2020-00148). 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 expense 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 must be in the project account at the time the Condition Compliance Review is initiated. Sufficient funds must remain in the account to cover the charges during each compliance review. All fees required for processing shall be paid in full prior to final inspection, occupancy and operation of the approved use.
10. Condition Compliance - Construction. In order to obtain construction permits for grading, building, final inspection and/or tenant occupancy for each approved building, the developer shall comply with all of the conditions for each of the respective stages of development. The developer shall obtain written clearance (email is ok) that all of the conditions have been satisfied prior to issuance of any permits.
11. Development Impact Fees. Additional fees may be required prior to issuance of development permits. Fees shall be paid as specified in adopted fee ordinances.
12. Cultural Resources. During grading or excavation operations, should any potential paleontological or archaeological artifacts eligible for protection as historic resources under CEQA or under the National Historic Preservation Act be unearthed or otherwise discovered, the San Bernardino County Museum shall be notified and the uncovered items shall be preserved and curated, as required. For information, contact the County Museum, Community and Cultural Section, telephone (909) 798-8570.

13. Additional Permits. The developer shall ascertain compliance with all laws, ordinances, regulations and any other requirements of Federal, State, County and Local agencies that may apply for the development and operation of the approved land use. These may include but not limited to:
- a. FEDERAL: None;
 - b. STATE: California Department of Fish and Wildlife (CDFW), South Coast Air Quality Management District, Santa Ana Regional Water Quality Control Board (RWQCB);
 - c. COUNTY: Land Use Services – Building and Safety, Code Enforcement, Land Development; Public Health – Environmental Health Services; Public Works – County Surveyor; County Fire; and
 - d. LOCAL: None
14. Continuous Maintenance. The Project property owner shall continually maintain the property so that it is not visually derelict and not dangerous to the health, safety and general welfare of both on-site users (e.g. employees) and surrounding properties. The property owner 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: The developer shall conduct inspections for any structures, fencing/walls, driveways, and signs to assure proper structural, electrical, and mechanical safety.
 - b. Graffiti and debris: The developer shall remove graffiti and debris immediately through weekly maintenance.
 - c. Dust control: The developer shall maintain dust control measures on any undeveloped areas where soil stabilization is required.
 - d. Erosion control: The developer shall maintain erosion control measures to reduce water runoff, siltation, and promote slope stability.
 - e. External Storage: The developer shall maintain external storage, loading, recycling and trash storage areas in a neat and orderly manner, and fully screened from public view. Outside storage shall not exceed the height of the screening walls.
 - f. Metal Storage Containers: The developer shall NOT place metal storage containers in loading areas or other areas unless specifically approved by this or subsequent land use approvals.
 - g. Screening: The developer shall maintain screening that is visually attractive. All trash areas, loading areas, mechanical equipment (including roof top) shall be screened from public view.
 - h. Signage: The developer shall maintain all on-site signs, including posted area signs (e.g. “No Trespassing”) in a clean readable condition at all times. The developer shall remove all graffiti and repair vandalism on a regular basis. Signs on the site shall be of the size and general location as shown on the approved site plan or subsequently a County-approved sign plan.
 - i. Lighting: The developer shall maintain any lighting so that they operate properly for safety purposes and do not project onto adjoining properties or roadways. Lighting shall adhere to applicable glare and night light rules.
 - j. Parking and on-site circulation: The developer shall maintain all parking and on-site circulation requirements, including surfaces, all markings and traffic/directional signs in an un-faded condition as identified on the approved site plan, as applicable. Any modification to parking and access layout requires the Planning

Division review and approval, as applicable. The markings and signs shall be clearly defined, un-faded and legible; these include parking spaces, disabled space and access path of travel, directional designations and signs, stop signs, pedestrian crossing, speed humps and “No Parking”, “Carpool”, and “Fire Lane” designations, as applicable.

- k. Fire Lanes: The developer shall clearly define and maintain in good condition at all times all markings required by the Fire Department, including “No Parking” designations and “Fire Lane” designations, as applicable.
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.
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. No new above-ground power or communication lines shall be extended to the site. All required utilities shall be placed underground in a manner that complies with the California Public Utilities Commission General Order 128, and avoids disturbing any existing/natural vegetation or the site appearance.
19. Construction Hours. Construction will be limited to the hours of 7:00 a.m. to 7:00 p.m., Monday through Saturday in accordance with the County of San Bernardino Development Code standards.
20. Construction Noise. The following measures shall be adhered to during the construction phase of the project:
 - a. All construction equipment shall be muffled in accordance with manufacturer’s specifications.
 - b. All construction staging shall be performed as far as possible from occupied dwellings. The location of staging areas shall be subject to review and approval by the County prior to the issuance of grading and/or building permits.
 - c. All stationary construction equipment shall be placed in a manner so that emitted noise is directed away from sensitive receptors (e.g. residences and schools) nearest the project site.

21. GHG – Operational Standards. The developer shall implement the following as greenhouse gas (GHG) mitigation during the operation of the approved project:
 - a. Waste Stream Reduction. The “developer” shall provide to all tenants and project employees County-approved informational materials about methods and need to reduce the solid waste stream and listing available recycling services.
 - b. Vehicle Trip Reduction. The “developer” shall provide to all tenants and project employees County-approved informational materials about the need to reduce vehicle trips and the program elements this project is implementing. Such elements may include: participation in established ride-sharing programs, creating a new ride-share employee vanpool, designating preferred parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles with benches in waiting areas, and/or providing a web site or message board for coordinating rides.
 - c. Provide Educational Materials. The developer shall provide to all tenants and staff education materials and other publicity about reducing waste and available recycling services. The education and publicity materials/program shall be submitted to County Planning for review and approval.
 - d. Landscape Equipment. The developer shall require in the landscape maintenance contract and/or in onsite procedures that a minimum of 20% of the landscape maintenance equipment shall be electric-powered.

LAND USE SERVICES DEPARTMENT– Code Enforcement Division (909) 387-8311

22. Enforcement. If any County enforcement activities are 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.
23. Weed Abatement. The applicant shall comply with San Bernardino County weed abatement regulations and periodically clear the site of all non-complying vegetation. This includes removal of all Russian thistle (tumbleweeds).

LAND USE SERVICES DEPARTMENT – Land Development-Drainage (909) 387-8311

24. 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 will not adversely affect adjacent or downstream properties at the time the site is developed.
25. Natural Drainage. The natural drainage courses traversing the site shall not be occupied or obstructed.
26. 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.

27. Erosion Control Installation. Erosion control devices must be installed and maintained at all perimeter openings and slopes throughout the construction of the project. No sediment is to leave the job site.
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 ensure 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.

DEPARTMENT OF PUBLIC WORKS – Solid Waste Management – (909) 386-8701

30. Franchise Hauler Service Area – This project falls within a County Franchise Area. If subscribing for the collection and removal of construction and demolition waste from the project site, all developers, contractors, and subcontractors shall be required to receive services through the grantee holding a franchise agreement in the corresponding County Franchise Area (Burrtec- dba Edco Disposal).
31. Recycling Storage Capacity – The developer shall provide adequate space and storage bins for both refuse and recycling materials. This requirement is to assist the County in compliance with the recycling requirements of Assembly Bill (AB) 2176.
32. 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 waste a week or is a multi-family residential dwelling of 5 units or more are required to arrange for recycling services. The County is required to monitor commercial recycling and will require businesses to provide recycling information. This requirement is to assist the County in compliance with AB 341.
33. Mandatory Trash Service – This project falls within a Uniform Handling Service area. If uniform handling is implemented in 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.

34. Mandatory Commercial Organics Recycling – As of January 1, 2017, AB 1826 (Enacted October 2014) requires businesses that generate four (4) cubic yards of organic waste per week to recycle. A business generating organic waste shall arrange for the recycling services in a manner that is consistent with state and local laws and requirements, including a local ordinance or local jurisdiction's franchise agreement, applicable to the collection, handling, or recycling of solid and organic waste or arrange for separate organic waste collection and recycling services, until the local ordinance or local jurisdiction's franchise agreement includes organic waste recycling services. A business that is a property owner may require a lessee or tenant of that property to source separate their organic waste to aid in compliance. **Additionally, all businesses that contract for gardening or landscaping services must stipulate that the contractor recycle the resulting gardening or landscaping waste.** Residential multifamily dwellings of five (5) or more units are required to recycle organics; however, they are not required to arrange for recycling services specifically for food waste. Applicant will be required to report to the County on efforts to recycle organics materials once operational.

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

35. Project vehicles shall not back up into the project site nor shall they back out.

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

36. Noise Levels. Noise level shall be maintained at or below County Standards, Development Code Section 83.01.080. For information, please call DEHS at 1-800-442-2283.
37. Septic System Maintenance. The Onsite Wastewater Treatment System (OWTS) shall be maintained so as not to create a public nuisance and shall be serviced by a DEHS permitted pumper or qualified service provider. For information, please call DEHS/Wastewater Section at: 1-800-442-2283.
38. Refuse Storage and Disposal. 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 one (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 two (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: 1-800-442-2283.

COUNTY FIRE DEPARTMENT–Community Safety Division (760)995-8190

39. Construction Permits. 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 is commenced. Suspension or abandonment shall mean that no inspection by the Department has occurred within 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 shall be first obtained and the fee to recommence work shall be one-half the fee for the 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 made in writing PRIOR TO the expiration date justifying the reason that the Fire Condition Letter should be extended.

40. **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. [F01]

**PRIOR TO ISSUANCE OF GRADING PERMITS
OR LAND DISTURBING ACTIVITIES**
The Following Shall Be Completed

LAND USE SERVICES DEPARTMENT– Planning Division (909) 387-8311

41. **GHG – Construction Standards.** The developer shall submit for review and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce GHG emissions and submitting documentation of compliance. The developer/construction contractors shall do the following:
- a) Implement the approved Coating Restriction Plans.
 - b) Select construction equipment based on low GHG emissions factors and high-energy efficiency. All diesel/gasoline-powered construction equipment shall be replaced, where possible, with equivalent electric or CNG equipment.
 - c) Grading plans shall include the following statements:
 - "All construction equipment engines shall be properly tuned and maintained in accordance with the manufacturers specifications prior to arriving on site and throughout construction duration."
 - "All construction equipment (including electric generators) shall be shut off by work crews when not in use and shall not idle for more than 5 minutes."
 - d) Schedule construction traffic ingress/egress to not interfere with peak-hour traffic and to minimize traffic obstructions. Queuing of trucks on and off site shall be firmly discouraged and not scheduled. A flagperson shall be retained to maintain efficient traffic flow and safety adjacent to existing roadways.
 - e) Recycle and reuse construction and demolition waste (e.g. soil, vegetation, concrete, lumber, metal, and cardboard) per County Solid Waste procedures.
 - f) The construction contractor shall support and encourage ridesharing and transit incentives for the construction crew and educate all construction workers about the required waste reduction and the availability of recycling services.
42. **Air Quality.** The Project proponent is required to comply with all applicable rules and regulations as the South Coast Air Basin is in non-attainment status for ozone and suspended particulates [PM₁₀ and PM_{2.5} (State)]. To limit dust production, the Project proponent must comply with Rules 402 nuisance and 403 fugitive dust, which require the implementation of Best Available Control Measures for each fugitive dust source. This would include, but not be limited to, the following Best Available Control Measures.

Compliance with Rules 402 and 403 are mandatory requirements and thus not considered mitigation measures:

- a. The Project proponent shall ensure that any portion of the site to be graded shall be pre-watered prior to the onset of grading activities.
 1. The Project proponent shall ensure that watering of the site or other soil stabilization method shall be employed on an on-going basis after the initiation of any grading. Portions of the site that are actively being graded shall be watered to ensure that a crust is formed on the ground surface, and shall be watered at the end of each workday.
 2. The Project proponent shall ensure that all disturbed areas are treated, if necessary, to prevent erosion.
 3. The Project proponent shall ensure that all grading activities are suspended when winds exceed 25 miles per hour.
 - b. Exhaust emissions from vehicles and equipment and fugitive dust generated by equipment traveling over exposed surfaces, will increase NO_x and PM₁₀ levels in the area. The Project proponent will be required to implement the following requirements of the South Coast Air Quality Management District thresholds during operations:
 1. All equipment used for grading and construction must be tuned and maintained to the manufacturer's specification to maximize efficient burning of vehicle fuel.
 2. The operator shall maintain and effectively utilize and schedule on-site equipment and on-site and off-site haul trucks in order to minimize exhaust emissions from truck idling.
43. Diesel Regulations. The operator shall comply with all existing and future California Air Resources Board and South Coast Air Quality Management District regulations related to diesel-fueled trucks, which among others may include: (1) meeting more stringent emission standards; (2) retrofitting existing engines with particulate traps; (3) use of low sulfur fuel; and (4) use of alternative fuels or equipment. South Coast Air Quality Management District rules for diesel emissions from equipment and trucks are embedded in the compliance for all diesel fueled engines, trucks, and equipment with the statewide California Air Resources Board Diesel Reduction Plan. These measures will be implemented by the California Air Resources Board in phases with new rules imposed on existing and new diesel-fueled engines.
44. Cultural Resource Mitigation CR-1: *In the event buried cultural materials or prehistoric artifacts are discovered inadvertently during any earth-moving operations, the Project Proponent shall cease all work within a 50-foot radius of the discovery, until a qualified archaeologist can evaluate the nature and significance of the finds. If, at any time, resources are identified, the archaeologist shall make recommendations to the County of San Bernardino for appropriate mitigation measures in compliance with the guidelines of the California Environmental Quality Act.*
45. Cultural Resource Mitigation CR-2: *The Project Proponent shall have a paleontological consultant on-site for any excavations extending below five feet of the present surface and/or any areas where older Quaternary alluvium is identified. The monitoring program shall be conducted in a manner consistent with the San Bernardino County Museum policies and guidelines, including curation guidelines.*

46. Cultural Resource Mitigation CR-3: *The Project Proponent shall have a paleontological consultant on-call should any paleontological specimens be uncovered in the younger alluvium.*
47. Cultural Resource Mitigation CR-4: *If, at any time, evidence of human remains are uncovered, the project proponent or representative shall immediately notify the County Coroner and allow the Coroner access to the property to assess the remains. If the remains are determined to be human and of Native American origin, the Coroner will notify the Native American Heritage Commission and, in consultation between the Most Likely Descendant (MLD), as identified by the Commission, the Project Proponent will determine the disposition of the remains. If necessary, the Lead Agency (County) and archaeological consultant can assist in the consultation.*
48. Tribal Resource Mitigation TCR-1: *Applicant shall allow for monitoring by a qualified archaeologist who meets the Secretary of the Interior's guidelines and is listed in the Register of Professional Archaeologists. Monitoring shall be required for all soil disturbances including grading (cut and fill). Should movement of soils for grading for re-compaction activities show no evidence of an archaeological site or artifacts, and with the agreement of the County of San Bernardino, Land Use Services Department and the on-site archaeological monitor, further monitoring at this location shall no longer be required. In the event that a prehistoric site or historic remains older than 50 years is identified during monitoring, the Project Archaeologist monitor shall be empowered to stop all construction activities in the vicinity of the find (e.g., 50 feet radius).*

If the discovered archaeological/cultural materials are prehistoric in nature and/or include Native American remains, the Project Archaeologist shall notify the County as well as a Native American monitor to assist in the identification of the resources or human remains. The Native American monitor shall be retained from a list of suitable candidates from the Native American Heritage Commission.

The Project Archaeologist shall assess the discovered material(s) and prepare a survey, study, or report evaluating the impact. The Archaeologist's survey, study, or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource. The Applicant shall comply with the recommendations of the evaluating Archaeologist, as contained in the survey, study, or report. Project development activities may resume once copies of the archaeological survey, study, or report are submitted to the County of San Bernardino and the South Central Coastal Information Center, Department of Anthropology, CSU Fullerton.

Not less than 14 days prior to the issuance of any grading or excavation permit, the Applicant shall submit the draft contract between the selected Project Archaeologist (or firm) and the Applicant to be employed for the required monitoring services. The contract shall also include the proposed scope of services (including the monitoring, reporting, and disposition requirements noted above) which shall be subject to review and approval by the County of San Bernardino. Contracts shall include a requirement for monthly written reports from the archaeological monitor to the Planning Division summarizing the monitor's activities during the reporting period.

49. Noise Mitigation N-1: *Due to the noise attenuating benefits, Project-related roadway improvements associated with the Project construction must include rubberized asphalt hot mix pavement. By incorporating rubberized asphalt overlays into off-site roadway improvements within the County of San Bernardino, the off-site traffic noise level increases from automobile traffic can be reduced by roughly 4 dBA, and adjacent land uses can benefit from the barely perceptible off-site traffic noise level reductions for medium and heavy trucks. However, the reduction would not provide reliable benefits for the noise levels generated by heavy truck traffic, therefore the following Mitigation Measure is also necessary.*
50. Noise Mitigation N-2: *It will be necessary to intercept the line of sight from the exhaust stack of a truck to the sensitive receptors, where an 11.5-foot-high truck stack height is assumed to represent the truck engine and exhaust noise source. Any exterior noise barriers at residential homes experiencing Project-related traffic noise level increases would need to be high enough and long enough to block the line-of-sight from the noise source to the receiver in order to provide a 5-dBA reduction. To reduce truck-related off-site traffic noise levels associated with truck engines and exhaust stacks, a noise barrier, at a minimum of 6 feet must be constructed adjacent to the Project's north, west, and south boundaries to shield the sensitive receptors from the adjacent impacted roadway segments.*
51. Biological Mitigation BIO-1: *A pre-construction burrowing owl bird survey following the recommended guidelines of the CDFW will be required to determine if nesting is occurring.*
52. Biological Mitigation BIO-2: *Occupied nests will not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist verifies through non-invasive methods that either (a) the adult birds have not begun egg-laying and incubation; or (b) the juveniles from the occupied nests are foraging independently and are capable of independent survival.*
53. Biological Mitigation BIO-3: *If the biologist is not able to verify one of the above conditions, then no disturbances shall occur during the breeding season within a distance determined by the qualified biologist for each nest or nesting site. For the burrowing owl, the recommended distance is a minimum of 160 feet.*

LAND USE SERVICES DEPARTMENT– Building and Safety Division (909) 387-8311

54. Retaining Wall Plans. Submit plans and obtain separate building permits for any required walls or retaining walls.
55. Geotechnical (Soil) Report. A geotechnical (soil) report shall be submitted to the Building and Safety Division for review and approval prior to issuance of grading permits.
56. Demolition Permit. 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.

LAND USE SERVICES DEPARTMENT– Land Development-Drainage (909) 387-8311

57. Drainage Improvements. A Registered Civil Engineer (RCE) shall investigate and design adequate drainage improvements to intercept and conduct the off-site and on-site drainage flows around and through the site in a safety manner, which will not adversely affect adjacent or downstream properties. Submit drainage study for review and obtain approval. A \$550 deposit for drainage study review will be collected upon submittal to the Land Development Division. Deposit amounts are subject to change in accordance with the latest approved fee schedule.
58. FEMA Flood Zone. The project is located within Flood Zone X-Unshaded according to FEMA Panel Number 06071C8667H dated 8/28/2008. There are no elevation requirements for building in Flood Zone X-Unshaded. The requirements may change based on the recommendations of a drainage study accepted by the Land Development Division and the most current Flood Map prior to issuance of grading permit.
59. Topo Map. A topographic map shall be provided to facilitate the design and review of necessary drainage facilities.
60. Grading Plans. Grading and Erosion control plans shall be submitted for review and approval obtained, prior to construction. All Drainage and WQMP improvements shall be shown on the Grading plans according to the approved Drainage study and WQMP reports. Fees for grading plans will be collected upon submittal to the Land Development Division and are determined based on the amounts of cubic yards of cut and fill. Fee amounts are subject to change in accordance with the latest approved fee schedule.
61. NPDES Permit. An NPDES permit - Notice of Intent (NOI) - is required on all grading of one (1) acre or more prior to issuance of a grading/construction permit. Contact your Regional Water Quality Control Board for specifics. www.swrcb.ca.gov
62. Regional Board Permit. Construction projects involving one or more acres must be accompanied by Regional Board permit WDID #. Construction activity includes clearing, grading, or excavation that results in the disturbance of at least one (1) acre of land total.
63. On-site Flows. On-site flows need to be directed to the drainage facilities unless a drainage acceptance letter is secured from the adjacent property owners and provided to Land Development.
64. WQMP. A completed Water Quality Management Plan (WQMP) shall be submitted for review and approval obtained. A \$2,650 deposit for WQMP review will be collected upon submittal to the Land Development Division. Deposit amounts are subject to change in accordance with the latest approved fee schedule. The report shall adhere to the current requirements established by the Santa Ana/Mojave Watershed Region. Copies of the WQMP guidance and template can be found at: <http://cms.sbcounty.gov/dpw/Land/WQMPTemplatesandForms.aspx>

65. WQMP Inspection Fee. The developer shall provide a \$3,600 deposit to Land Development Division for inspection of the approved WQMP. Deposit amounts are subject to change in accordance with the latest approved fee schedule.

PRIOR TO ISSUANCE OF BUILDING PERMITS

The following shall be completed:

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

66. Water purveyor shall be West Valley Water District (WVWD) or EHS approved.
67. Applicant shall procure a verification letter from the water service provider. This letter shall state whether or not water connection and service shall be made available to the project by the water provider. This letter shall reference the File Index Number and Assessor's Parcel Number(s). For projects with current active water connections, a copy of water bill with project address may suffice. For information, contact the Water Section at 1-800-442-2283.
68. A water system permit may/will be required and concurrently approved by the State Water Resources Control Board – Division of Drinking Water, if applicable. Applicant shall submit preliminary technical report at least 6 months before initiating construction of any water-related development. Source of water shall meet water quality and quantity standards. Test results, which show source meets water quality and quantity standards shall be submitted to the Division of Environmental Health Services (DEHS). For information, contact the Water Section at 1-800-442-2283 and SWRCB-DDW at 916-449-5577.
69. If an approved water company cannot serve the project, individual wells are authorized for each daughter parcel providing that County Development Code infrastructure requirements can be met. Conceptual plans, showing that wells and septic system locations meet setback requirements, may be required (§ 83.09.060). If wells are approved, the following notes shall be placed on the Composite Development Plan (CDP), **“An individual well shall be utilized as the domestic water source for each lot. The well shall be installed, pump tested, and the pump test results reviewed and approved by EHS prior to the issuance of building permits for each lot.”**
70. Method of sewage disposal shall be the local sewer provider, or, if not available, EHS approved onsite wastewater treatment system (OWTS).
71. Applicant shall procure a verification letter from the sewer service provider identified. This letter shall state whether or not sewer connection and service shall be made available to the project by the sewer provider. The letter shall reference the Assessor's Parcel Number(s).
72. If sewer connection and/or service are unavailable, onsite wastewater treatment system(s) may then be allowed under the following conditions: A soil percolation report per June 2017 standards shall be submitted to DEHS for review and approval. If the percolation report cannot be approved, the project may require an alternative OWTS. For information, please contact the Wastewater Section at 1-800-442-2283.
73. Existing onsite wastewater treatment system can be used if applicant provides certification from a qualified professional (i.e., Professional Engineer (P.E.), Registered Environmental Health

Specialist (REHS), C42 contractor, Certified Engineering Geologist (C.E.G.), etc.) that the system functions properly, meets code, and has the capacity required for the proposed project. Applicant shall provide documentation outlining methods used in determining function.

74. Water and/or Sewer Service Provider Verification. Please provide verification that the parcel(s) associated with the project is/are within the jurisdiction of the water and/or sewer service provider. If the parcel(s) associated with the project is/are not within the boundaries of the water and/or sewer service provider, submit to DEHS verification of Local Agency Formation Commission (LAFCO) approval of either:
 - i. Annexation of parcels into the jurisdiction of the water and/or sewer service provider; or,
 - ii. Out-of-agency service agreement for service outside a water and/or sewer service provider's boundaries. Such agreement/contract is required to be reviewed and authorized by LAFCO pursuant to the provisions of Government Code Section 56133. Submit verification of LAFCO authorization of said Out-of-Agency service agreement to DEHS.
75. 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 1-800-442-2283.
76. All demolition of structures shall have a vector inspection prior to the issuance of any permits pertaining to demolition or destruction of any such premises. For information, contact DEHS Vector Section at 1-800-442-2283.
77. All refuse generated at the premises shall at all times be stored in approved containers and shall be placed in a manner so that visual or other impacts, and environmental public health nuisances are minimized and complies with San Bernardino County Code Chapter 8, Section 33.081 et. seq. For information, please call DEHS/Local Enforcement Agency (LEA) at: 1-800-442-2283. The recycling center must maintain an amount of less than 10% residual amount of solid waste from the separated waste for reuse; a less than 1% putrescible wastes from the separated waste for reuse material received by weight. As long as the above conditions are met, the facility will not be subject to the Transfer/Processing Regulatory Requirements, pursuant to 14 CCR §17402.5. If the facility exceeds the above stated limitations, a Full Solid Waste Facility Permit will be required.

LAND USE SERVICES DEPARTMENT – Building and Safety Division (909) 387-8311

78. Demolition Permit. Obtain a demolition permit for any building/s or structures to be demolished. Underground structures must be broken, back-filled and inspected before covering.
79. Construction Plans. Any building, sign, or structure to be added to, altered (including change of occupancy/use), constructed, or located on site, will require professionally

prepared plans based on the most current adopted County and California Building Codes, submitted for review and approval by the Building and Safety Division.

80. Temporary Use Permit. A Temporary Use Permit (T.U.P.) for the office trailer will be required or it must be placed on a permanent foundation per State H.C.D. guidelines. A T.U.P. is only valid for a maximum of five (5) years.
81. Permits. Obtain permits for all structures located on site and all work done without a permit.

DEPARTMENT OF PUBLIC WORKS – Solid Waste Management Division (909) 386-8701

82. Construction and Demolition Waste Management Plan (CWMP) Part 1 – The developer shall prepare, submit, and obtain approval from SWMD of a CDWMP Part 1 for each phase of the project. The CWMP shall list the types and weights of solid waste materials expected to be generated from construction. The CWMP shall include options to divert waste materials from landfill disposal, materials for reuse or recycling by a minimum of 65% of total weight or volume. Forms can be found on our website at <http://cms.sbcounty.gov/dpw/solidwastemanagement.aspx>. An approved CDWMP Part 1 is required before a permit can be issued.

LAND USE SERVICES DEPARTMENT – Land Development-Roads (909) 387-8311

83. Road Dedication/Improvements. The developer shall submit for review and obtain approval from the Land Use Services Department the following dedications and plans for the listed required improvements, designed by a Registered Civil Engineer (RCE), licensed in the State of California.

Jurupa Avenue (Major Highway – 104')

- Road Dedication. A 22 feet grant of easement is required to provide a half-width right-of-way of 52 feet.
- Street Improvements. Design curb and gutter with match up paving 40 feet from centerline.
- Sidewalks. Design sidewalks per County Standard 109 Type “C”.
- Curb Returns and Sidewalk Ramps. Curb returns and sidewalk ramps shall be designed per County Standard 110 and Caltrans standard A88A. Adequate easement shall be provided to ensure sidewalk improvements are within Public right-of-way.

Cactus Avenue (Controlled/Limited Access Collector Street – 66')

- Road Dedication. A 3 feet grant of easement is required to provide a half-width right-of-way of 33 feet.
- Street Improvements. Design curb and gutter with match up paving 22 feet from centerline.
- Sidewalks. Design sidewalks per County Standard 109 Type “C”.

- Curb Returns and Sidewalk Ramps. Curb returns and sidewalk ramps shall be designed per County Standard 110 and Caltrans standard A88A. Adequate easement shall be provided to ensure sidewalk improvements are within Public right-of-way.

Lilac Avenue (Local Street – 60')

- Road Dedication. A 30' feet grant of easement is required to provide a half-width right-of-way of 30 feet.
 - Street Improvements. Design curb and gutter with match up paving 18 feet from centerline with a minimum 26 feet paved section.
 - Sidewalks. Design sidewalks per County Standard 109 Type "C".
 - Curb Returns and Sidewalk Ramps. Curb returns and sidewalk ramps shall be designed per County Standard 110 and Caltrans standard A88A. Adequate easement shall be provided to ensure sidewalk improvements are within Public right-of-way.
 - Driveway Approach. Design driveway approach per San Bernardino County Standard 129B, and located per San Bernardino County Standard 130.
84. Road Standards and Design. All required street improvements shall comply with latest San Bernardino County Road Planning and Design Standards and the San Bernardino County Standard Plans. Road sections shall be designed to Valley Road Standards of San Bernardino County, and to the policies and requirements of the County Department of Public Works and in accordance with the General Plan, Circulation Element.
85. Street Improvement Plans. The developer shall submit for review and obtain approval of street improvement plans prior to construction. 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. Street improvement plans shall not be approved until all necessary right-of-way is acquired.
86. CMRS Exclusion. The Lilac Avenue road improvements shall not be entered into the County Maintained Road System (CMRS).
87. Construction Permits. Prior to installation of road and drainage improvements, a construction permit is required from County Public Works, Transportation Operations Division, Permit Section, (909) 387-8046, as well as other agencies prior to work within their jurisdiction. Submittal shall include a materials report and pavement section design in support of the section shown on the plans. Applicant shall conduct classification counts and compute a Traffic Index (TI) Value in support of the pavement section design.
88. Encroachment Permits. Prior to installation of driveways, sidewalks, etc., an encroachment permit is required from County Public Works, Transportation Operations Division, Permit Section, (909) 387-8046, as well as other agencies prior to work within their jurisdiction.
89. 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.

90. Two Access Points. A minimum two points of ingress/egress are required or alternative approved by County Fire Department.
91. Turnarounds. Turnarounds at dead end streets shall be in accordance with the requirements of the County Department of Public Works and Fire Department.
92. 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.
93. 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.
94. Regional Transportation Fee. This project falls within the Regional Transportation Development Mitigation Fee Plan Area for the Rialto Subarea. The Regional Transportation Development Mitigation Plan Fee (Plan Fee) shall be paid by a cashier's check to the Land Use Services Department. The Plan Fee shall be computed in accordance with the Plan Fee Schedule in effect as of the date that the building plans are submitted and the building permit is applied for. The Plan Fee is subject to change periodically. Currently, the fee is \$6.01 per square foot for Industrial Use, which includes the 100,110 square foot parking area and the fee is \$10.90 per square foot which includes the 720 square foot office per the site plan dated October 29, 2020.

Therefore, the estimated Regional Transportation Fees for the Project is \$669,609.10. The current Regional Transportation Development Mitigation Plan can be found at the following website:

<http://cms.sbcounty.gov/dpw/Transportation/TransportationPlanning.aspx>

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

95. Traffic Mitigation TT-4: *On-site traffic signing, and striping plans should be submitted for County of San Bernardino approval in conjunction with detailed construction plans for the Proposed Project.*
96. Improvements: The applicant shall design their street improvement plans to include the following:
 - Slover Avenue
 - At Riverside Ave, modify eastbound roadway striping to provide a one left turn lane, one shared left-through lane and one shared through-right lane.
 - At Riverside Ave, modify westbound roadway striping to provide one left turn lane, one shared left-through lane and one shared through-right lane.
 - Riverside Avenue and Slover Avenue signal shall modify the eastbound-westbound signal phasing to split phasing.

Riverside Avenue

- At I-10 Eastbound ramps, provide northbound right turn lane
- At Slover Avenue, provide southbound right turn lane
- At Santa Ana Avenue, provide eastbound left turn lane

97. Traffic Mitigation TT-1: The Project driveway on Lilac Avenue shall be a stop-controlled full access and shall:

- Install eastbound stop control and;
- Construct the eastbound approach to consist of one shared left-turn lane/right-turn lane

98. The total fair share contribution to the County of San Bernardino for this project is required based on the traffic report dated 2/22/2019 from Gandinni and Associates. The fair share breakdown for these improvements is shown below:

INTERSECTION	ESTIMATED COST	FAIR SHARE PERCENTAGE	ESTIMATED CONTRIBUTION
Cedar Avenue at Jurupa Avenue County of San Bernardino Intersection Total	\$ 100,000	0.4	\$ 407
Cactus Avenue at Jurupa Avenue County of San Bernardino Intersection Total	\$600,000	1.6	\$ 9,474

**Total Fair Share,
 County of San Bernardino \$ 9,881**

The total fair share contribution will be based on the fair share percentages listed above and the estimated construction costs at the time of application for a building permit and shall be paid to the Department of Public Works - Traffic Division. The fair share for County of San Bernardino is estimated to be \$9,881. At the present time, the estimated cost is \$9,881. This amount will be adjusted to reflect actual construction costs incurred, if available, or will be adjusted to account for future construction costs using the Caltrans Construction Cost Index.

The total fair share contribution to the City of Rialto (includes Caltrans and City of Colton) for this project is required based on the City of Rialto's Legislation Text (TC-19-705) letter dated 08/07/2019. The fair share amount for these improvements is \$92,170.98.

Proof of payment (such as written receipt, official acknowledgment letter or email from City Representative specifying amount paid, etc.) shall be provided to the County of San Bernardino Traffic Division to demonstrate the mitigations outlined in this condition have been satisfied. At the present time, the estimated cost is \$ 92,170.98. The study-identified amount will be adjusted to reflect actual construction costs incurred, if available, or will be adjusted to account for future construction costs using the Caltrans Construction Cost Index.

PRIOR TO FINAL INSPECTION OR OCCUPANCY

The following shall be completed:

LAND USE SERVICES DEPARTMENT– Planning Division (909) 387-8311

99. Fees Paid. Prior to final inspection by Building and Safety Division and/or issuance of a Certificate of Conditional Use by the Planning Division, the applicant shall pay in full all fees required under actual cost job number P201800159 (PROJ-2020-00148).
100. Shield Lights. Any lights used to illuminate the site shall include appropriate fixture lamp types as listed in SBCC Table 83-7 and be hooded and designed so as to reflect away from adjoining properties and public thoroughfares and in compliance with SBCC Chapter 83.07, “Glare and Outdoor Lighting” (i.e. “Dark Sky Ordinance).
101. Installation of Improvements. All required on-site improvements shall be installed per approved plans.
102. Landscaping/Irrigation. All landscaping, dust control measures, all fences, etc. as delineated on the approved Landscape Plan shall be installed. The developer shall submit the Landscape Certificate of Completion verification as required in SBCC Section 83.10.100. Supplemental verification should include photographs of the site and installed landscaping.
103. GHG – Installation/Implementation Standards. The developer shall submit for review and obtain approval from County Planning of evidence that all applicable GHG performance standards have been installed, implemented properly and that specified performance objectives are being met to the satisfaction of County Planning and County Building and Safety.

DEPARTMENT OF PUBLIC WORKS – Solid Waste Management Division (909) 386-8701

104. Construction and Demolition Waste Management Plan (CDWMP) Part 2 – The developer shall complete SWMD’s CDWMP Part 2 for construction and demolition. This summary shall provide documentation of actual diversion of materials including but not limited to receipts, invoices or letters from diversion facilities or certification of reuse of materials on site. The CDWMP Part 2 shall provide evidence to the satisfaction of SWMD that demonstrates that the project has diverted from landfill disposal, material for reuse or recycling by a minimum of 65% of total weight or volume of all construction waste.

LAND USE SERVICES DEPARTMENT – Land Development-Drainage (909) 387-8311

105. Drainage Improvements. All required drainage improvements shall be completed by the applicant. The private Registered Civil Engineer (RCE) shall inspect improvements outside the County right-of-way and certify that these improvements have been completed according to the approved plans. Certification letter shall be submitted to Land Development.
106. WQMP Improvements. All required WQMP improvements shall be completed by the applicant, inspected and approved by County Public Works. An electronic file of the final and approved WQMP shall be submitted to Land Development Division, Drainage Section.

LAND USE SERVICES DEPARTMENT – Land Development-Roads (909) 387-8311

107. LDD Requirements. All LDD requirements shall be completed by the applicant prior to occupancy.
108. Road Improvements. All required on-site and off-site improvements shall be completed by the applicant, inspected and approved by County Public Works. Completion of road and drainage improvements does not imply acceptance for maintenance by the County.
109. Private Roads/Improvements. All required on-site and off-site improvements shall be completed by the applicant. Construction of private roads and private road related drainage improvements shall be inspected and certified by the engineer. Certification shall be submitted to Land Development by the engineer identifying all supporting engineering criteria.
110. 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.
111. 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.
112. Parkway Planting. Trees, irrigation systems, and landscaping required to be installed on public right-of-way shall be approved by County Public Works and Current Planning and shall be maintained by the adjacent property owner or other County-approved entity.

COUNTY FIRE DEPARTMENT – Hazardous Materials Division (760) 995-8190/(909) 386-8401

113. Prior to occupancy, the business operator shall be required to apply for one or more of the following permits, or apply for exemption from hazardous materials laws and regulations: a Hazardous Material Permit, a Hazardous Waste Permit, Aboveground Storage Tank Permit or an Underground Storage Tank Permit. Application for one or more of these permits shall occur by submitting a hazardous materials business plan using the California Environmental Reporting System (CERS) <http://cers.calepa.ca.gov/>

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

114. Traffic Mitigation TT-2: *All roadway design, traffic signing and striping, and traffic control improvements relating to the Proposed Project should be constructed in accordance with applicable engineering standards and to the satisfaction of the County of San Bernardino.*
115. Traffic Mitigation TT-3: *Site-adjacent roadways should be constructed or repaired at their ultimate half-section width, including landscaping and parkway improvements in conjunction with development, or as otherwise required by the County of San Bernardino.*

116. Traffic Mitigation TT-5: *The final grading, landscaping, and street improvement plans should demonstrate that sight distance standards are met in accordance with applicable County of San Bernardino/California Department of Transportation sight distance standards.*
117. Traffic Mitigation TT-6: *As is the case for any roadway design, the County of San Bernardino should periodically review traffic operations in the vicinity of the project once the Proposed Project is constructed to assure that the traffic operations are satisfactory.*
118. The applicant shall construct, at 100% cost to the applicant all roadway improvements as shown on their approved street improvement plans. This shall include any software and/or hardware to implement the approved signal coordination plan.

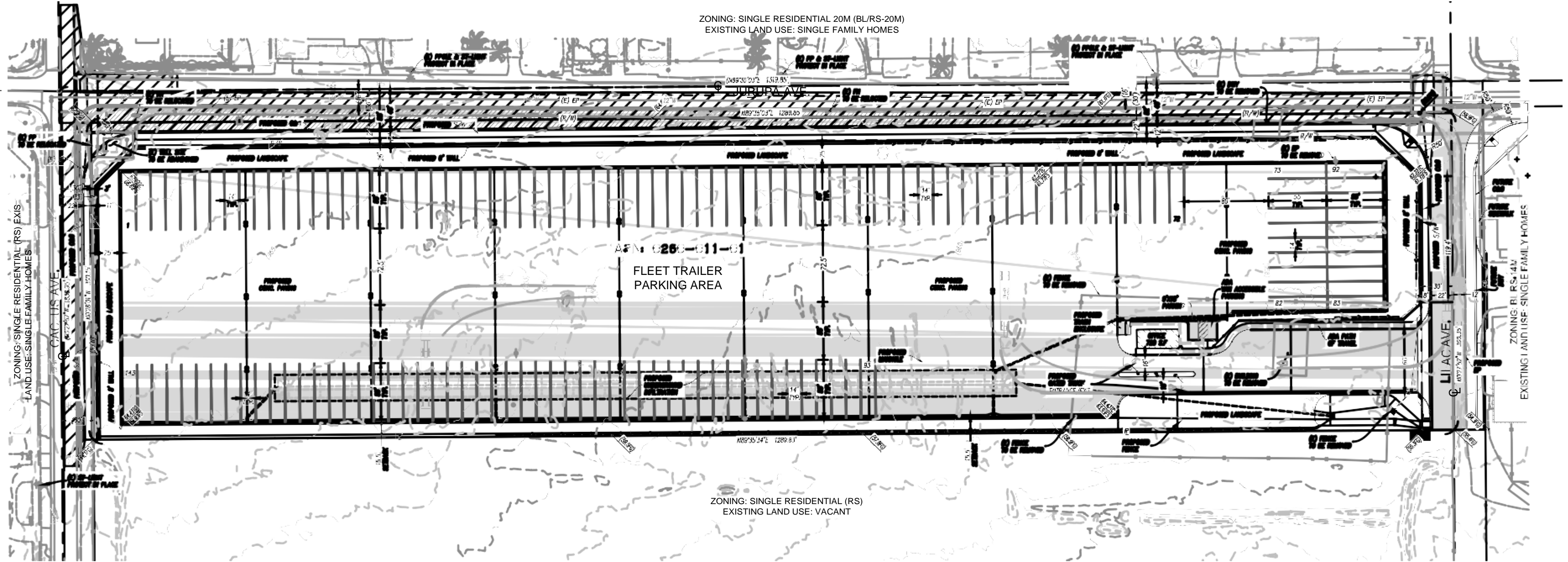
EXHIBIT D

Site Plan

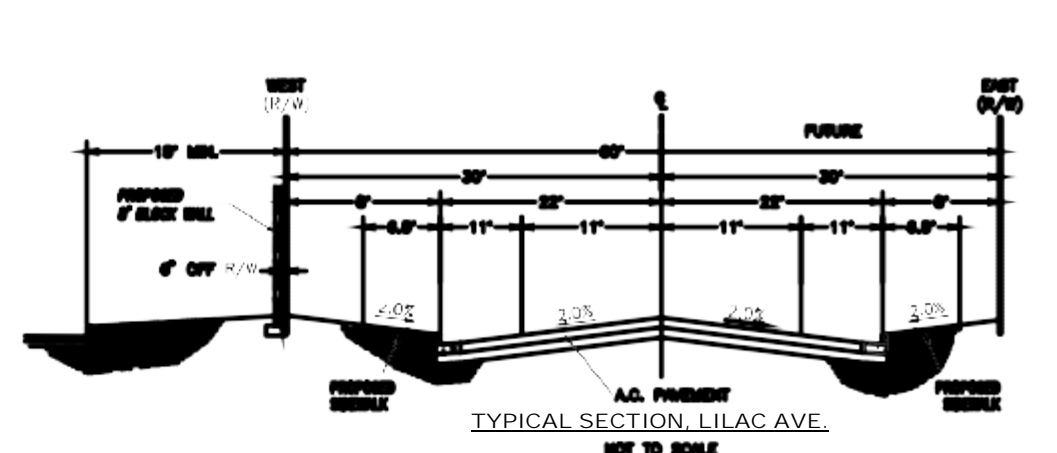
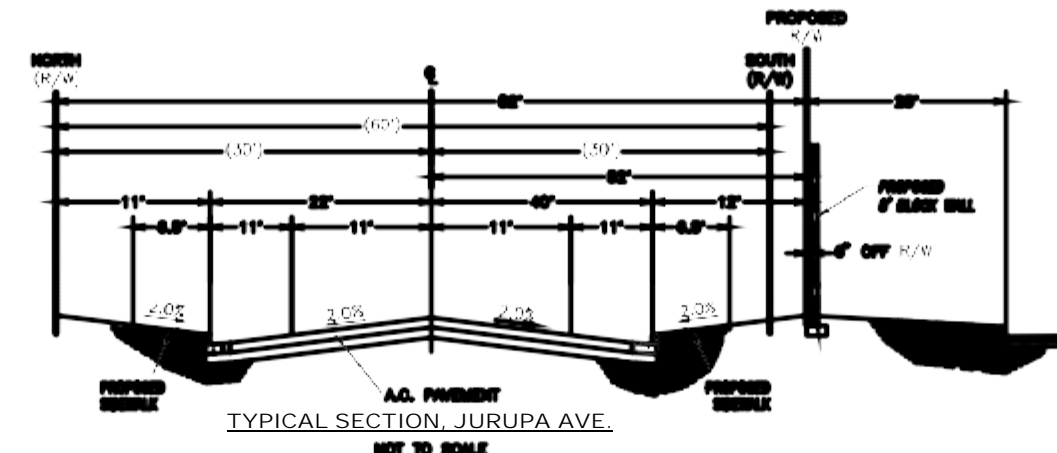
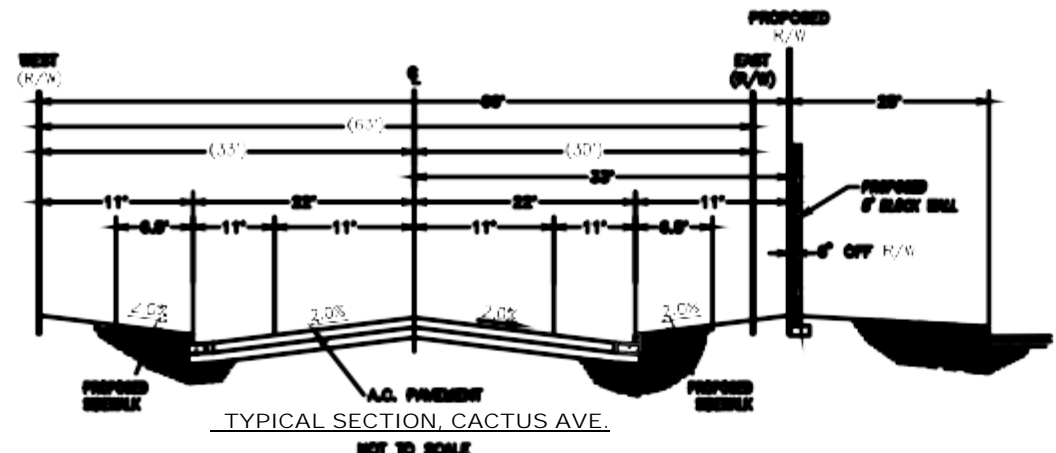
TRUCK TERMINAL PROPERTIES NO. 2 JURUPA WOODRUFF TRUCK TERMINAL

APN(S): 0260-011-01

ZONING: SINGLE RESIDENTIAL 20M (BL/RS-20M)
EXISTING LAND USE: SINGLE FAMILY HOMES



ZONING: SINGLE RESIDENTIAL (RS)
EXISTING LAND USE: VACANT



- LEGEND**
- ASPH ASPHALTIC CONCRETE SURFACE
 - CONCRETE SURFACE
 - EXISTING CONCRETE SURFACE
 - PROPOSED CONCRETE SURFACE
 - EXISTING AC PAVEMENT TO BE REMOVED
 - RIGHT OF WAY
 - PROPERTY LINE
 - CENTERLINE
 - FLOWLINE
 - FILL SLOPE
 - INDICATES DIRECTION OF FLOW
 - CONTOUR ELEVATION (FEET)
 - ADA PATH OF TRAVEL
 - PROPOSED FENCE
 - PROPOSED FRESH FLOOR
 - PROPOSED FRESH GRADE
 - PROPOSED FRESH ASPHALT
 - PROPOSED FRESH CONCRETE
 - PROPOSED FRESH GROUND
 - PROPOSED FRESH GUTTER
 - PROPOSED FRESH SIDEWALK
 - PROPOSED FRESH TOP OF CURB
 - PROPOSED FRESH TOP OF FINISH
 - TYPICAL
 - W WROUGHT IRON
 - WM WATER METER

PROPERTY OWNER
BRIAN & JESSIE BERRY
3825 REDWOOD ROAD AND
100 N. 6th Street
P.O. BOX 800
P.O. BOX 800

APPLICANT
TRUCK TERMINAL PROPERTIES
ATTN: BOB NASSIR
1820 SAN VICENTE BOULEVARD
SANTA MONICA, CA 90402
PHONE: (310) 466-7225

PROJECT DESCRIPTION
DEVELOP A TRUCK PARKING FACILITY WITH OFFICE BUILDING, ADDITIONAL PARKING STALLS, BASIN, FENCING, AND LANDSCAPING ALONG PARCEL FRONTAGE.

TOTAL PARCEL COVERAGE

GROSS AREA:	387,274 SF/8.89 AC	
NET AREA:	348,175 SF/7.99 AC	
SUB-CI	AREA	%
BUILDING	720 S.F.	0.21%
HARDSCAPE	292,076 S.F.	81.01%
LANDSCAPE	65,375 S.F.	18.78%
TOTALS	348,175 S.F.	100% (7.99 AC)

PARKING ANALYSIS
STANDARD ACCESSIBLE 1 SPACES
1/2 X 8 FT STALLS 10 SPACES
NO SPACES

BENCHMARK
DESIGNATION: 016-88 (CITY OF RIALTO)
DESCRIPTION: CITY OF RIALTO BRASS DISC SET IN TOP OF CURB 32 FT. SOUTH OF CENTERLINE SANTA ANA 61 FT. WEST OF CENTERLINE CACTUS.
ELEVATION: 1004.84' (NGVD29)

BASIS OF BEARINGS
THE CENTERLINE OF JURUPA AVE. PER RS 07-237 RS 148/50-51 BEARING: N89°35'03"E

LEGAL DESCRIPTION
THE NORTH 330 FEET OF GOVERNMENT LOT 3, SECTION 35 TOWNSHIP 1 SOUTH, RANGE 5 WEST EXCEPTING THE WEST 30 FEET.

FEMA FLOOD ZONE
ALL PROPERTY IS LOCATED WITHIN FEMA ZONE X: "AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD."
PER FLOOD INSURANCE RATE MAP NO. 06071C8667H (NOT PRINTED)

PROJECT INFORMATION

ASSESSOR'S PARCEL NO: 0260-011-01
EXISTING ZONING: SINGLE RESIDENTIAL-1 (RS-1) ADDITIONAL AGRICULTURAL (AA)
EXISTING LAND USE: VACANT
PROPOSED LAND USE: COMMUNITY INDUSTRIAL (IC)
CABLE: CHARTER COMMUNICATIONS (833) 694-9259
WATER PURVEYOR: WEST VALLEY WATER DISTRICT (909) 875-1804
SEWER PURVEYOR: ON-SITE SEPTIC
GAS PURVEYOR: SOUTHERN CALIFORNIA GAS CO. (909) 335-7793
ELECTRICITY PURVEYOR: SOUTHERN CALIFORNIA EDISON (909) 793-2061
TELEPHONE PURVEYOR: GENERAL TELEPHONE (909) 797-8277

BUILDING SETBACK

FRONT 25 FT. MIN.
REAR 10 FT. MIN.
SIDE-INTERIOR 10 FT. MIN.
SIDE-STREET 25 FT. MIN.
PER SAN BERNARDINO COUNTY DEVELOPMENT CODE 82.06.060 TABLE 82-19A.

BENADIMAN TEL: (909) 955-3000
ARCHITECTS & ENGINEERS, INC.
REGISTERED - C.E.I.T. - SUBDIVISION - PLANNING

JURUPA WOODRUFF TRUCK TERMINAL
ADDRESS XXX - TBD
BLOOMINGTON, CA 92316
APN: 0260-011-01

TRUCK TERMINAL PROPERTIES, LLC

NO	DESCRIPTION	BY	APPROVED	DATE

DESIGNED BY: JTS SCALE: 1"=40'
CHECKED BY: EJB JOB NO: 174483 SHEET 1 OF 1 SP1
SUBMITTER: TRUCK TERMINAL PROPERTIES, LLC
SUBMITTER'S DATE: 10-29-20