# 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 CEQA Guidelines.

## PROJECT LABEL

| | |
|---|---|
| ***APNs:*** | 0257-101-09 |
| ***Applicant:*** | Cedar Ave./Jurupa Ave. Commercial Center<br>11279 Cedar Avenue, Bloomington, CA 92316. |
| ***Project No:*** | P201900307 |
| ***Staff:*** | Anthony DeLuca, Senior Planner. |
| ***Rep*** | Manoj Hariya/Hariya Engineering, Inc. |
| ***Proposal:*** | Cedar Ave./Jurupa Ave. Commercial Center |

***USGS Quad:*** Fontana.
***Lat/Long:*** 34°.02'15"N 117°24'10"W
***T, R, Section:***
***Community Plan:*** Bloomington
***LUC:*** Low Density Residential (LDR)
Zone: Single Residential (RS)
***Overlays:*** N/A.

## PROJECT CONTACT INFORMATION

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

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

## PROJECT DESCRIPTION

### Physical Characteristics

The San Bernardino County Planning Department is reviewing an application submitted by Mr. Manoj Hariya of Hariya Engineering, Inc, for the development of a new commercial center in Bloomington that would require a General Plan Amendment to change the Land Use Category from Low Density Residential currently zoned Single Residential (RS) to Land Use Category Commercial (C) General Commercial (CG). The project features a canopied fuel dispensing area, a convenience store, an automated car wash, a drive-thru restaurant, and a small storage building located within a 2.31-acre (100,447 square-foot) parcel. The total building footprint for the proposed development is 12,428 square feet. Project elements are summarized below.

- *Arco Gasoline Sales and Carwash.* The proposed fuel dispensing area would be constructed under a 5,324 square foot canopy and would consist of eight (8) pumps with a total of sixteen (16) fueling positions. An automated car wash tunnel would consist of an additional 2,634 square feet of floor area. The maximum height of the pump canopy would equal 17 feet and the total height of the car wash tunnel would equal 15'-6".

- *AM/PM Convenience Store and Quick Service Restaurant (QSR).* The convenience store would have a total floor area of 5,000 square feet and would include a sales area and quick service

restaurant (QSR) area inside the store. The maximum building height of the AM/PM Convenience Store and Quick Service Restaurant (QSR) would equal 24'-6".

- *Underground Storage Tanks (USTs.* Three underground storage tanks (USTs) will be provided. One UST is a 20,000-gallon tank that will contain 87 octane unleaded gasoline. The second UST will contain 10,000 gallons of 91 octane unleaded premium fuel. Finally, the third, UST will be a 12,000-gallon UST that will contain diesel fuel.

- *Drive-Thru Restaurant.* The proposed fast-food and drive thru restaurant would have a total floor area of 2,550 square feet. The maximum building height of the drive thru restaurant would equal 20'-8". In addition, a 2,244 square foot storage building would be located in the site's northwest corner.

- *Access and Circulation.* Vehicle access to the proposed commercial development will be provided by two driveway entrances, one northbound right in/right out only located on Cedar Avenue and one full access on Jurupa Avenue. Internal drive aisles will be installed within the gasoline pump area, car wash, and drive-thru restaurant.

- *Parking.* A total of 51 new parking spaces will be provided within the proposed commercial development including 48 regular parking stalls and three ADA-accessible parking spaces. Other paved areas will include two commercial loading stalls and a secure bicycle parking area. The total paved parking area will consist of 59,883 square feet. z

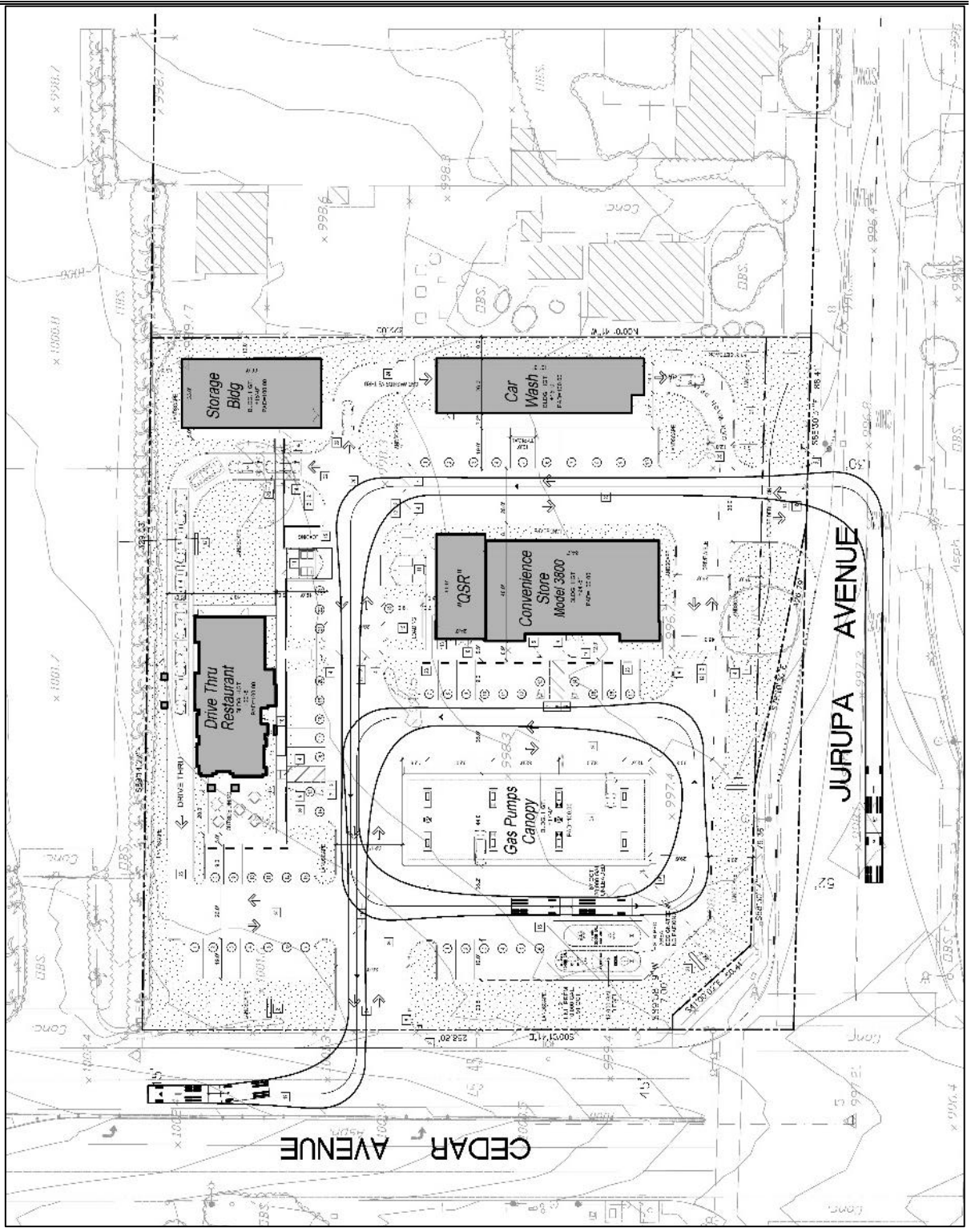
- *Landscaping.* Landscaping will total 28,136 square feet. Landscaping will be provided along the site frontages with Cedar Avenue and Jurupa Avenue, along the north and east sides, and within then site.

The site plan is shown in Exhibit 1. Building elevations are provided in Exhibits 2 and 3. The project is summarized in Table 1.

**Project Summary Table**

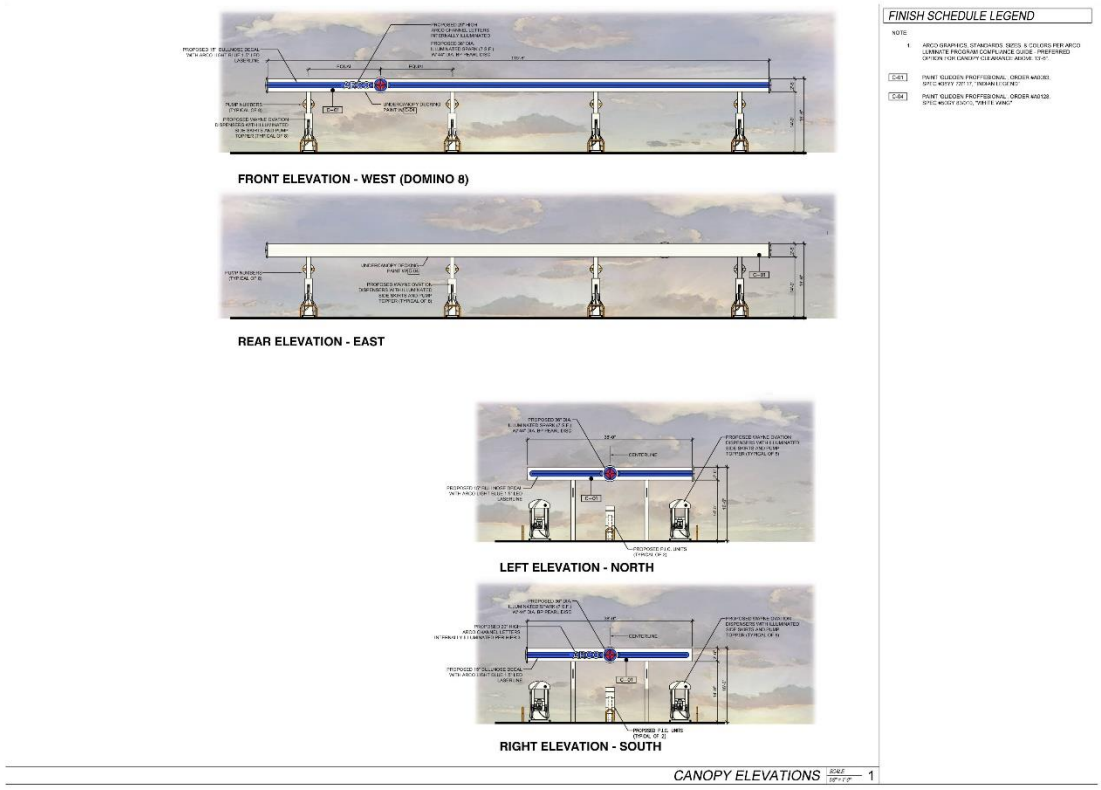
| Project Element | Description |
|---|---|
| Total Site Area | 2.31 acres (100,447 sq. ft.) |
| Total Building Floor Area | 12,428 sq. ft. |
| Fast-Food Restaurant | 2,550 sq. ft. |
| Fuel Sales Area | 8 pumps (16 positions) |
| Convenience Store | 5,000 sq. ft. |
| Automated Carwash | 2,634 sq. ft. (tunnel) |
| Total No. Parking Spaces | 51 spaces |
| Standard Parking Spaces | 48 spaces |
| ADA Parking Spaces | 3 spaces |
| Driveway Access (two) | Cedar and Jurupa |
| Landscaping | 28,136 sq. ft. |

Source: Archimetric Design & Construction, Inc. *Proposed Architectural Site Plan*.

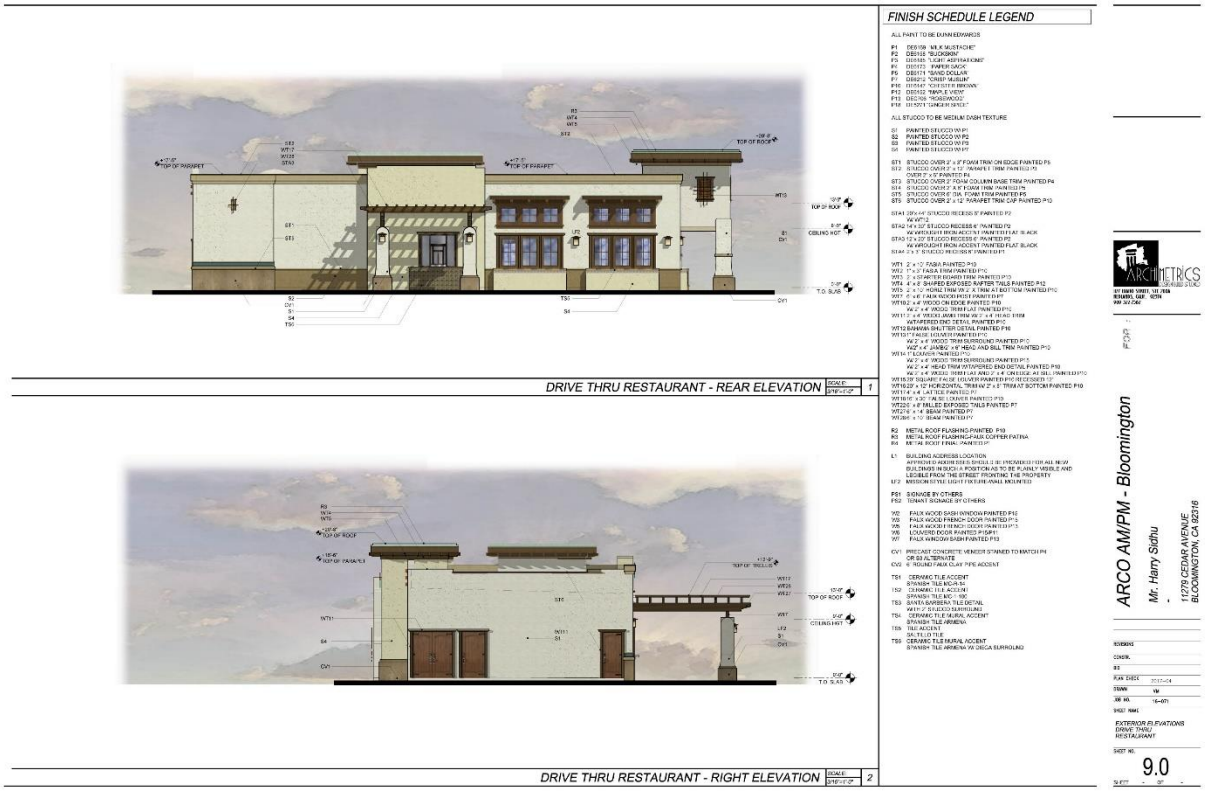



# EXHIBIT 1
# SITE PLAN OF PROPOSED PROJECT

**SOURCE: ARCHIMETRICS DESIGN BUILD STUDIO**


# EXHIBIT 2
# BUILDING ELEVATIONS
**SOURCE: ARCHIMETRICS DESIGN BUILD STUDIO**




# EXHIBIT 3
# BUILDING ELEVATIONS
**SOURCE: ARCHIMETRICS DESIGN BUILD STUDIO**

**Construction Characteristics**

The total land area to be developed during the construction of the proposed project is a 2.31-acre (100,447 square-foot) parcel, located near the intersection of Cedar Avenue and Jurupa Avenue within the community of Bloomington. The construction for the current proposed project is estimated to begin on June, 2021 and would take approximately ten months to complete. The key construction phases are outlined in the paragraphs that follow.

- *Phase 1 - Grading.* The project site would be graded and readied for the construction. This phase would require one month to complete.

- *Phase 2 -Site Preparation.* During this phase, the building footings, utility lines, and other underground infrastructure would be installed. This phase would require one month to complete.

- *Phase 3 - Construction.* The new buildings would be constructed during this phase. This phase will take approximately six months to complete.

- *Phase 4 - Paving and Finishing.* This concluding phase would involve the paving and finishing. The completion of both phases will take approximately two months to complete.

**Operational Characteristics**

The fuel dispensers and the convenience store will be open 24 hours a day, 7 days a week. The hours of operation for the automated carwash will be limited to the daytime hours only. The fast-food restaurant may be open 24 hours a day though the actual hours of operation will be determined once the tenant is identified. The proposed convenience store/carwash component project is anticipated to employ up to ten persons while the potential employment for the fast-food restaurant will employ up to 20 persons.

## SURROUNDING LAND USES AND PROJECT LOCATION

**Surrounding Land Uses**

Land uses located in the vicinity of the proposed project are outlined below:

- *North of the project site:* Industrial land uses, including a large shipping container storage facility and semi-truck parking area, are located directly north of the project site. Further north, undeveloped vacant land extends along Cedar Avenue to Santa Anita Avenue.

- *East of the project site:* Land uses to the east of the project site are primarily zoned for single-family residential developments. A single family residence is located adjacent to the project boundary. The Crestmore Elementary School campus is located approximately 650 feet from the proposed project site's eastern boundary.

- *South of the project site:* Jurupa Avenue abuts the southern boundary of the proposed project site. Jurupa Avenue is a two-lane local road oriented in an east-to west direction connecting Bloomington with other nearby communities. Additional land uses south of the project site include an auto repair shop, retail tire sales, and a liquor store.

- *West of the project site:* Directly west of the project site is Cedar Avenue, a four-lane local road that serves as a trucking transportation corridor for shipping and warehousing facilities in the vicinity of the project site. On the western side of Cedar Avenue is a large shipping warehousing industrial facility.

An aerial photograph of the project site and the surrounding area is provided in Exhibit 4. Photographs of the site and surrounding areas are provided in Exhibits 5 and 6.

| **Existing Land Use and Land Use Zoning Districts** | | |
|---|---|---|
| **Location** | **Existing Land Use** | **Land Use Zoning District** |
| **Project Site** | Vacant | LUC: Low Density Residential (LDR)<br>Zone: Single Residential (RS) |
| North | Industrial land uses, including a large shipping container storage facility and semi-truck parking area, are located directly north of the project site. Further north, undeveloped vacant land extends along Cedar Avenue to Santa Anita Avenue. | LUC: Low Density Residential (LDR)<br>Zone: Single Residential (RS) |
| South | Jurupa Avenue abuts the southern boundary of the proposed project site. Jurupa Avenue is a two-lane local road oriented in an east-to west direction connecting Bloomington with other nearby communities. Additional land uses south of the project site include an auto repair shop, retail tire sales, and a liquor store. | LUC: Commercial (C)<br>Zone: General Commercial (CG)<br>LUC: Low Density Residential (LDR)<br>Zone: Single Residential (RS) |
| East | Land uses to the east of the project site are primarily zoned for single-family residential developments. Existing Single Family Residence. The Crestmore Elementary School campus is located approximately 650 feet from the proposed project site's eastern boundary. | LUC: Low Density Residential (LDR)<br>Zone: Single Residential (RS) |
| West | Directly west of the project site is Cedar Avenue, a four-lane local road that serves as a trucking transportation corridor for shipping and warehousing facilities in the vicinity of the project site. On the western side of Cedar Avenue is a large shipping warehousing industrial facility. | LUC: Limited Industrial (LI)<br>Zone: Community Industrial (IC) |

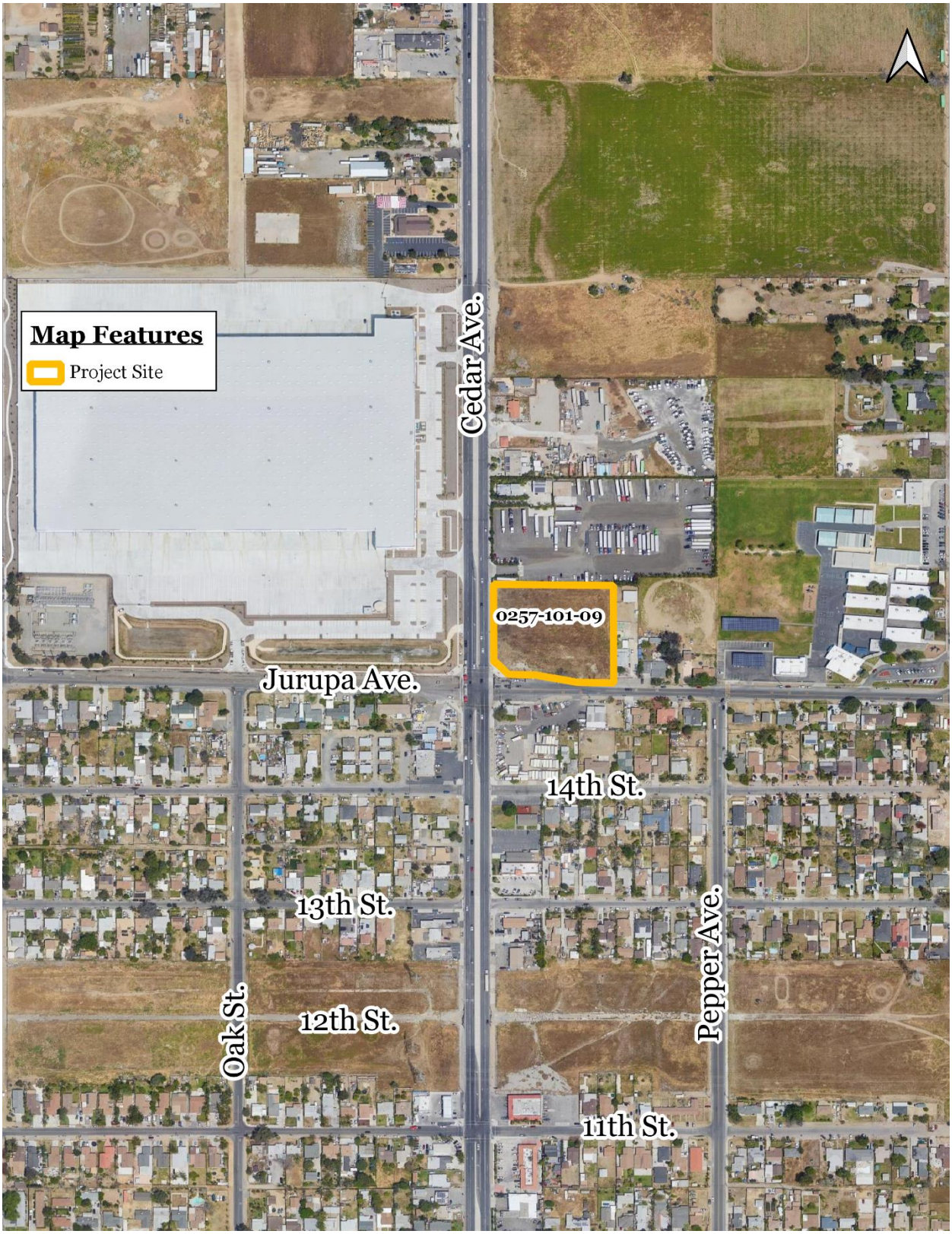



**EXHIBIT 4**
**AERIAL MAP**
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

**Figure 1:** Industrial land uses including a large shipping container storage facility and semi-truck parking area are located directly north of the project site. Further north, undeveloped vacant land extends along the east side of Cedar Avenue toward Santa Anita Avenue.

**Figure 2:** Land uses to the east of the project site are primarily zoned for single-family residential developments. The Crestmore Elementary School campus is located approximately 650 feet from the proposed project site's eastern boundary.

# EXHIBIT 5
# PHOTOGRAPHS OF THE PROJECT SITE
**SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING**

**Figure 3:** Jurupa Avenue abuts the southern boundary of the proposed project site. Jurupa Avenue is a two-lane local road oriented in an east-to west direction, connecting Bloomington with other nearby communities. Other land uses south of the project site include a tire shop and liquor store.

**Figure 4:** Directly west of the project site is Cedar Avenue, a four-lane local road that serves as a trucking and transportation corridor for shipping and warehousing facilities in the vicinity of the project site. On the western side of Cedar Avenue is a large shipping and warehousing industrial facility.

## EXHIBIT 6
## PHOTOGRAPHS OF THE PROJECT SITE
**SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING**

**Project Site Location and Existing Site Conditions**

The proposed project site is located within the southwestern portion of San Bernardino County, on the northeast corner of Cedar Avenue and Jurupa Avenue located in the unincorporated community of Bloomington. The community of Bloomington is bounded to the north by the Cities of Fontana and Rialto; to the east by the City of Colton; to the south by the City of Jurupa Valley and the County of Riverside; and other unincorporated areas of San Bernardino County to the west.

Regional access to the proposed project site is provided by two area highways: The San Bernardino Freeway (I-10), which extends in an east to west orientation approximately 1.30 miles north of the proposed project site, and the Pomona Freeway (SR-60), which extends in an east to west orientation approximately 3.15 miles south of the proposed project site. The location of Bloomington, in a regional context, is shown in Exhibit 7. An area map is provided in Exhibit 8.

The nearest major intersection is located to the southwest of the proposed project site, at Cedar Avenue and Jurupa Avenue in the community of Bloomington. The legal address of the proposed project site is 11279 Cedar Avenue, and the corresponding Assessor Parcel Number (APN) is 0257-101-09. A local vicinity map is provided in Exhibit 9.

## ADDITIONAL APPROVALs REQUIRED BY OTHER PUBLIC AGENCIES

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

Federal: N/A
State of California: NPDES Permit
County of San Bernardino: Land Use Services – Building and Safety, Land Development Engineering – Roads/Drainage; Public Health – Environmental Health Services; and County Fire
Local: N/A

## CONSULTATION WITH CALIFORNIA NATIVE AMERICAN TRIBES

*Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?* The required notification of affected tribes has occurred. The San Manuel tribe provided standard language regarding mitigation of inadvertent discovery of tribal cultural resources including human remains.
Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

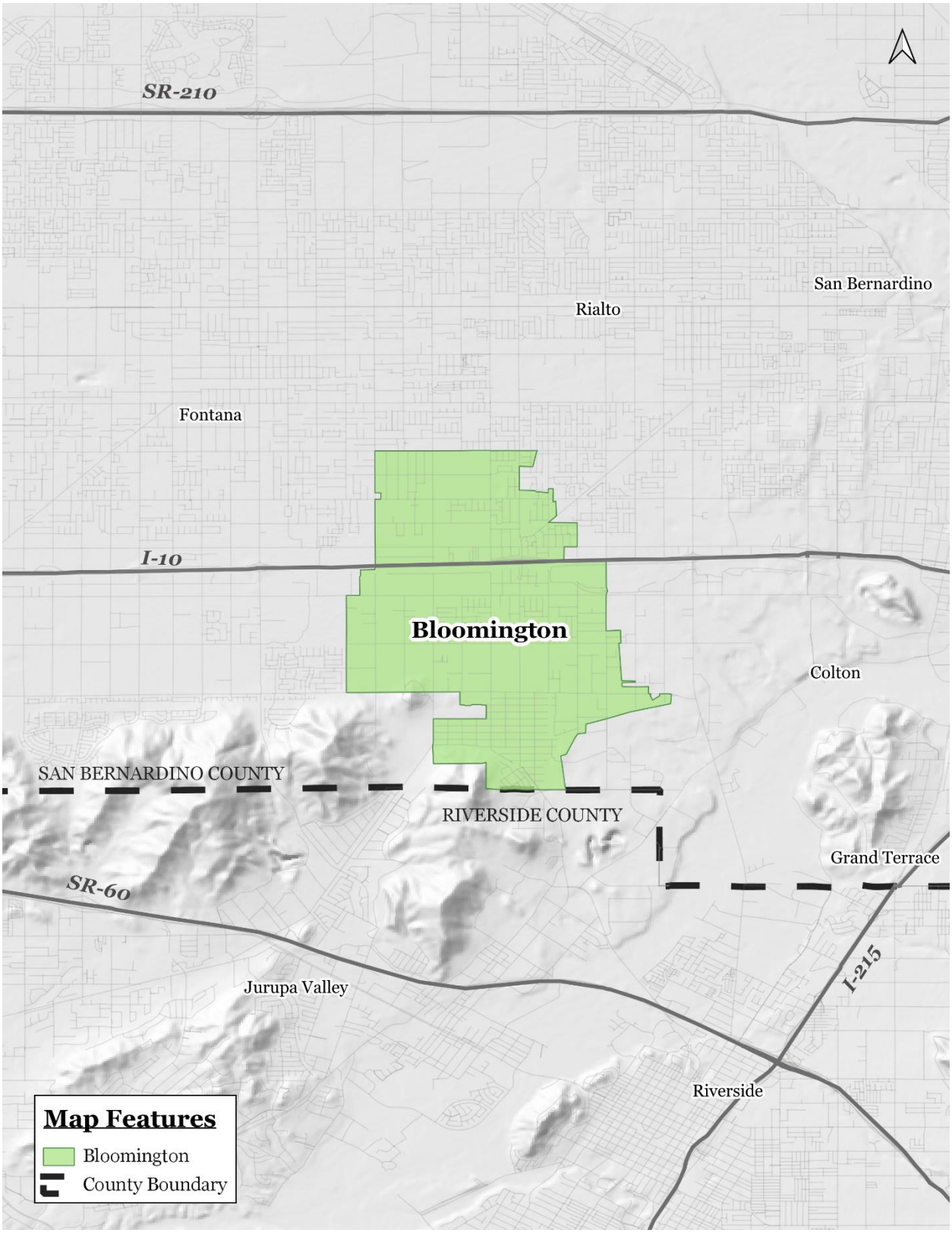



**EXHIBIT 7**
**REGIONAL MAP**
**SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING**

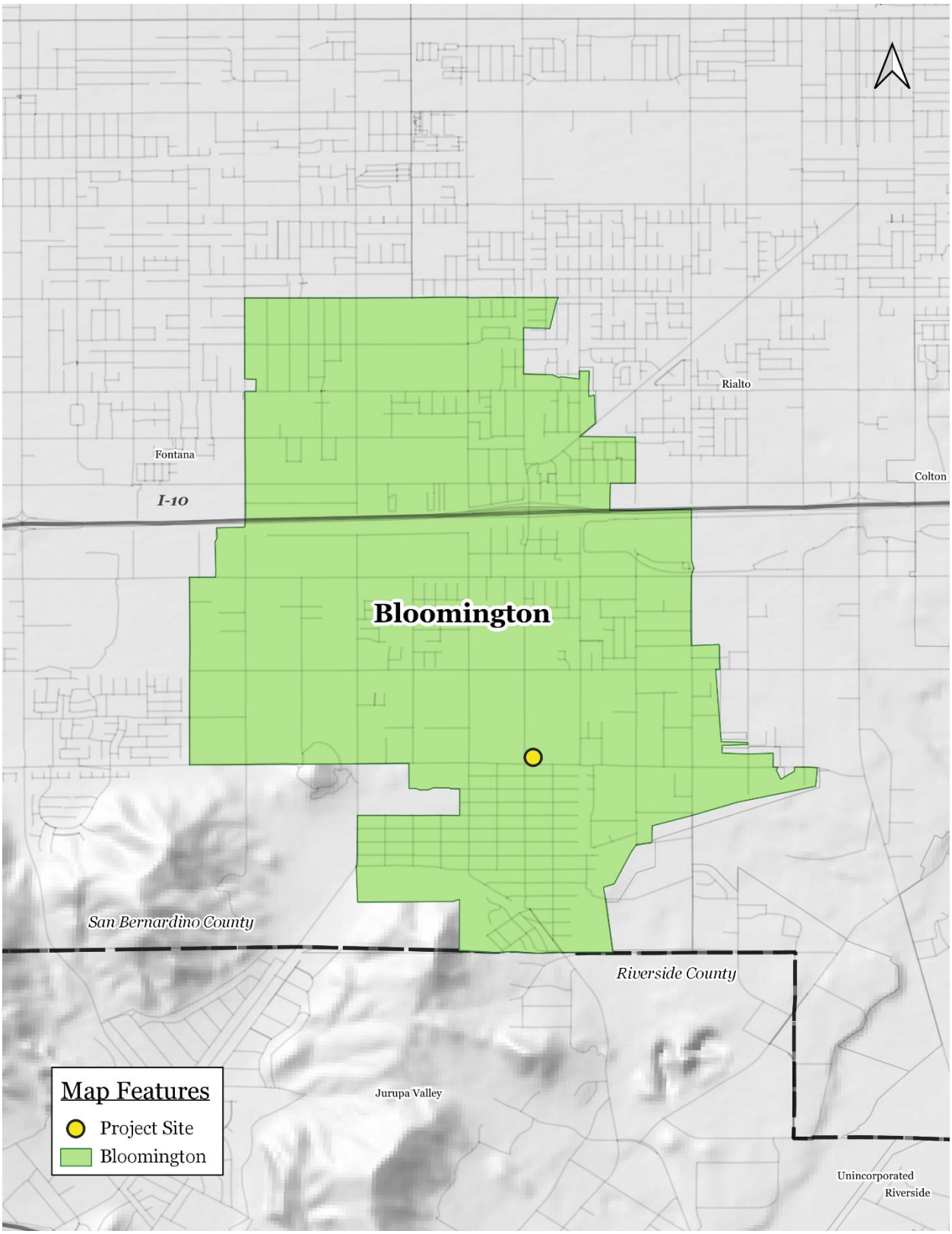



**EXHIBIT 8**
**AREAWIDE MAP**
**SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING**

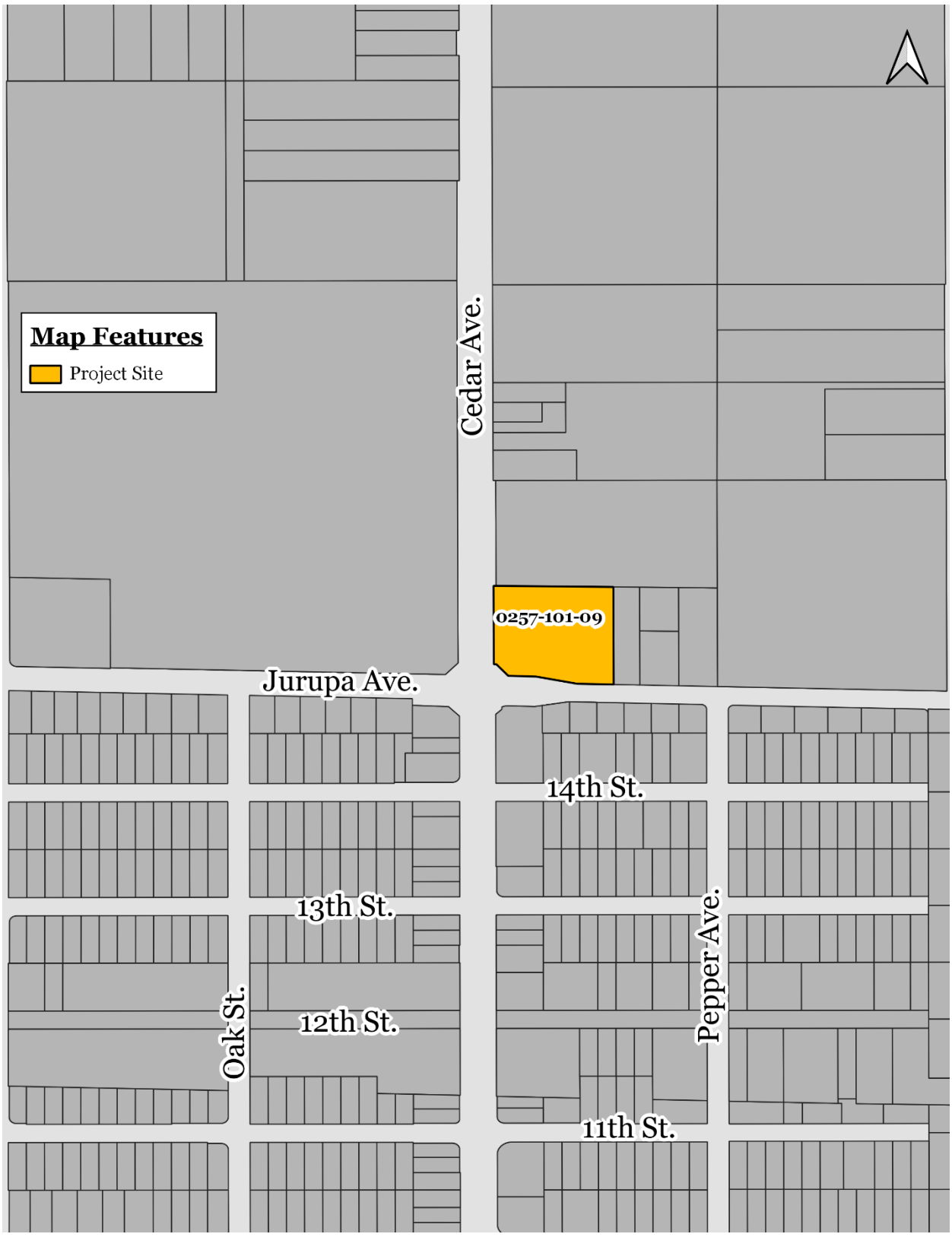



**EXHIBIT 9**
**VICINITY MAP**
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

## 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 |

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

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

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

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

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

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

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

Signature (prepared by Anthony DeLuca, Senior Planner — Date

Signature Chris Warrick, Supervising Planner — Date

# 1. AESTHETICS

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact With Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project have a substantial adverse effect on a scenic vista? | | | | ✕ |
| **B.** Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway? | | | | ✕ |
| **C.** In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from a publicly accessible vantage point)? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | | | | ✕ |
| **D.** Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | | ✕ | | |

## SUBSTANTIATION OF ENVIRONMENTAL IMPACTS

**A.** *Would the project have a substantial adverse effect on a scenic vista? ● No Impact*

The proposed project would consist of a commercial center that would include a convenience store, an automotive fuel sales use, a fast food restaurant, and a car wash. The proposed fuel dispensing area would be located under a 5,324 square-foot canopy and consist of eight (8) pumps with a total of sixteen (16) fueling positions. The proposed convenience store would have a total floor area of 5,000 square feet and would include a sales area and quick service restaurant area inside the store. An automated car wash tunnel would consist of an additional 2,634 square feet of floor area. The proposed drive-thru restaurant would have a total floor area of 2,550 square feet. Finally, a 2,244 square foot storage building would be located in the site's northwest corner.[1] All of the buildings would consist of a single level.

Major physiographic features within the vicinity of the project site include the San Bernardino Mountains located approximately 12 miles to the north, the San Jacinto Mountains located approximately 34 miles to the southeast, the Jurupa Hills located approximately 1 ½ miles to the southwest, and the Chino Hills located approximately 20 miles to the west. All of these features are at least partially obscured by existing commercial, industrial, and residential developments as well as regional Southern California Edison (SCE) transmissions towers and transmission lines. Although the proposed new commercial center may block certain views of the distant hills, the overall scenic vista would still remain visible from the surrounding properties. As a result, no impacts will occur.

**B.** *Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? ● No Impact.*

According to the California Department of Transportation (Caltrans), the proposed project site is not located near a designated State or County designated scenic highway. The closest designated scenic highways to the project site is a 50-mile segment of the Rim of the World Scenic Byway (SR-38) located approximately 12.5 miles to the west of the project site. The proposed project site is vacant with no trees, significant rock

[1] Archimetrics Design Build Studio. *Site Plan*. 2020.

outcroppings, or existing structures. The project site does not contain any buildings listed in the State or National registrar (refer to the discussion under Cultural Resources). The proposed parcel slated for development has been previously disturbed with no scenic trees, rock outcroppings, or existing structures in the vicinity and does not contain any buildings listed in the State or National registrar. As a result, no impacts will occur.

**C.** *In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from a publicly accessible vantage point)? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? ● No Impact*

The proposed project site is located in an urbanized area and surrounded by commercial, industrial, and residential land uses. All views of distant mountains from the proposed project site are at least partially obscured by existing commercial, industrial, and residential developments as well as regional Southern California Edison (SCE) transmissions towers and transmission lines. Furthermore, the proposed land use would conform to the applicable development standards. As a result, no impacts will occur.

**D.** *Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? ● Less than Significant Impact with Mitigation*

Exterior lighting can be a nuisance to adjacent land uses that are sensitive to this lighting. This nuisance lighting is referred to as light trespass, which is typically defined as the presence of unwanted light on properties located adjacent to the source of lighting. A high level of nighttime illumination already exists along the Cedar Avenue and Jurupa Avenue due to the degree of urban development in the vicinity of the project area. Project-related sources of nighttime light would be typical of that associated with commercial land uses, including signage, parking area lighting, security lighting, and vehicular headlights. The light sensitive receptors are shown in Exhibit 10.

Potential light-trespass impacts resulting from lighting would be minimized through compliance with all pertinent development standards, Zoning Ordinance standards, and the goals, policies, and implementation measures of the General Plan. San Bernardino County Ordinance No. 3900 which regulates glare, outdoor lighting, and night sky protection. Nighttime lighting associated with the proposed project would be subject to County approval and compliance with San Bernardino County requirements. Under these requirements, lighting must be directed towards the ground from low elevation poles (less than 14 feet in height). In addition, all lights would be shielded so that there is no upward directed light.

In addition, the implementation of mitigation measure AES-1(D), would reduce impacts from spillover lighting to adversely affect residents and motorists to levels that would be less than significant.

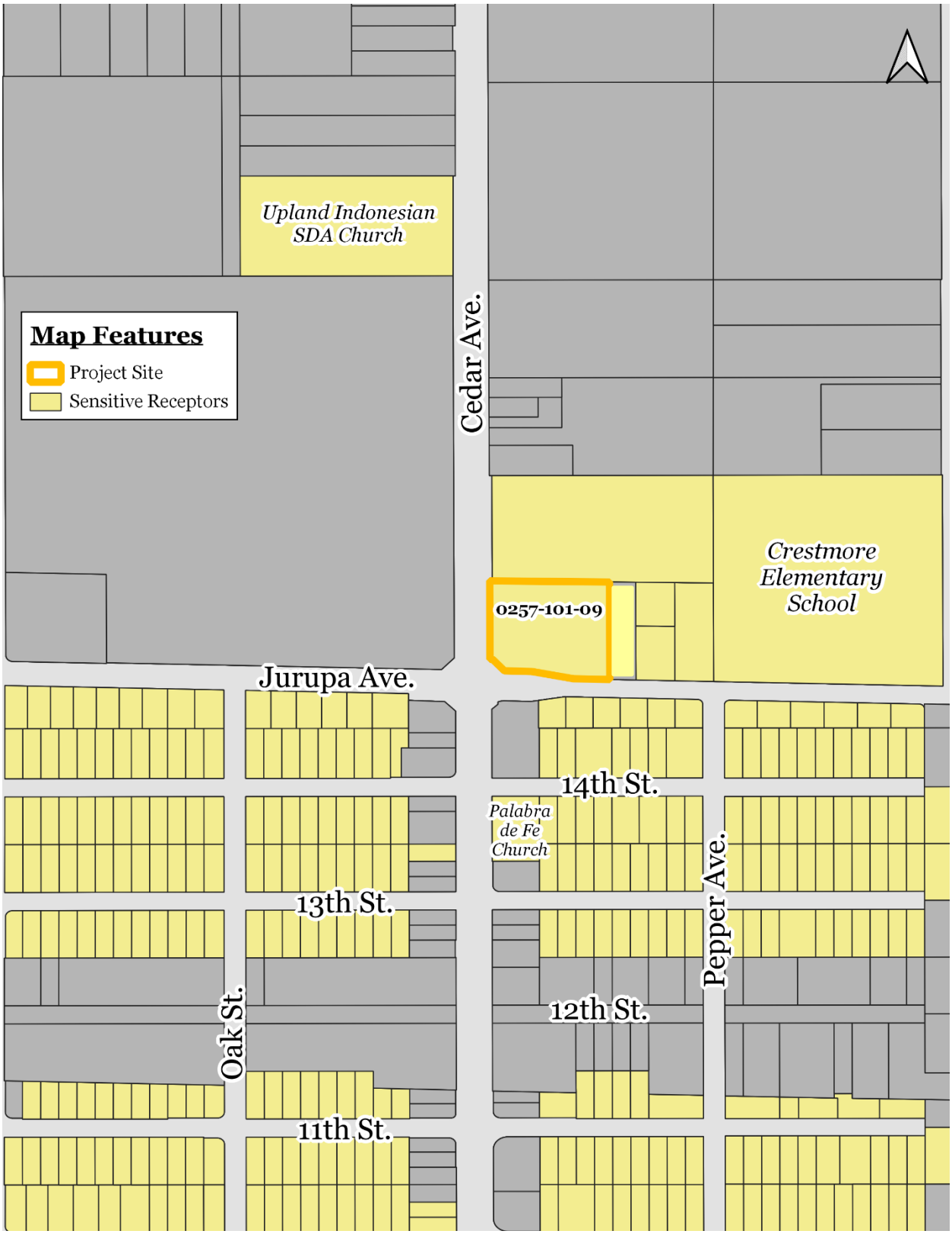



**EXHIBIT 10**
**LIGHT SENSITIVE RECEPTORS**
**SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING**

## MITIGATION MEASURES

The following mitigation is required as a means to address potential light trespass impacts:

***AES-1(D):*** The area of illumination from any lighting source must be confined to within the site boundaries so as to minimize impacts to night sky views from surrounding properties. On-site lighting will be fully shielded, diffused, or directed in a manner to avoid glare directed at adjacent properties, roadways or any light spill into any wildland areas surrounding the site that might affect nocturnal animals. No light will be permitted to project onto adjacent roadways in a manner that interferes with on-coming traffic. All lighting will be limited to that necessary for maintenance activities, security, and safety purposes. All signs proposed by this project will only be lit by steady, stationary, shielded light directed at the sign, by light inside the sign or by direct stationary neon lighting.

# 2. AGRICULTURE & FORESTRY RESOURCES

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact With Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project 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 uses? | | | | ✖ |
| **B.** Would the project conflict with existing zoning for agricultural uses, or a Williamson Act Contract? | | | | ✖ |
| **C.** Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? | | | | ✖ |
| **D.** Would the project result in the loss of forest land or conversion of forest land to a non-forest use? | | | | ✖ |
| **E.** Would the project 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 a non-forest use? | | | | ✖ |

## SUBSTANTIATION OF ENVIRONMENTAL IMPACTS

**A.** *Would the project 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 uses? ● No Impact.*

The proposed project would consist of a commercial center that would include a convenience store, an automotive fuel sales use, a fast-food restaurant, and a car wash. The proposed fuel dispensing area would be located under a 5,324 square-foot canopy and consist of eight (8) pumps with a total of sixteen (16) fueling positions. The proposed convenience store would have a total floor area of 5,000 square feet and would include a sales area and quick service restaurant area inside the store. An automated car wash tunnel would consist of an additional 2,634 square feet of floor area. The proposed drive-thru restaurant would have a total floor area of 2,550 square feet. Finally, a 2,244 square foot storage building would be located in the site's northwest corner.[2] According to the California Department of Conservation, the project site does not contain any areas of Farmland of Statewide Importance, and no agricultural uses are located onsite or adjacent to the property. The implementation of the proposed project would not involve the conversion of any prime farmland, unique farmland, or farmland of statewide importance to urban uses. As a result, no impacts will occur.[3]

**B.** *Would the project conflict with existing zoning for agricultural uses, or a Williamson Act Contract? ● No Impact.*

According to the California Department of Conservation Division of Land Resource Protection, the project

[2] Archimetrics Design Build Studio. *Site Plan*. 2020.

[3] California Department of Conservation, Division of Land Resource Protection, Farmland Mapping, and Monitoring Program. *California Important Farmland Finder*.

site is not subject to a Williamson Act Contract.[4] As a result, no impacts on existing Williamson Act Contracts will result from the proposed project's implementation.

**C.** *Would the project 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))? ● No Impact.*

The proposed project site is zoned for development and the site is surrounded on all sides by urban development. No forest lands, timber lands, or timber land production zones are located within the project site. Additionally, the site's existing zoning designation do not contemplate such uses. As a result, no impacts will occur.

**D.** *Would the project result in the loss of forest land or conversion of forest land to a non-forest use? ● No Impact.*

The proposed project site is zoned for development and the site is surrounded by urban development. No forest lands are located within the project site or surrounding areas. No loss or conversion of forest lands to urban uses would result from the proposed project's implementation. As a result, no impacts will occur.

**E.** *Would the project 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 a non-forest use? ● No Impact.*

The proposed project would not involve any changes to the existing environment which could result in the conversion of farmland to non-agricultural use, or the conversion of forest land to a non-forest use. As a result, no impacts will occur.

## MITIGATION MEASURES

The analysis of agricultural and forestry resources indicated that no impact on these resources would occur as part of the proposed project's implementation. As a result, no mitigation is required.

[4] California Department of Conservation. *State of California Williamson Act Contract Land.* ftp://ftp.consrv.ca.gov/

# 3. AIR QUALITY

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact With Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project conflict with or obstruct implementation of the applicable air quality plan? | | | ✖ | |
| **B.** Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard? | | | ✖ | |
| **C.** Would the project expose sensitive receptors to substantial pollutant concentrations? | | | ✖ | |
| **D.** Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | | | | ✖ |

## SUBSTANTIATION OF ENVIRONMENTAL IMPACTS

**AIR QUALITY/GHG IMPACT STUDY, BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING, MAY 21, 2020; CALEEMOD V.2016.3.2**

**A.** *Would the project conflict with or obstruct implementation of the applicable air quality plan? ● Less Than Significant*

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

- *Ozone (O3)* is a nearly colorless gas that irritates the lungs, damages materials, and vegetation. Ozone is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight).

- *Carbon Monoxide (CO)* is a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain and is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust. The threshold is 550 pounds per day of carbon monoxide (CO).

[5] South Coast Air Quality Management District (SCAQMD). *California Environmental Quality Act (CEQA) and Federal Conformity Guidelines*. Report dated August 2016.

- *Nitrogen Oxide (NOx)* is a yellowish-brown gas, which at high levels can cause breathing difficulties. NOx is formed when nitric oxide (a pollutant from burning processes) combines with oxygen. The daily threshold is 55 pounds per day of nitrogen oxide (NOx).

- *Sulfur Dioxide* (SO2) is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms. The daily threshold is 150 pounds per day of sulfur oxides (SO2).

- *PM10 and PM2.5* refers to particulate matter less than ten microns and two and one-half microns in diameter, respectively. The daily threshold is 150 pounds per day of PM10 and 55 pounds per day of PM2.5.

- *Reactive Organic Gasses (ROG)* refers to organic chemicals that, with the interaction of sunlight photochemical reactions may lead to the creation of "smog." The daily threshold is 55 pounds per day of ROG.

A project is conforming if it complies with all applicable District rules and regulations, complies with all proposed control measures that are not yet adopted from the applicable plan(s), and is consistent with the growth forecasts in the applicable plan(s) (or is directly included in the applicable plan). Conformity with growth forecasts may be established by demonstrating that the project is consistent with the land use plan that was used to generate the growth forecast. The proposed project would consist of a commercial center that would include a convenience store, an automotive fuel sales use, a fast-food restaurant, and a car wash. The proposed fuel dispensing area would be located under a 5,324 square-foot canopy and consist of eight (8) pumps with a total of sixteen (16) fueling positions. The proposed convenience store would have a total floor area of 5,000 square feet and would include a sales area and quick service restaurant area inside the store. An automated car wash tunnel would consist of an additional 2,634 square feet of floor area. The proposed drive-thru restaurant would have a total floor area of 2,550 square feet. Finally, a 2,244 square foot storage building would be located in the site's northwest corner.[6]

Projects that are consistent with the projections of employment and population forecasts identified in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prepared by SCAG are considered consistent with the SCAQMD growth projections, since the RTP/SCS forms the basis of the land use and transportation control portions of the SCAQMD. According to the Growth Forecast Appendix prepared by SCAG for the 2016-2040 RTP/SCS, unincorporated areas of San Bernardino County, which includes the community of Bloomington, are projected to add a total of 48,500 new residents and 33,700 new employees through the year 2040.[7] The proposed project will not introduce new residents since it is a commercial project. Therefore, the proposed project is not in conflict with the growth projections established for the County by SCAG. The project's construction emissions would be below the thresholds of significance established by the SCAQMD (refer to the analysis included in the next section where construction emissions are summarized in Table 1). In addition, the proposed project's long-term (operational) airborne emissions will be below levels that the SCAQMD considers to be a significant impact (the long-term stationary and mobile emissions for the proposed project are summarized in Table 2). Therefore, the project will not conflict with or obstruct implementation of the applicable air quality plan and as a result, the impacts will be less than significant.

**B.** *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? ● Less than Significant Impact.*

[6] Archimetrics Design Build Studio. *Site Plan.* 2020.

[7] SCAG 2016 RTP/SCS Demographics and Growth Forecast Appendix. December 2015. http://scagrtpscs.net/Documents/2016/draft/d2016RTPSCS_DemographicsGrowthForecast.pdf

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

- Generates total emissions (direct and indirect) that exceeds the SCAQMD thresholds (the proposed project emissions are less than the thresholds as indicated in Tables 3-1 and 3-2);

- Results in a violation of any ambient air quality standard when added to the local background (the proposed project will not result, in any violation of these standards);

- Does not conform with the applicable attainment or maintenance plan(s); and,

- Exposes sensitive receptors to substantial pollutant concentrations, including those resulting in a cancer risk greater than or equal to 10 in a million and/or a Hazard Index (HI) (non-cancerous) greater than or equal to 1 (the proposed project will not expose sensitive receptors to substantial pollutant concentrations nor is the site located near any sensitive receptors).

The proposed project's construction and operation will not lead to a violation of the above-mentioned criteria. The analysis of daily construction and operational emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod V.2016.3.2). For air quality modeling purposes, a ten-month period of construction for all five phases was assumed. As shown in Table 1 daily construction emissions will not exceed the SCAQMD significance thresholds. The short-term construction emissions will be limited to those emissions generated during project construction.

**Table 1**
**Estimated Daily Construction Emissions**

| Construction Phase | ROG | $NO_2$ | CO | $SO_2$ | $PM_{10}$ | $PM_{2.5}$ |
|---|---|---|---|---|---|---|
| Site Preparation (on-site) | 1.54 | 18.28 | 10.75 | 0.02 | 0.87 | 0.66 |
| Site Preparation (off-site) | 0.03 | 0.02 | 0.30 | -- | 0.09 | 0.02 |
| **Total Site Preparation** | **1.57** | **18.30** | **11.05** | **0.02** | **0.96** | **0.68** |
| Grading (on-site) | 1.83 | 20.21 | 9.76 | 0.02 | 3.48 | 2.14 |
| Grading (off-site) | 0.04 | 0.03 | 0.38 | -- | 0.11 | 0.03 |
| **Total Grading** | **1.87** | **20.24** | **10.14** | **0.02** | **1.41** | **2.17** |
| Building Construction (on-site) | 2.05 | 16.02 | 14.56 | 0.03 | 0.81 | 0.78 |
| Building Construction (off-site) | 0.18 | 1.70 | 1.59 | -- | -- | 0.13 |
| **Total Building Construction** | **2.23** | **17.72** | **16.15** | **0.03** | **0.81** | **0.91** |
| Paving (on-site) | 1.06 | 10.64 | 11.78 | 0.01 | 0.58 | 0.54 |
| Paving (off-site) | 0.06 | 0.04 | 0.57 | -- | 0.17 | 0.05 |
| **Total Paving** | **1.12** | **10.68** | **12.35** | **0.01** | **0.75** | **0.59** |
| Architectural Coatings (on-site) | 39.21 | 1.52 | 1.82 | -- | 0.09 | 0.09 |
| Architectural Coatings (off-site) | 0.02 | 0.01 | 0.22 | -- | 0.07 | 0.02 |
| **Total Architectural Coatings** | **39.23** | **1.53** | **2.04** | **--** | **0.16** | **0.11** |
| **Maximum Daily Emissions** | **39.23** | **20.24** | **16.15** | **0.03** | **3.48** | **2.17** |
| **Daily Thresholds** | **75** | **100** | **55o** | **150** | **150** | **55** |

Source: California Air Resources Board CalEEMod [computer program].

Long-term emissions refer to those air quality impacts that will occur once the proposed project has been constructed and is operational. These impacts will continue over the operational life of the project. The two main sources of operational emissions include mobile emissions and area emissions related to off-site electrical generation. The analysis of long-term operational impacts summarized in Table 2 also used the CalEEMod V.2016.3.2 computer model. The analysis summarized in Table 2 indicates that the operational (long-term) emissions will be below the SCAQMD daily emissions thresholds.

**Table 2**
**Estimated Operational Emissions in lbs./day**

| Emission Source | ROG | $NO_2$ | CO | $SO_2$ | $PM_{10}$ | $PM_{2.5}$ |
|---|---|---|---|---|---|---|
| Area-wide (lbs/day) | 2.25 | -- | -- | 0.00 | 0.00 | 0.00 |
| Energy (lbs/day) | 0.09 | 0.88 | 0.74 | -- | 0.07 | 0.07 |
| Mobile (lbs/day) | 1.54 | 0.33 | 0.62 | 0.03 | 1.87 | 0.52 |
| **Total (lbs/day)** | **3.88** | **1.21** | **1.36** | **0.03** | **1.94** | **0.59** |
| **Daily Thresholds** | **55** | **55** | **55o** | **15o** | **15o** | **55** |
| **Significant Impact?** | **No** | **No** | **No** | **No** | **No** | **No** |

Source: CalEEMod V.2016.3.2.

The analysis presented in Tables 1 and 2 reflect projected emissions that are typically higher during the summer months and represent a worse-case scenario. As indicated in Tables 1 and 2, the impacts are considered to be less than significant. In addition, the SCAQMD Rule Book contains numerous regulations governing various activities undertaken within the District. Among these regulations is Rule 403.2 – Fugitive Dust Control for the South Coast Planning Area, which was adopted in 1996 for the purpose of controlling fugitive dust. Adherence to Rule 403.2 regulations is required for all projects undertaken within the District. Future construction truck drivers must also adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel-powered vehicles to less than five minutes.[3] Adherence to the aforementioned standard condition will minimize odor impacts from diesel trucks. Adherence to Rule 403 Regulations and Title 13 - §2485 of the California Code of Regulations will reduce potential impacts to levels that are less than significant.

**C.** *Would the project expose sensitive receptors to substantial pollutant concentrations? ● Less than Significant Impact.*

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

The pollutants that are the focus of the LST analysis include the conversion of $NO_x$ to $NO_2$; carbon monoxide (CO) emissions from construction; $PM_{10}$ emissions from construction; and $PM_{2.5}$ emissions from construction. For purposes of the LST analysis, the receptor distance used was 50 meters since sensitive receptors are located approximately 75 meters from the site. The thresholds for five acres were selected for the project even though the project site encompasses only 2.31 acres. Based on the analysis of LST impacts summarized above in Table 3, the potential impacts will be less than significant.

**Table 3**
**Local Significance Thresholds Exceedance SRA 33 for 5 Acre Site**

| Emissions | Proposed Project | Type | Allowable Emissions Threshold (lbs/day) and a Specified Distance from Receptor (in meters) | | | | |
|---|---|---|---|---|---|---|---|
| | | | 25 | 5o | 100 | 200 | 500 |
| $NO_x$ | 20.24 | Construction | 270 | 303 | **378** | 486 | 778 |
| CO | 16.15 | Construction | 2,193 | 2,978 | **5,188** | 9,611 | 29,410 |
| $PM_{10}$ | 3.48* | Construction | 4 | 12 | **20** | 34 | 78 |
| $PM_{2.5}$ | 2.18* | Construction | 2 | 3 | **5** | 11 | 41 |

Source: CalEEMod Version 2016.3.2.
*= Note: These figures take into account the water of the site up to three times per day, which is a standard condition required by the SCAQMD.

The emissions generated by the construction of the proposed project will not exceed the LSTs identified above in Table 3. Further analysis indicated that the primary source of construction PM emissions is fugitive dust. Adherence to the SCAQMD's Rule 403 will reduce fugitive dust emissions to levels that are less than significant.

**D.** *Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? ● Less than Significant Impact.*

The SCAQMD has identified those land uses that are typically associated with odor complaints. These uses include activities involving livestock, rendering facilities, food processing plants, chemical plants, composting activities, refineries, landfills, and businesses involved in fiberglass molding.[8] As designed, the proposed project will not be involved in any of the aforementioned odor-generating activities. For example, the fuel dispenser nozzles must adhere to both SCAQMD and CARB regulations that govern vapors.[9]

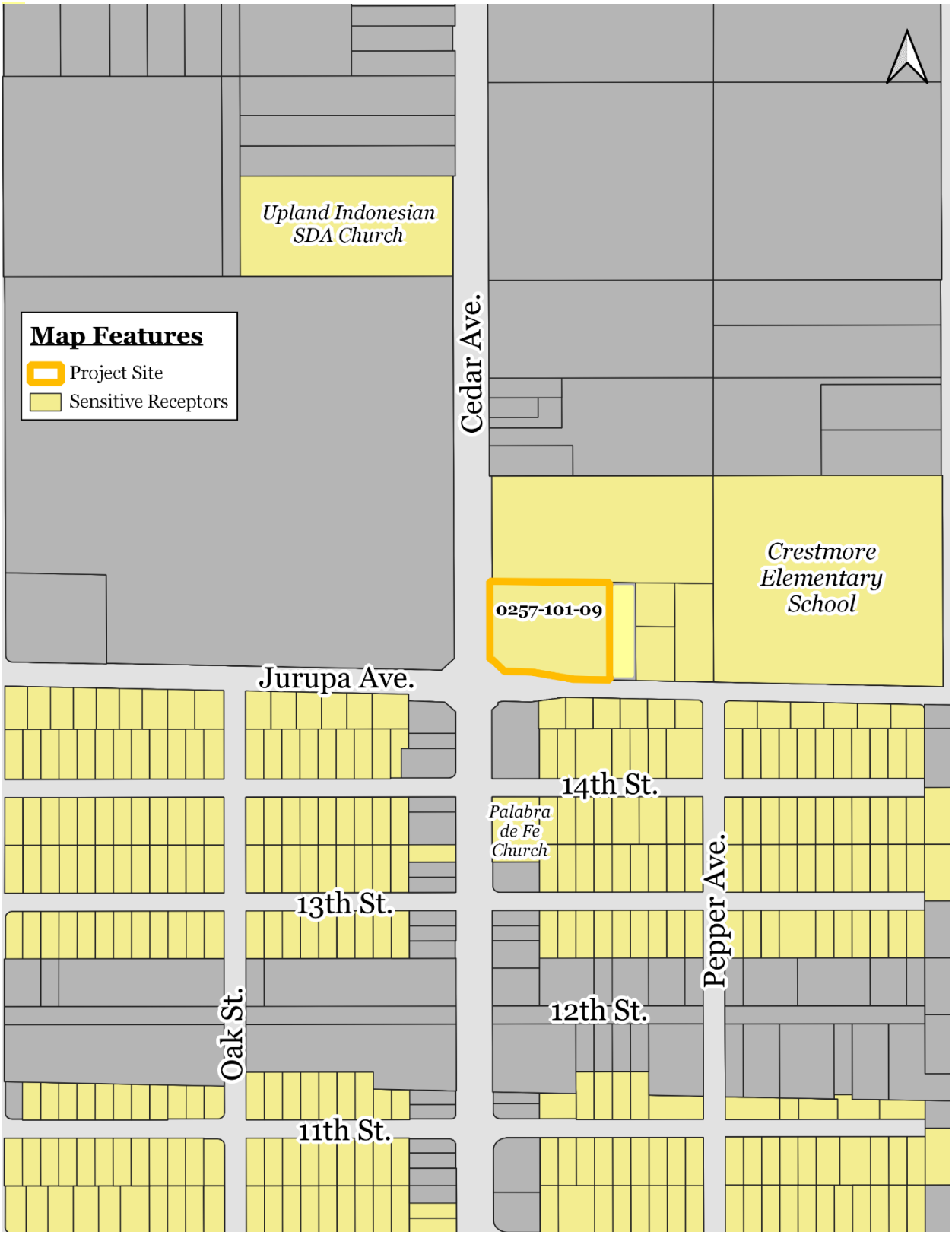
Future construction-related trucks must adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel-powered vehicles to less than five minutes. Adherence to the aforementioned standard condition will minimize odor impacts from diesel trucks. In addition, the project's contractors must adhere to SCAQMD Rule 403 regulations, which significantly reduce the generation of fugitive dust. Adherence to Rule 403 Regulations and Title 13 - §2485 of the California Code of Regulations will reduce potential impacts to levels that are less than significant.

## MITIGATION MEASURES

The analysis of air quality impacts indicated that the projected emissions would be below the SCAQMD's thresholds of significance. As a result, no mitigation would be required.

[8] South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. As amended 2017.

[9] The fuel dispensing system is designed to capture "displaced" vapors that emerge from inside a vehicle's fuel tank when gasoline is dispensed into the tank. Gasoline vapors accumulate in automobile and truck tanks, above the liquid level.




# EXHIBIT 11
## AIR QUALITY SENSITIVE RECEPTORS
**SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING**

# 4. BIOLOGICAL RESOURCES

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact With Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | | | | ✖ |
| **B.** Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | | ✖ | | |
| **C.** Would the project have a substantial adverse effect on State or Federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | | | | ✖ |
| **D.** Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites? | | | | ✖ |
| **E.** Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | | | | ✖ |
| **F.** Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan? | | | | ✖ |

## SUBSTANTIATION OF ENVIRONMENTAL IMPACTS

**A.** *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? ● No Impact.*

The proposed project would consist of a commercial center that would include a convenience store, an automotive fuel sales use, a fast-food restaurant, and a car wash. The proposed fuel dispensing area would be located under a 5,324 square-foot canopy and consist of eight (8) pumps with a total of sixteen (16) fueling positions. The proposed convenience store would have a total floor area of 5,000 square feet and would include a sales area and quick service restaurant area inside the store. An automated car wash tunnel would consist of an additional 2,634 square feet of floor area. The proposed drive-thru restaurant would have a total floor area of 2,550 square feet. Finally, a 2,244 square foot storage building would be located in the site's northwest corner.[10] Although the portion of Bloomington in which the project site is located is mostly developed, some areas remain that have not been substantially disturbed. The USGS Quadrangle (San Bernardino South) that is applicable to the community of Bloomington indicates there are up to 88 plant and animal species. Table 4 indicates those "special" status species identified by the U.S. Fish and Wildlife Service and/or the California Department of Fish and Wildlife.

[10] Archimetrics Design Build Studio. *Site Plan.* 2020.

**Table 4**
**CNDDB Species List for the San Bernardino South Quadrangle**

| Element Type | Scientific Name | Common Name | Federal Status | State Status | Taxonomic Sort |
|---|---|---|---|---|---|
| Animals - Amphibians | Rana draytonii | California red-legged frog | Threatened | None | Animals - Amphibians - Ranidae - Rana draytonii |
| Animals - Birds | Agelaius tricolor | tricolored blackbird | None | Candidate Endangered | Animals - Birds - Icteridae - Agelaius tricolor |
| Animals - Birds | Polioptila californica californica | coastal California gnatcatcher | Threatened | None | Animals - Birds - Sylviidae - Polioptila californica californica |
| Animals - Birds | Gymnogyps californianus | California condor | Endangered | Endangered | Animals - Birds - Cathartidae - Gymnogyps californianus |
| Animals - Birds | Laterallus jamaicensis coturniculus | California black rail | None | Threatened | Animals - Birds - Rallidae - Laterallus jamaicensis coturniculus |
| Animals - Birds | Empidonax traillii extimus | southwestern willow flycatcher | Endangered | Endangered | Animals - Birds - Tyrannidae - Empidonax traillii extimus |
| Animals - Birds | Vireo bellii pusillus | least Bell's vireo | Endangered | Endangered | Animals - Birds - Vireonidae - Vireo bellii pusillus |
| Animals - Birds | Buteo swainsoni | Swainson's hawk | None | Threatened | Animals - Birds - Accipitridae - Buteo swainsoni |
| Animals - Birds | Empidonax traillii | willow flycatcher | None | Endangered | Animals - Birds - Tyrannidae - Empidonax traillii |
| Animals - Birds | Coccyzus americanus occidentalis | western yellow-billed cuckoo | Threatened | Endangered | Animals - Birds - Cuculidae - Coccyzus americanus occidentalis |
| Animals - Fish | Catostomus santaanae | Santa Ana sucker | Threatened | None | Animals - Fish - Catostomidae - Catostomus santaanae |
| Animals - Insects | Rhaphiomidas terminatus abdominalis | Delhi Sands flower-loving fly | Endangered | None | Animals - Insects - Mydidae - Rhaphiomidas terminatus abdominalis |
| Animals - Insects | Euphydryas editha quino | quino checkerspot butterfly | Endangered | None | Animals - Insects - Nymphalidae - Euphydryas editha quino |
| Animals - Mammals | Dipodomys merriami parvus | San Bernardino kangaroo rat | Endangered | None | Animals - Mammals - Heteromyidae - Dipodomys merriami parvus |
| Animals - Mammals | Dipodomys stephensi | Stephens' kangaroo rat | Endangered | Threatened | Animals - Mammals - Heteromyidae - Dipodomys stephensi |

**Table 4 (continued)**
**CNDDB Species List for the San Bernardino South Quadrangle**

| Element Type | Scientific Name | Common Name | Federal Status | State Status | Taxonomic Sort |
|---|---|---|---|---|---|
| Plants - Vascular | Nasturtium gambelii | Gambel's water cress | Endangered | Threatened | Plants - Vascular - Brassicaceae - Nasturtium gambelii |
| Plants - Vascular | Arenaria paludicola | marsh sandwort | Endangered | Endangered | Plants - Vascular - Caryophyllaceae - Arenaria paludicola |
| Plants - Vascular | Chloropyron maritimum ssp. maritimum | salt marsh bird's-beak | Endangered | Endangered | Plants - Vascular - Orobanchaceae - Chloropyron maritimum ssp. maritimum |
| Plants - Vascular | Eriastrum densifolium ssp. sanctorum | Santa Ana River woollystar | Endangered | Endangered | Plants - Vascular - Polemoniaceae - Eriastrum densifolium ssp. sanctorum |
| Plants - Vascular | Dodecahema leptoceras | slender-horned spineflower | Endangered | Endangered | Plants - Vascular - Polygonaceae - Dodecahema leptoceras |

The project site is located within an area that has historically been converted from undeveloped habitats to urban development. As a result, the project site and the adjacent properties do not contain any naturally occurring habitats and associated flora and fauna identified in Table 4. The entire site has been disturbed due to the previous development and the subsequent disturbance related to the site's ongoing maintenance (weed control) and grubbing. The onsite soils consist of Tujunga-loamy sand. No Delhi sands are located onsite or on adjacent properties. As a result, the site is not suitable habitat for the Delhi sands flower loving fly (DSF) which is the only species of concern by the United States Fish and Wildlife Service (USFWS) applicable to nearby area. This site does not contain soils that are suitable for the DSF and, as a result, no impacts will result.

**B.** *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? ● Less than Significant Impact with Mitigation.*

Future development activities are expected to result in the removal of vegetation from the 2.31-acre parcel; however, cumulative impacts to the general biological resources (plants and animals) in the surrounding area are expected to be negligible. This assumption is based on the lack of habitat currently on the site which would be very common throughout the region. Future development activities are also not expected to have any impact on any State or Federal listed or State special status plant or animal species. In addition, burrowing owls do not inhabit the site and are not expected to be impacted given the absence of any suitable burrows.

According to the United States Fish and Wildlife Service and the results of the site visits, there are no wetland or migratory bird nesting areas located within the project site. In addition, there is no riparian habitat located on-site or in the surrounding areas.[11] No offsite wetland or migratory bird nesting areas will be affected by the proposed development since all new development will be confined to the project site. In addition, the proposed development will abide by all migratory and nesting bird protections required by the

[11] United States Fish and Wildlife Service. *National Wetlands Inventory*. https://www.fws.gov/Wetlands/data/Mapper.html

Migratory Bird Treaty act of 1918, including pre-construction surveys as described in mitigation measure BIO-1(B) below.

**C.** *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? ● No Impact.*

No wetland areas or riparian habitats (e.g., wetlands, vernal pools, critical habitats for sensitive species, etc.) were observed on the site during the field investigations (also refer Exhibit 12). The site in its entirety is disturbed. The site has been graded and grubbed as part of the County's property maintenance requirements. Additionally, no offsite wetland habitats would be affected by the proposed development since the project's construction would be limited to the proposed project site. As a result, no impacts are anticipated.

**D.** *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites? ● No Impact.*

The project site has no utility as a wildlife migration corridor due to the proposed site location in the midst of an urban area. The project area is surrounded on all sides by urban development. Given the urban character of the adjacent parcels and the disturbed character of the project site, no impacts will occur.

**E.** *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? ● No Impact*

There are no trees located within the project site boundaries. As a result, there would not be any tree removal impacts associated with the site's development. Furthermore, there would not be any tree replacement or preservation requirements that would be applicable to the proposed project. As a result, no impacts on this issue would result from the project's implementation.

**E.** *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? ● No Impact.*

The project site and the surrounding areas are urban. The proposed project's implementation would not be in conflict with the provisions of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plans. Therefore, no impacts will occur.

## MITIGATION MEASURES

**BIO-1(B)** - Pre-construction surveys for burrowing owls and nesting birds protected under the Migratory Bird Treaty Act and Section 3503 of the California Fish and Wildlife Code shall be conducted prior to the commencement of Project-related ground disturbance. Appropriate survey methods and timeframes shall be established, to ensure that chances of detecting the target species are maximized. In the event that listed species are encountered, authorization from the USFWS and CDFW must be obtained. If nesting birds are detected, avoidance measures shall be implemented to ensure that nests are not disturbed until after young have fledged. Pre-construction surveys shall encompass all areas within the potential footprint of disturbance for the project, as well as a reasonable buffer around these areas.

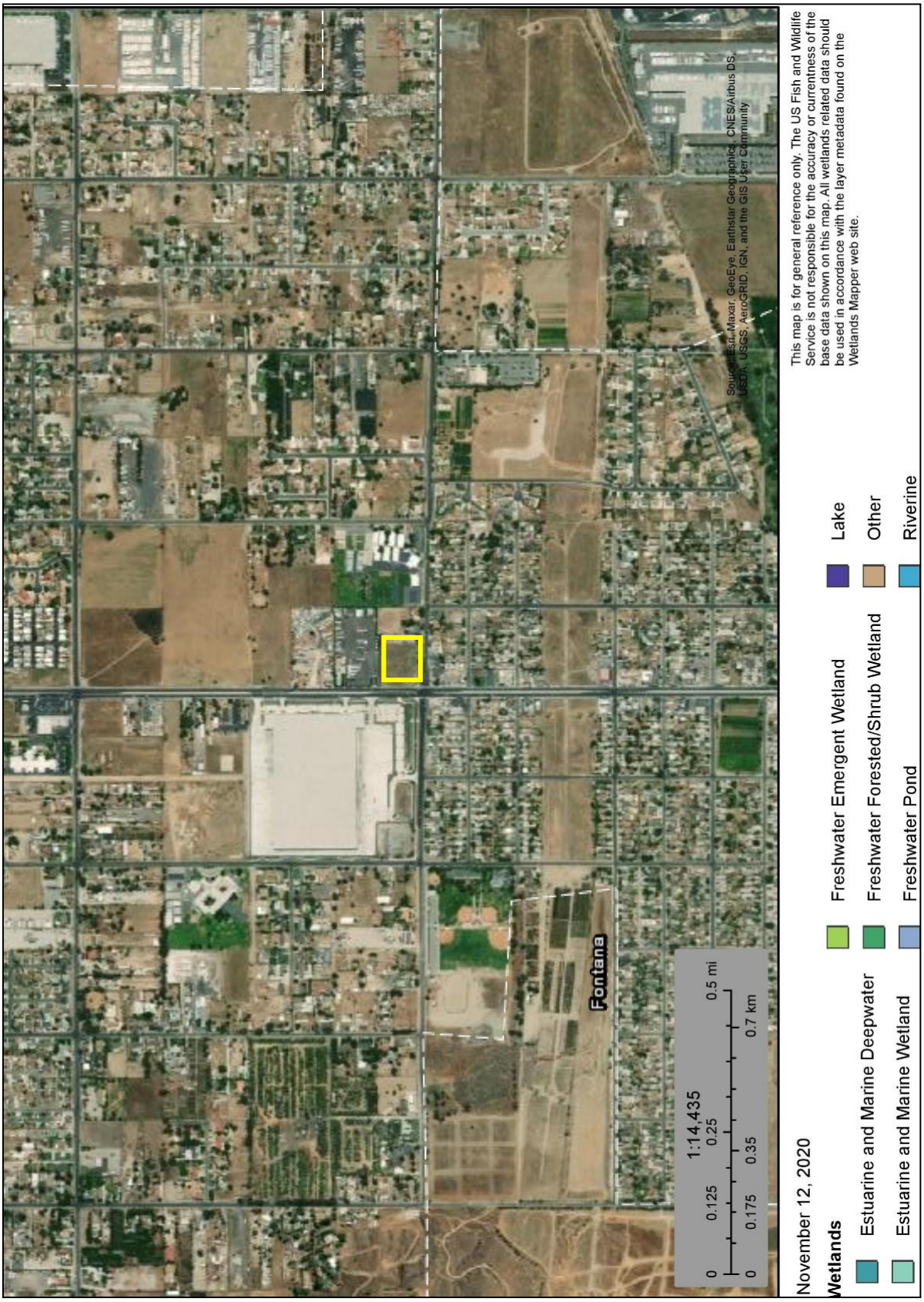



**EXHIBIT 12**
**WETLANDS MAP**
**SOURCE: NATIONAL WETLANDS INVENTORY**

# 5. CULTURAL RESOURCES

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact With Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5 of the CEQA Guidelines? | | | | ✖ |
| **B.** Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines? | | ✖ | | |
| **C.** Would the project disturb any human remains, including those interred outside of dedicated cemeteries? | | | ✖ | |

## SUBSTANTIATION OF ENVIRONMENTAL IMPACTS

**A.** *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5 of the CEQA Guidelines? ● No Impact.*

Historical resources are defined by Local, State, and Federal criteria. A site or structure may be historically significant if it is locally protected through a General Plan or historic preservation ordinance. In addition, a site or structure may be historically significant according to State or Federal criteria even if the locality does not recognize such significance. To be considered eligible for the National Register, a property's significance may be determined if the property is associated with events, activities, or developments that were important in the past, with the lives of people who were important in the past, or represents significant architectural, landscape, or engineering elements.

The project site is currently vacant, but was previously occupied by a small house, a barn, several trees, and row crops from 1938 continuing to the late 1950's and mid-1960s. All of these structures were removed between 1959 and 1966. No trace of any historic occupation remains. The demolition and removal of trees, landscaping, and buildings combined with other disturbances rendered the project completely flat and would have disturbed the top one to four feet of sediment throughout the project site.[12] A search of the National Register of Historic Places and the list of California Historical Resources was conducted for the community.[13] There are no recorded structures in the National Register of Historic Places within the community of Bloomington. The Bloomington Garage and LaGue Residence, located approximately 1.5 miles northwest of the project site at 10176 Orchard Street, is a designated California Point of Historical Interest.

The proposed project will be limited to the project site and will not affect any structures or historical resources listed on the National or State Register or those identified as being eligible for listing on the National or State Register. Furthermore, the project site is not present on the list of historic resources identified by the State Office of Historic Preservation (SHPO). Since the project's implementation will not impact any Federal, State, or locally designated historic resources, no impacts will occur.

[12] BCR Consulting LLC., *Cultural Resources Assessment, The Bloomington Gas Station Project Bloomington, Unincorporated San Bernardino County, California.* March 18, 2020.

[13] CEQA Statues and Guidelines. Section 15064.5. 2019. Website accessed July 2, 2020. https://resources.ca.gov/CNRALegacyFiles/ceqa/docs/2019_CEQA_Statutes_and_Guidelines.pdf

**B.** *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines? ● Less than Significant Impact with Mitigation.*

BCR Consulting LLC (BCR Consulting) is under contract to Harry Sidhu to conduct a Cultural Resources Assessment of the proposed project in the community of Bloomington, unincorporated San Bernardino County, California. A reconnaissance-level pedestrian cultural resources survey of the project site was completed in partial fulfillment of the CEQA requirements.[14]

The project site is situated at an ethnographic nexus peripherally occupied by the Gabrielino and Serrano. Each group consisted of semi-nomadic hunter-gatherers who spoke a variation of the Takic language subfamily. Individual ethnographic summaries are provided below. Gabrielino. The Gabrielino probably first encountered Europeans when Spanish explorers reached California's southern coast during the 15th and 16th centuries. The first documented encounter, however, occurred in 1769 when Gaspar de Portola's expedition crossed Gabrielino territory. The Gabrielino name has been attributed by association with the Spanish mission of San Gabriel and refers to a subset of people sharing speech and customs with other Cupan speakers (such as the Juaneño/Luiseño/Ajachemem) from the greater Takic branch of the Uto-Aztecan language family. Gabrielino villages occupied the watersheds of various rivers (locally including the Santa Ana) and intermittent streams. Chiefs were usually descended through the male line and often administered several villages. Gabrielino society was somewhat stratified and is thought to have contained three hierarchically ordered social classes which dictated ownership rights and social status and obligations. Plants utilized for food were heavily relied upon and included acorn-producing oaks, as well as seed-producing grasses and sage. Animal protein was commonly derived from rabbits and deer in inland regions, while coastal populations supplemented their diets with fish, shellfish, and marine mammals.[15]

The Serrano typically applies to four distinct territories: the Kitanemuk, Tataviam, Vanyume, and Serrano. Only one group, in the San Bernardino Mountains and West-Central Mojave Desert, ethnically claims the term Serrano. The Kitanemuk lived to the north and west, while the Tataviam lived to the west. All may have used the western San Bernardino County area seasonally. Serrano villages consisted of small collections of willow-framed domed structures situated near reliable water sources. A lineage leader administered laws and ceremonies from a large ceremonial house centrally located in most villages. Local Serrano relied heavily on acorns and piñon nuts for subsistence, although roots, bulbs, shoots, and seeds supplemented these. When available, game animals commonly included deer, mountain sheep, antelope, rabbits, small rodents, and various birds –particularly quail.[16]

An archaeological pedestrian field survey of the project site was conducted on January 20, 2020. Soil exposures, including natural and artificial clearings were carefully inspected for evidence of cultural resources. Data from the SCCIC revealed that 24 cultural resource studies have occurred resulting in 26 cultural resources identified within one mile of the project. The nearest cultural resource was an isolated prehistoric projectile point 50 meters west of the project site on the northwest corner of Jurupa Avenue and Cedar Avenue. Although this item was relatively near the project site, isolated finds are not considered “historical resources” under CEQA. They lack provenience and have little bearing on archaeological findings. The nearest prehistoric site was approximately three quarters of a mile to the west of the project site. The project site has been partially assessed for cultural resources by one previous study, and no previously recorded resources have been identified within its boundaries.[17]

[14] BCR Consulting LLC., *Cultural Resources Assessment, The Bloomington Gas Station Project Bloomington, Unincorporated San Bernardino County, California.* March 18, 2020.

[15] Ibid.

[16] Ibid.

[17] Ibid.

Although the current study has not indicated sensitivity for cultural resources within the project boundaries, ground disturbing activities always have the potential to reveal buried deposits not observed on the surface during previous surveys. Prior to the initiation of ground-disturbing activities, field personnel should be alerted to the possibility of buried prehistoric or historic cultural deposits. In the event that field personnel encounter buried cultural materials, work in the immediate vicinity of the find should cease and a qualified archaeologist should be retained to assess the significance of the find. The qualified archaeologist shall have the authority to stop or divert construction excavation, as necessary. If the qualified archaeologist finds that any cultural resources present meet eligibility requirements for listing on the California Register or the National Register, plans for the treatment, evaluation, and mitigation of impacts to the find will need to be developed.[18] Prehistoric or historic cultural materials that may be encountered during ground-disturbing activities include:

- Historic artifacts such as glass bottles and fragments, cans, nails, ceramic and pottery fragments, and other metal objects;
- Historic structural or building foundations, walkways, cisterns, pipes, privies, and other structural elements;
- Prehistoric flaked-stone artifacts and debitage (waste material), consisting of obsidian, basalt, and or cryptocrystalline silicates;
- Groundstone artifacts, including mortars, pestles, and grinding slabs; and,
- Dark, greasy soil that may be associated with charcoal, ash, bone, shell, flaked stone, groundstone, and fire affected rocks.

CEQA guidelines define a tribal cultural resource as a site, feature, place, cultural landscape, sacred place or object, which is of cultural value to a tribe and is either on or eligible for listing in the California Register of Historical Resources, or that the lead agency at its discretion chooses to treat as a tribal cultural resource. Therefore, potential for impacts to tribal cultural resources will be determined by the lead agency during required consultation with tribes. If human remains are encountered during any proposed project activities, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. Adherence to the abovementioned mitigation summarized further below to include mitigation provided by the San Manuel Tribe of Mission Indians, will reduce potential impacts to levels that are less than significant.

**C.** *Would the project disturb any human remains, including those interred outside of dedicated cemeteries? ● Less than Significant Impact.*

There are no dedicated cemeteries located in the vicinity of the project site. The proposed project will be restricted to the project site and therefore will not affect any dedicated cemeteries. Notwithstanding, the following mitigation is mandated by the California Code of Regulations (CCR) Section 15064.5(b)(4):

> "A lead agency shall identify potentially feasible measures to mitigate significant adverse changes in the significance of an historical resource. The lead agency shall ensure that any adopted

[18] BCR Consulting LLC. *Cultural Resources Assessment, The Bloomington Gas Station Project Bloomington, Unincorporated San Bernardino County, California.* March 18, 2020

measures to mitigate or avoid significant adverse changes are fully enforceable through permit conditions, agreements, or other measures."

Adherence to the aforementioned standard condition will ensure potential impacts remain at levels that are less than significant.

## MITIGATION MEASURES

The analysis of potential cultural resources impacts indicated that the project site's previous disturbance would limit the potential for cultural resources or human remains to be discovered within the project site. The San Manuel Tribe has decided the cultural sensitivity of this project area is low, in large part due to the various levels of disturbance that were apparent in the geotechnical report and cultural study. As such, SMBMI does not have concerns, and simply requests that the following mitigation be made a part of the project/permit/plan conditions

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

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

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

# 6. ENERGY

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact With Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation? | | | ✖ | |
| **B.** Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency? | | | ✖ | |

## SUBSTANTIATION OF ENVIRONMENTAL IMPACTS

**A.** *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation? ● Less than Significant Impact.*

The proposed project would consist of a commercial center that would include a convenience store, an automotive fuel sales use, a fast food restaurant, and a car wash. The proposed fuel dispensing area would be located under a 5,324 square-foot canopy and consist of eight (8) pumps with a total of sixteen (16) fueling positions. The proposed convenience store would have a total floor area of 5,000 square feet and would include a sales area and quick service restaurant area inside the store. An automated car wash tunnel would consist of an additional 2,634 square feet of floor area. The proposed drive-thru restaurant would have a total floor area of 2,550 square feet. Finally, a 2,244 square foot storage building would be located in the site's northwest corner.[19] The project site is served by Southern California Edison (electricity) and the Southern California Gas Company. The proposed project is anticipated to consume 714 kWH of electricity and 1,546 cubic feet of natural gas daily. The project Applicant will work with the local electrical utility company to identify existing and future strategies that will be effective in reducing energy consumption. As a result, the impact will be less than significant.

**B.** *Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency? ● Less Than Significant Impact.*

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

## MITIGATION MEASURES

The analysis determined that the proposed project will not result in significant impacts related to energy and mitigation measures are not required.

[19] Archimetrics Design Build Studio. *Site Plan.* 2020.

# 7. GEOLOGY & SOILS

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact With Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides? | | | ✖ | |
| **B.** Would the project result in substantial soil erosion or the loss of topsoil? | | | ✖ | |
| **C.** Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? | | | ✖ | |
| **D.** Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2012), creating substantial direct or indirect risks to life or property? | | | ✖ | |
| **E.** Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | | | | ✖ |
| **F.** Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | | | | ✖ |

## SUBSTANTIATION OF ENVIRONMENTAL IMPACTS

### GEOTECHNICAL REPORT, GEO-CAL, INC. AUGUST 23, 2018

**A.** *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides? ● Less than Significant Impact.*

The unincorporated community of Bloomington is located within a seismically active region. Many major and minor local faults traverse the entire Southern California region and earthquakes from several active and potentially active faults in the Southern California region could affect the project site. In 1972, the Alquist-Priolo Earthquake Zoning Act was passed in response to the damage sustained in the 1971 San Fernando Earthquake. The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults.

A list of cities and counties subject to the Alquist-Priolo Earthquake Fault Zones is available on the State's Department of Conservation website. There are no active faults identified by the State within the project site, nor is the project site within an Alquist-Priolo Earthquake Fault Zone. Nevertheless, the site is within a seismically active region prone to occasional damaging earthquakes. The nearest active faults are located within the San Jacinto Fault Zone, approximately 5 miles to the east of the project site. The proposed project

would comply with the 2019 California Building Standards code, which is effective in minimizing any potential seismic-related impacts to structures.

According to the United States Geological Survey, liquefaction is the process by which water-saturated sediment temporarily loses strength and acts as a fluid. Essentially, liquefaction is the process by which the ground soil loses strength due to an increase in water pressure following seismic activity. According to California Department of Conservation Earthquake Hazard Zone maps, the project site is located in an area that is subject to liquefaction, however the project site is not subject to the risk of landslides because there are no hills or mountains within or adjacent to the project site. Geologic hazards are shown in shown in Exhibit 4. As a result, the potential impacts in regard to ground shaking, liquefaction, and landslides are less than significant since the risk is no greater in and around the project site than for the rest of the area.

**B.** *Would the project result in substantial soil erosion or the loss of topsoil? ● Less than Significant Impact.*

According to the University of California, Davis SoilWeb database, the soils association that underlies the project site belong to the Tujunga loamy sand complex. The site lies within an area of moderate to high potential for wind and water erosion.[20] The project site is level and limited grading will be required for structural supports, building foundations, and utility lines. All grading activities will require grading permits from the County, which include requirements and standards designed to reduce potential erosion impacts. These requirements will effectively mitigate potential stormwater runoff impacts during construction. The project site is currently level and will remain level following the site's development. The surface grades within the parking and internal roadways will be designed to facilitate drainage into the nearest curbs and gutters. As a result, the impacts will be less than significant.

**C.** *Would the project 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? ● Less than Significant Impact.*

The project's construction will not result in soil erosion since the project's contractors must implement the construction best management practices (BMPs) identified in the mandatory storm water pollution prevention plan (SWPPP). The BMPs will minimize soil erosion and the discharge of sediment off-site. Additionally, the project site is not located within an area that could be subject to landslides or liquefaction.[21] The soils that underlie the project site possess a low potential for shrinking and swelling given the site's developed character. The likelihood of lateral spreading will be further reduced since the project's implementation will not require grading and excavation that would extend to depths required to encounter groundwater. Moreover, the project will not result in the direct extraction of groundwater. As a result, the potential impacts are will be less than significant.

**D.** *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2012), creating substantial direct or indirect risks to life or property? ● Less than Significant Impact.*

The University of California, Davis SoilWeb database was consulted to determine the nature of the soils that underlie the project site. According to the University of California Davis SoilWeb database, the project site is underlain by the Tujunga loamy sand complex.[22] The applicant is required to adhere to all requirements detailed by the USDA, resulting in potential impacts which will be less than significant.

[20] United States Department of Agriculture, Natural Resources Conservation Service. *Web Soil Survey.* Website accessed November 11, 2020.

[21] Ibid.

[22] UC Davis. *Soil Web*. https://casoilresource.lawr.ucdavis.edu/gmap/

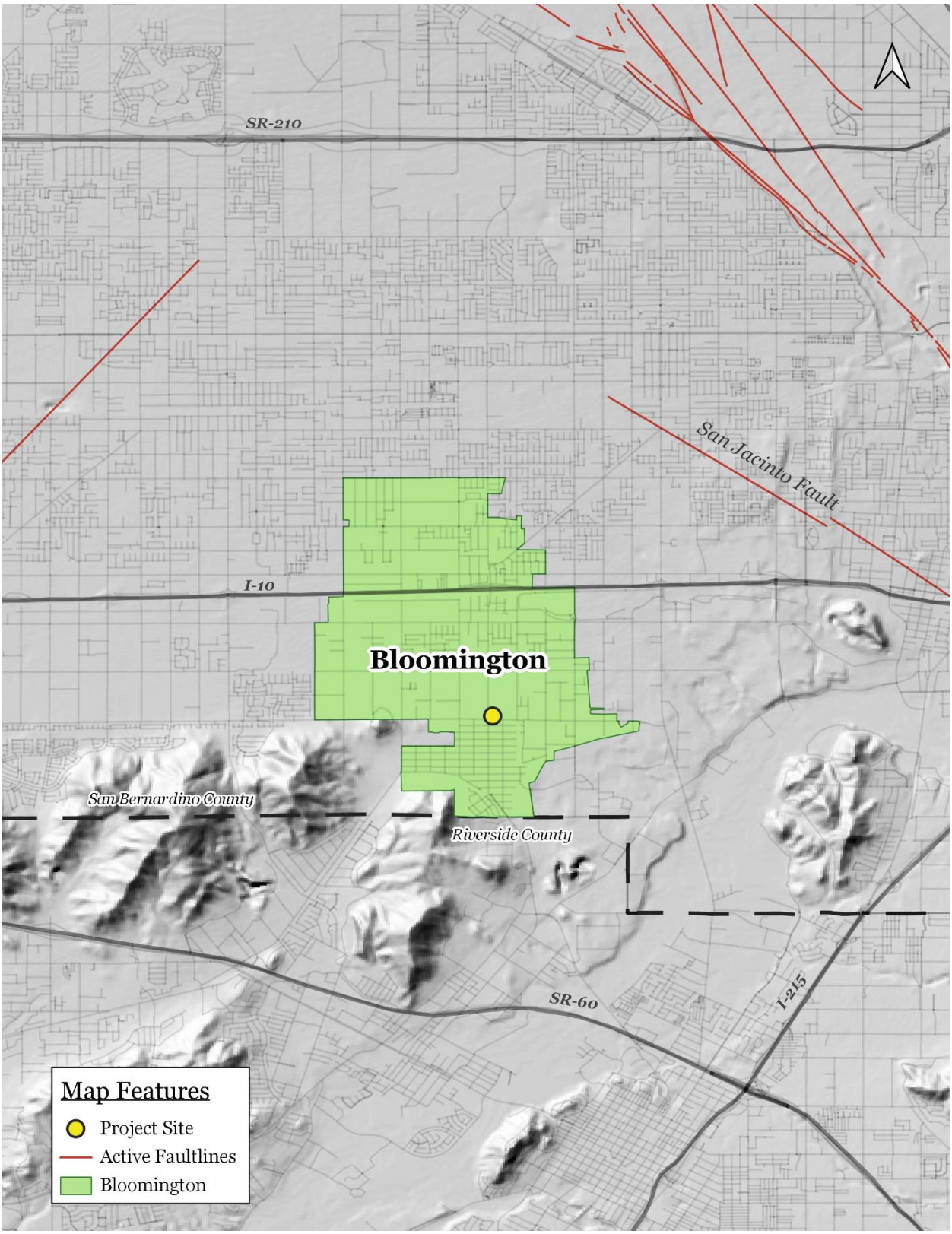



**EXHIBIT 13**
**GEOLOGIC HAZARDS MAP**
**SOURCE: CALIFORNIA GEOLOGICAL SURVEY**

**E.** *Would the project 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? ● No Impact.*

No septic tanks will used for the proposed project since the new development will be connected to the sanitary sewer system. As a result, no impacts associated with the use of septic tanks will occur as part of the proposed project's implementation.

**F.** *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? ● No Impact*

Results of an on-line paleontological resources record search through the University of California Museum of Paleontology (UCMP) database indicate that there are no known vertebrate fossil localities that have been previously identified within the vicinity of the project site. Additionally, the UCMP database shows surface deposits in the proposed project area are composed entirely of younger Quaternary alluvium. This younger Quaternary alluvium is unlikely to contain significant vertebrate fossils in the uppermost layers. The very limited and shallow excavations associated with the proposed project's construction are not likely to yield significant vertebrate fossil remains. As a result, no impacts will occur.

## MITIGATION MEASURES

The analysis determined that the proposed project will not result in significant impacts related to paleontological resources and no mitigation measures are required.

# 8. GREENHOUSE GAS EMISSIONS

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact With Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | | | ✖ | |
| **B.** Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | | | | ✖ |

## SUBSTANTIATION OF ENVIRONMENTAL IMPACTS

**AIR QUALITY/GHG IMPACT STUDY, BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING, MAY 21, 2020; CALEEMOD V.2016.3.2**

**A.** *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? ● Less than Significant Impact.*

The State of California requires CEQA documents to include an evaluation of greenhouse gas (GHG) emissions, or gases that trap heat in the atmosphere. GHG are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide ($CO_2$), methane ($CH_4$), Nitrous Oxide ($N_2O$), and Chlorofluorocarbons (CFC):

- *Carbon Dioxide (CO2):* Carbon dioxide enters the atmosphere through the combustion of fossil fuels such as coal, natural gas, and oil, solid waste, trees and organic biological materials, and also as a result of certain chemical reactions (e.g., manufacture of cement). Carbon dioxide is removed from the atmosphere (or "sequestered") when it is absorbed by plants as part of the biological carbon cycle.

- *Methane ($CH_4$):* Methane is emitted during the production and transport of coal, natural gas, and oil. Locally, methane emissions also result from livestock and other agricultural practices and by the decay of organic waste in municipal solid waste landfills.

- *Nitrous Oxide ($N_2O$):* Nitrous oxide is emitted during agricultural and industrial activities, the combustion of fossil fuels and solid waste, as well as during treatment of wastewater.

- *Fluorinated carbons and gasses:* Hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride are synthetic, powerful greenhouse gases that are emitted from a variety of industrial processes. Fluorinated gases are sometimes used as substitutes for stratospheric ozone-depleting gasses.

The accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface would be about 61°F cooler.[23] However, emissions from fossil fuel combustion have elevated the concentrations of GHG in the atmosphere to above natural levels. The SCAQMD has recommended several GHG thresholds of significance. These thresholds include 10,000 metric tons of $CO_2E$ ($MTCO_2E$) per year for Residential projects. Table 3-4 summarizes annual greenhouse gas ($CO_2E$)

[23] California, State of. OPR Technical Advisory – CEQA and Climate Change: Addressing Climate Change through the California Environmental Quality Act (CEQA) Review. June 19, 2008.

emissions from the proposed project. Carbon dioxide equivalent, or $CO_2E$, is a term that is used for describing different greenhouses gases in a common and collective unit. As indicated in Table 4, the $CO_2E$ total operational GHG emissions for the project are 3,966 $MTCO_2E$ per year. This figure would actually be reduced by 50% to 3,118 $MTCO_2E$ when accounting for shared trips and pass-by traffic. The total construction emissions would be 3,106 $MTCO_2E$ per year. When amortized over a 30-year period, these emissions decrease to 103 $MTCO_2E$ per year. These amortized construction emissions were added to the project's operational emissions to calculate the project's true GHG emissions. As shown in the table, the project's total operational emissions would be 2,086 $MTCO_2E$ per year, which is still below the thresholds identified for residential land uses.

**Table 4**
**Greenhouse Gas Emissions Inventory**

| Source | GHG Emissions (tons/year) | | | |
|---|---|---|---|---|
| | $CO_2$ | $CH_4$ | $N_2O$ | $CO_2E$ |
| **Long-Term** – Area Emissions | -- | -- | -- | -- |
| **Long-Term** - Energy Emissions | 1,068.31 | 0.02 | 0.02 | 1,064.60 |
| **Long-Term** - Mobile Emissions | 2,896.72 | 0.19 | 0.00 | 2,901.45 |
| **Long-Term** – Waste Emissions | -- | -- | -- | -- |
| **Long-Term** – Water Emissions | -- | -- | -- | -- |
| **Long-Term** - Total Emissions | **3,965.03** | **0.21** | **0.02** | **3,966.05** |
| **Actual Emissions w/Pass by & Shared Trips** | **1,982.52** | **0.11** | **0.01** | **1,983.03** |
| **Total Construction Emissions** | **3,106.45** | **0.77** | **--** | **3,118.64** |
| **Construction Emissions Amortized Over 30 Years** | | | | **103 $MTCO_2E$** |
| **Total Operational Emissions with Amortized Construction Emissions** | | | | **2,086 $MTCO_2E$** |
| **Significance Threshold** | | | | **3,500 $MTCO_2E$** |

The project's annual emissions (2,086 $MTCO_2E$) do not consider the implementation of Low Impact Development (LID) requirements (drought tolerant landscaping, water efficient appliances, and energy efficient appliances) and compliance to Transportation Demand Management (TDM) requirements. As indicated in the table, the great majority of the GHG emissions will be generated from mobile sources. For this reason, the project's use of trip reduction incentives (the use of alternative forms of transportation, the installation of electric vehicle charging stations and bicycle racks, and other TDM measures will be important). Therefore, the project's GHG impacts are less than significant.

**B.** *Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases? ● No Impact.*

The proposed project would consist of a commercial center that would include a convenience store, a automotive fuel sales use, a fast food restaurant, and a car wash. The proposed fuel dispensing area would be located under a 5,324 square-foot canopy and consist of eight (8) pumps with a total of sixteen (16) fueling positions. The proposed convenience store would have a total floor area of 5,000 square feet and would include a sales area and quick service restaurant area inside the store. An automated car wash tunnel would consist of an additional 2,634 square feet of floor area. The proposed drive-thru restaurant would have a total floor area of 2,550 square feet. Finally, a 2,244 square foot storage building would be located in the site's northwest corner.[24] AB-32 requires the reduction of GHG emissions to 1990 levels, which would require a minimum 28% in "business as usual" GHG emissions for the entire State.

[24] Archimetrics Design Build Studio. *Site Plan.* 2020.

Additionally, Governor Edmund G. Brown signed into law Executive Order (E.O.) B-30-15 on April 29, 2015, the Country's most ambitious policy for reducing Greenhouse Gas Emissions. Executive Order B-30-15 calls for a 40% reduction in greenhouse gas emissions below 1990 levels by 2030. The proposed project will not involve or require any variance from an adopted plan, policy, or regulation governing GHG emissions. As a result, no potential conflict with an applicable greenhouse gas policy plan, policy, or regulation will occur and no impacts will occur.

## MITIGATION MEASURES

The analysis of potential impacts related to greenhouse gas emissions indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

# 9. HAZARDS & HAZARDOUS MATERIALS

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact With Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | | | ✖ | |
| **B.** Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | | | ✖ | |
| **C.** Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | | | ✖ | |
| **D.** Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | | | | ✖ |
| **E.** Would the project for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? | | | | ✖ |
| **F.** Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | | | | ✖ |
| **G.** Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires? | | | | ✖ |

## SUBSTANTIATION OF ENVIRONMENTAL IMPACTS

**A.** *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? ● Less than Significant Impact.*

The proposed project would consist of a commercial center that would include a convenience store, an automotive fuel sales use, a fast-food restaurant, and a car wash. The proposed fuel dispensing area would be located under a 5,324 square-foot canopy and consist of eight (8) pumps with a total of sixteen (16) fueling positions. The proposed convenience store would have a total floor area of 5,000 square feet and would include a sales area and quick service restaurant area inside the store. An automated car wash tunnel would consist of an additional 2,634 square feet of floor area. The proposed drive-thru restaurant would have a total floor area of 2,550 square feet. Finally, a 2,244 square foot storage building would be located in the site's northwest corner.[25]

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

[25] Archimetrics Design Build Studio. *Site Plan.* 2020.

Substances database. The chemicals that will be transported and stored on-site are regulated by the US EPA and the CalEPA. As a result, the potential impacts are considered to be less than significant.

**B.** *Would the project 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? ● Less than Significant Impact.*

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

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

**C.** *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? ● Less than Significant Impact.*

The proposed project would not involve the transport, use, or disposal of any hazardous materials. The nearest school is Crestmore Elementary School, located at 18870 Jurupa Avenue, approximately 285 feet east of the project site. The retail fuel sales area will include eight dispensers with sixteen fueling positions. The dispensers will be located under a 17-foot-high canopy. Three underground storage tanks (USTs) will be provided. One UST is a 20,000-gallon tank that will contain 87 octane unleaded gasoline. The second UST will contain 10,000 gallons of 91 octane unleaded premium fuel. Finally, the third, UST will be a 12,000-gallon UST that will contain diesel fuel. The chemicals that will be transported and stored on-site are regulated by the US EPA and the CalEPA. As a result, the potential impacts are considered to be less than significant. As a result, the proposed project will not create a hazard to any local school and no impacts are anticipated.

**D.** *Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? ● No Impact.*

Government Code Section 65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List. The Cortese List is a planning document used by the State and other local agencies to comply with CEQA requirements that require the provision of information regarding the location of hazardous materials release sites. A search of the California Department of Toxic Substances Control EnviroStor website determined that the project site is not identified as a Cortese site.[26] Therefore, no impacts will occur.

[26] CalEPA. *DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List*). *http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm*.

**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 a public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? ● No Impact.*

The project site is not located within two miles of a public use airport. The nearest airport is the Riverside Municipal Airport, located approximately 7 miles to the southwest of the project site. As a result, the proposed project will not present a safety or noise hazard related to aircraft or airport operations at a public use airport to people working in the project site. As a result, no impacts related to this issue will occur.

**F.** *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? ● No Impact.*

The nearest potential emergency evacuation routes in proximity to the project site include Cedar Avenue and Jurupa Avenue. At no time will the aforementioned emergency evacuation routes or any adjacent streets be completely closed to traffic during the proposed project's construction. As a result, no impacts are associated with the proposed project's implementation.

**G.** *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires? ● No Impact.*

The project site is currently vacant and undeveloped. According to the Cal FIRE Fire Hazard Severity Zone Database, the project site is not located within a severe fire hazard zone.[27] As a result, no impacts will occur.

## MITIGATION MEASURES

The analysis of potential impacts related to hazards and hazardous materials indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

[27] CalFire. *Very High Fire Hazard Severity Zone Map for SW San Bernardino County*. http://frap.fire.ca.gov/webdata/maps/san_bernardino_sw/

# 10. HYDROLOGY & WATER QUALITY

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact With Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? | | | ✖ | |
| **B.** Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | | | ✖ | |
| **C.** Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner in which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or, impede or redirect flood flows? | | | ✖ | |
| **D.** In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation? | | | | ✖ |
| **E.** Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | | | | ✖ |

## SUBSTANTIATION OF ENVIRONMENTAL IMPACTS

**A.** *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? ● Less than Significant Impact.*

The proposed project would consist of a commercial center that would include a convenience store, an automotive fuel sales use, a fast-food restaurant, and a car wash. The proposed fuel dispensing area would be located under a 5,324 square-foot canopy and consist of eight (8) pumps with a total of sixteen (16) fueling positions. The proposed convenience store would have a total floor area of 5,000 square feet and would include a sales area and quick service restaurant area inside the store. An automated car wash tunnel would consist of an additional 2,634 square feet of floor area. The proposed drive-thru restaurant would have a total floor area of 2,550 square feet. Finally, a 2,244 square foot storage building would be located in the site's northwest corner.[28]

The Clean Water Act (CWA) established regulations governing the discharge of pollutants to waters of the U.S. from any point source. The CWA also has established a framework for regulating nonpoint source stormwater discharges under the National Pollutant Discharge Elimination System (NPDES). The proposed project would be required to implement storm water pollution control measures pursuant to the NPDES requirements. The contractors would also be required to prepare a Water Quality Management Plan (WQMP) utilizing Best Management Practices to control or reduce the discharge of pollutants to the

[28] Archimetrics Design Build Studio. *Site Plan.* 2020.

maximum extent practicable. The WQMP will also identify post-construction best management practices (BMPs) that will be the responsibility of the contractors to implement over the life of the project.

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

**B.** *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? ● Less than Significant Impact.*

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

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

**C.** *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner in which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or, impede or redirect flood flows? ● Less than Significant Impact.*

The project's construction will be restricted to the designated project site and the project will not alter the course of any stream or river that would lead to on- or off-site siltation or erosion. No significant grading and/or excavation into the local aquifer will occur. No additional undisturbed land will be affected. As a result, the potential impacts will be less than significant.

**D.** *In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation? ● No Impact.*

As indicated previously, the impervious surfaces (asphalt, building slabs, etc.) that will be constructed will result in the generation of storm water runoff. However, the project will be properly drained and is not expected to result in flooding on-or off-site. A County-approved drainage plan will be used, which will ensure

that the site will be designed so that storm water runoff will continue to be directed to the curbs and gutters on the adjacent roadways or storm drain inlets. According to the Federal Emergency Management Agency (FEMA) flood insurance maps obtained for the unincorporated community of Bloomington, the proposed project site is located in Zone X.[29] Thus, properties located in Zone X are not located within a 100-year flood plain. No natural channels are located adjacent to the site or in the immediate vicinity. The proposed project site is not located in an area that is subject to inundation by seiche or tsunami. In addition, the project site is located inland approximately 42 miles from the Pacific Ocean and, as a result, the project site would not be exposed to the effects of a tsunami.[30] As a result, no impacts are anticipated.

**E.** *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? ● No Impact.*

The proposed project's construction and operation will comply with the San Bernardino County's Stormwater Management and Discharge Control requirements. Compliance with the ordinance will help minimize the discharge and transport of pollutants associated with the new development though the control of volume and rate stormwater runoff, therefore preventing any potential violations or inconsistencies with the local requirements. As a result, the construction impacts will be less than significant. In addition, the project's operation will not interfere with any groundwater management or recharge plan because there are no active groundwater management recharge activities on-site or in the vicinity. As a result, no impacts are anticipated.

## MITIGATION MEASURES

As indicated previously, hydrological characteristics will not substantially change as a result of the proposed project. As a result, no mitigation is required.

[29] Federal Emergency Management Agency. *Flood Insurance Rate Mapping Program*. 2020.

[30] Google Earth. Website accessed August 15, 2020.

# 11. LAND USE & PLANNING

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact With Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project physically divide an established community? | | | | ✖ |
| **B.** Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | | | | ✖ |

## SUBSTANTIATION OF ENVIRONMENTAL IMPACTS

**A.** *Would the project physically divide an established community? ● No Impact.*

The proposed project would consist of a commercial center that would include a convenience store, an automotive fuel sales use, a fast-food restaurant, and a car wash. The proposed fuel dispensing area would be located under a 5,324 square-foot canopy and consist of eight (8) pumps with a total of sixteen (16) fueling positions. The proposed convenience store would have a total floor area of 5,000 square feet and would include a sales area and quick service restaurant area inside the store. An automated car wash tunnel would consist of an additional 2,634 square feet of floor area. The proposed drive-thru restaurant would have a total floor area of 2,550 square feet. Finally, a 2,244 square foot storage building would be located in the site's northwest corner.[31] Other land uses located in the vicinity of the proposed project are outlined below:[32]

- *North of the project site:* Industrial land uses, including a large shipping container storage facility and semi-truck parking area, are located directly north of the project site. Further north, undeveloped vacant land extends along Cedar Avenue to Santa Anita Avenue. The applicable Land Use Category (LUC) and zoning designation for this area is LUC: Low Density Residential (LDR), Zone: Single Residential (RS).

- *East of the project site:* Land uses to the east of the project site are primarily zoned for single-family residential developments. The Crestmore Elementary School campus is located approximately 650 feet from the proposed project site's eastern boundary. The applicable Land Use Category (LUC) and zoning designation for this area is LUC: Low Density Residential (LDR), Zone: Single Residential (RS).

- *South of the project site:* Jurupa Avenue abuts the southern boundary of the proposed project site. Jurupa Avenue is a two-lane local road oriented in an east-to west direction connecting Bloomington with other nearby communities. Additional land uses south of the project site include an auto repair shop, retail tire sales, and a liquor store. The applicable Land Use Category (LUC) and zoning designation for this area is LUC: Commercial (C), Zone: General Commercial (CG); and LUC: Low Density Residential (LDR), Zone: Single Residential (RS).

- *West of the project site:* Directly west of the project site is Cedar Avenue, a four-lane local road that serves as a trucking transportation corridor for shipping and warehousing facilities in the vicinity of

[31] Archimetrics Design Build Studio. *Site Plan*. 2020.

[32] Google Earth. Website accessed November 5, 2020. Field survey was completed on November 5, 2020.

the project site. On the western side of Cedar Avenue is a large shipping warehousing industrial facility. The applicable Land Use Category (LUC) and zoning designation for this area is LUC: Limited Industrial (LI), Zone: Community Industrial (IC).

The proposed project site is zoned for Residential land use and is located in an urbanized area surrounded by major roadways. This issue is specifically concerned with the expansion of an inconsistent land use into an established neighborhood. The proposed project will be confined within the project site's boundaries. The granting of the requested entitlements and subsequent construction of the proposed project will not result in any expansion of the use beyond the current boundaries. As a result, the project will not lead to any division of an existing established neighborhood and no impacts will occur.

**B.** *Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? ● No Impact.*

The proposed project site is within the Low Density Residential (LDR) land use category and zoned as Single Residential (RS) which permits residential land uses. As a result, the proposed project's implementation would require a General Plan Amendment (GPA) to LUC: Commercial and a Zone Change (ZC) to General Commercial (CG) which would permit the land uses and development being requested.

## MITIGATION MEASURES

The analysis determined that no impacts on land use and planning would result upon the implementation of the proposed project. As a result, no mitigation measures are required.

# 12. MINERAL RESOURCES

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact With Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State? | | | | ✖ |
| **B.** Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | | | | ✖ |

## SUBSTANTIATION OF ENVIRONMENTAL IMPACTS

**A.** *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? ● No Impact.*

A review of California Division of Oil, Gas, and Geothermal Resources well finder indicates that there are no wells located in the vicinity of the project site.[33] The Surface Mining and Reclamation Act of 1975 (SMARA) has developed mineral land classification maps and reports to assist in the protection and development of mineral resources. According to the SMARA, the following four mineral land use classifications are identified:

- *Mineral Resource Zone 1 (MRZ-1):* This land use classification refers to areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.

- *Mineral Resource Zone 2 (MRZ-2):* This land use classification refers to areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists.

- *Mineral Resource Zone 3 (MRZ-3):* This land use classification refers to areas where the significance of mineral deposits cannot be evaluated from the available data. Hilly or mountainous areas underlain by sedimentary, metamorphic, or igneous rock types and lowland areas underlain by alluvial wash or fan material are often included in this category. Additional information about the quality of material in these areas could either upgrade the classification to MRZ-2 or downgraded it to MRZ-1.

- *Mineral Resource Zone 4 (MRZ-4):* This land use classification refers to areas where available information is inadequate for assignment to any other mineral resource zone.

The project site is located within Mineral Resource Zone 1 (MRZ-1) within the unincorporated community of Bloomington, which indicates that no significant mineral deposits are present in the area and it has been judged that little likelihood exists for their presence. In addition, there are no active mineral extraction activities occurring on-site or in the adjacent properties. As a result, no impacts to mineral resources will occur.

[33] California, State of. Department of Conservation. California *Oil, Gas, and Geothermal Resources Well Finder. https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-117.41448/34.56284/14*.

**B.** *Would the project 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? ● No Impact.*

As previously mentioned, no mineral, oil, or energy extraction and/or generation activities are located within the project site. Moreover, the proposed project will not interfere with any resource extraction activity. Therefore, no impacts will result from the implementation of the proposed project.

## MITIGATION MEASURES

The analysis of potential impacts related to mineral resources indicated that no significant adverse impacts would result from the approval of the proposed project and its subsequent implementation. As a result, no mitigation measures are required.

# 13. NOISE

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact With Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | | ✖ | | |
| **B.** Would the project result in generation of excessive ground borne vibration or ground borne noise levels? | | ✖ | | |
| **C.** For a project located within the vicinity of a private airstrip or an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | | | | ✖ |

## SUBSTANTIATION OF ENVIRONMENTAL IMPACTS

**A.** *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? ● Less than Significant Impact with Mitigation.*

The proposed project would consist of a commercial center that would include a convenience store, an automotive fuel sales use, a fast-food restaurant, and a car wash. The proposed fuel dispensing area would be located under a 5,324 square-foot canopy and consist of eight (8) pumps with a total of sixteen (16) fueling positions. The proposed convenience store would have a total floor area of 5,000 square feet and would include a sales area and quick service restaurant area inside the store. An automated car wash tunnel would consist of an additional 2,634 square feet of floor area. The proposed drive-thru restaurant would have a total floor area of 2,550 square feet. Finally, a 2,244 square foot storage building would be located in the site's northwest corner.[34] The nearest residential land uses are located adjacent to the project site on the east.

The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. The eardrum may rupture at 140 dB. In general, an increase of between 3.0 dB and 5.0 dB in the ambient noise level is considered to represent the threshold for human sensitivity. In other words, increases in ambient noise levels of 3.0 dB or less are not generally perceptible to persons with average hearing abilities.[35]

According to Section 83.01.080(G) of the County's Code of Ordinances, temporary construction, maintenance, repair, or demolition activities between 7:00 AM and 7:00 PM shall be exempt from the noise regulations identified by the county in to Section 83.01.080. Nevertheless, the following mitigation will be required in order to further reduce construction noise:

[34] Archimetrics Design Build Studio. *Site Plan.* 2020.

[35] Bugliarello, et. al. *The Impact of Noise Pollution,* Chapter 127, 1975.

- The Applicant must ensure that the contractors use construction equipment that includes working mufflers and other sound suppression equipment as a means to reduce machinery noise.

Adherence to the above-mentioned mitigation will reduce potential impacts stemming from the project's construction to levels that are less than significant.

Future sources of operational noise will include noise emanating from the fast-food restaurant drive through lanes, the vehicles using the fueling dispensers, and the use of the automated car wash and the other related on-site improvements. Noise associated with the proposed project's operations will include equipment noise from the car wash tunnel, the blow dryers located at the end of the car wash tunnel, and the vacuum cleaners used to clean the carb interiors. Noise measurements were taken at a similar automated car wash facility and the average maximum noise level was approximately 80 dBA at a distance of 25 feet from the car wash tunnel blow dryers.

The County's Development Code (Division 3, Countywide Development Standards; Chapter 83.01, General Performance Standards, Section 83.01.080, Noise) sets interior and exterior noise standards for specific land uses by type of noise source. Noise standards for stationary noise sources are summarized in the Ordinance in Table 3.11-6, Noise Standards for Stationary Noise Sources. The noise standard for residential properties is 55 dBA Leq from 7 a.m. to 10 p.m. and 45 dBA Leq from 10 p.m. to 7 a.m. Areas exposed to noise levels exceeding these standards are considered noise-impacted areas. The project's operation will not create excessive noise that will impact the nearby sensitive receptors with the implementation of the mitigation measures provided later in this subsection. The new buildings and the wall that will be located along the east property line will attenuate the noise from the fueling areas located in the western portion of the project site. The maximum permitted noise level emanating from noise sources near residential zoned properties is 60 dBA during the daytime hours and 45 dBA during the evening hours. Since the project site abuts residential zoned property, the noise standards for residential uses will apply.

As shown on the site plan, the carwash tunnel will be located next to the east property line near the residential uses located to the east. Tunnel noise is anticipated to be 65 dBA at the tunnel's entrance. This noise will further diminish since a block wall will be constructed along the project site's east property line that will obstruct the line of sight between the project site and the adjacent residential uses. In addition, the carwash will not be permitted to operate during the night-time periods. To ensure the project's potential noise impacts are mitigated, the following mitigation measures must be implemented:

- The Applicant will be required to construct and maintain an 8-foot-high solid block wall along the east property line as a means to attenuate noise from the site during its normal operations. The wall must be maintained free of graffiti at all times.

- The Applicant must ensure that the use of the carwash tunnel is limited to the daylight hour only. When not in use, the car wash tunnel must be secured by a gate.

- The drive through lane restaurant speakers must remain at its location shown on the site plan so as not to impact the residences located to the east.

- Loitering in the parking areas with attendant loud noise (radios, car noise, etc.) will not be permitted. The drive through lane restaurant speakers must remain at its location shown on the site plan so as not to impact the residences located to the east.

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

**B.** *Would the project result in generation of excessive ground-borne vibration or ground-borne noise levels? ● Less than Significant Impact with Mitigation.*

The construction of the proposed project will result in the generation of vibration and noise, though the vibrations and noise generated during the project's construction will not adversely impact the nearby residential sensitive receptors. The background vibration velocity level in residential areas is usually around 50 vibration velocity level (VdB). The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximately dividing line between barely perceptible and distinctly perceptible levels for many people. Sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors causes most perceptible indoor vibration. Construction activities may result in varying degrees of ground vibration, depending on the types of equipment, the characteristics of the soil, and the age and construction of nearby buildings.

The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Ground vibrations associated with construction activities using modern construction methods and equipment rarely reach the levels that result in damage to nearby buildings though vibration related to construction activities may be discernible in areas located near the construction site. A possible exception is in older buildings where special care must be taken to avoid damage. Table 5 summarizes the levels of vibration and the usual effect on people and buildings. The U.S. Department of Transportation (U.S. DOT) has guidelines for vibration levels from construction related to their activities and recommends that the maximum peak-particle-velocity (PPV) levels remain below 0.05 inches per second at the nearest structures. PPV refers to the movement within the ground of molecular particles and not surface movement. Vibration levels above 0.5 inches per second have the potential to cause architectural damage to normal dwellings. The U.S. DOT also states that vibration levels above 0.015 inches per second (in/sec) are sometimes perceptible to people, and the level at which vibration becomes an irritation to people is 0.64 inches per second.

**Table 5**
**Common Effects of Construction Vibration**

| Peak Particle Velocity (in/sec) | Effects on Humans | Effects on Buildings |
|---|---|---|
| <0.005 | Imperceptible | No effect on buildings |
| 0.005 to 0.015 | Barely perceptible | No effect on buildings |
| 0.02 to 0.05 | Level at which continuous vibrations begin to annoy occupants of nearby buildings | No effect on buildings |
| 0.1 to 0.5 | Vibrations considered unacceptable for persons exposed to continuous or long-term vibration. | Minimal potential for damage to weak or sensitive structures |
| 0.5 to 1.0 | Vibrations considered bothersome by most people, tolerable if short-term in length | Threshold at which there is a risk of architectural damage to buildings with plastered ceilings and walls. Some risk to ancient monuments and ruins. |
| >3.0 | Vibration is unpleasant | Potential for architectural damage and possible minor structural damage |

Source: U.S. Department of Transportation

Typical levels from vibration generally do not have the potential for any structural damage. Some construction activities, such as pile driving and blasting, can produce vibration levels that may have the potential to damage some vibration sensitive structures if performed within 50 to 100 feet of the structure. The reason that normal construction vibration does not result in structural damage has to do with several issues, including the frequency vibration and magnitude of construction related vibration. Unlike earthquakes, which produce vibration at very low frequencies and have a high potential for structural damage, most construction vibration is in the mid- to upper- frequency range, and therefore has a lower potential for structural damage.

The project's implementation will not require deep foundations since the underlying fill soils will be removed and the height of the proposed warehouse will be limited to 75 feet or less. The warehouse will be constructed over a shallow foundation that will extend no more than three to four feet bgs. The use of shallow foundations precludes the use of pile drivers or any auger type equipment. However, other vibration generating equipment may be used on-site during construction. As stated above, the project will require the use of excavators, loaders, bulldozers, and haul trucks.

Various types of construction equipment have been measured under a wide variety of construction activities with an average of source levels reported in terms of velocity levels as shown in Table 6. Although the table gives one level for each piece of equipment, it should be noted that there is a considerable variation in reported ground vibration levels from construction activities. The data in Table 6 does provide a reasonable estimate for a wide range of soil conditions. Based on Transit Noise and Vibration Impact Assessment (FTA, May 2006), a vibration level of 102 VdB (vibration decibels, or 0.5 inches per second [in/sec]) (FTA, May 2006) is considered safe and would not result in any construction vibration damage.

**Table 6**
**Vibration Source Levels for Typical Construction Equipment**

| Construction Equipment | | PPV @25 ft. (inches/sec.) | Vibration (VdB) @ 25 ft. |
|---|---|---|---|
| Pile Driver (impact) | Upper range | 1.58 | 112 |
| | Typical | 0.644 | 104 |
| Pile Drive (Sonic) | Upper range | 0.734 | 105 |
| | Typical | 0.170 | 93 |
| Clam Shovel Drop | | 0.202 | 94 |
| Large Bulldozer | | 0.089 | 87 |
| Caisson Drilling | | 0.089 | 87 |
| Loaded Trucks | | 0.076 | 86 |
| Small Bulldozer | | 0.035 | 79 |

Source: Noise and Vibration During Construction

Vibration resulting from the operation of empty haul trucks may affect the residents located east of the project site. Strict adherence to the mitigation provided below will reduce the number of units and residents potentially affected by ground-borne vibration generated by empty haul trucks:

- Haul trucks will be prohibited from travelling eastbound or westbound northbound on Jurupa Avenue. All haul trucks must travel northbound on Cedar Avenue.

Adherence to the above-mentioned mitigation will reduce potential vibration impacts to levels that are less than significant. Once operational, the proposed project will not generate excessive ground-borne noise because the project will not require the use of equipment capable of creating ground-borne noise. The project will be required to adhere to all pertinent County noise control regulations. In addition, the cumulative traffic associated with the proposed project will not be great enough to result in a measurable or perceptible increase in traffic noise (it typically requires a doubling of traffic volumes to increase the ambient noise levels to 3.0 dBA or greater).

Once in operation, the proposed project will not significantly raise ground borne noise levels. Slight increases in ground-borne noise levels could occur during the construction phase. The limited duration of construction activities and the County's construction-related noise control requirements will reduce the potential impacts to levels that are less than significant.

**C.** *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? ● No Impact.*

The project site is not located within an airport land use plan and is not located within two miles of a public airport or public use airport. The nearest airport is the Ontario Municipal Airport, located approximately 10 miles to the west of the project site.[36] As a result, no impacts will occur.

## MITIGATION MEASURES

According to Section 83.01.080(G) of the County's Code of Ordinances, temporary construction, maintenance, repair, or demolition activities between 7:00 AM and 7:00 PM shall be exempt from the noise regulations identified by the county in to Section 83.01.080. Nevertheless, the following mitigation will be required in order to further reduce construction noise:

To ensure the project's potential noise impacts are mitigated, the following mitigation measures must be implemented:

***NOI-1(A):*** The Applicant must ensure that the contractors use construction equipment that includes working mufflers and other sound suppression equipment as a means to reduce machinery noise.

***NOI-2(A):*** The Applicant will be required to construct and maintain an 8-foot-high solid block wall along the east property line as a means to attenuate noise from the site during its normal operations. The wall must be maintained free of graffiti at all times.

***NOI-3(A):*** The Applicant must ensure that the use of the carwash tunnel is limited to the daylight hour only. When not in use, the car wash tunnel must be secured by a gate.

***NOI-4(A):*** The drive through lane restaurant speakers must remain at its location shown on the site plan so as not to impact the residences located to the east.

***NOI-5(A):*** Loitering in the parking areas with attendant loud noise (radios, car noise, etc.) will not be permitted. d The drive through lane restaurant speakers must remain at its location shown on the site plan so as not to impact the residences located to the east.

Vibration resulting from the operation of empty haul trucks may affect the residents located east of the project site. Strict adherence to the mitigation provided below will reduce the number of units and residents potentially affected by ground-borne vibration generated by empty haul trucks:

***NOI-6(B):*** Haul trucks will be prohibited from travelling eastbound or westbound northbound on Jurupa Avenue. All haul trucks must travel northbound on Cedar Avenue.

[36] Google Earth. Website Accessed November 11, 2020.

# 14. POPULATION & HOUSING

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact With Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | | | | ✖ |
| **B.** Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | | | | ✖ |

## SUBSTANTIATION OF ENVIRONMENTAL IMPACTS

**A.** *Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? ● No Impact.*

The proposed project would consist of a commercial center that would include a convenience store, an automotive fuel sales use, a fast-food restaurant, and a car wash. The proposed fuel dispensing area would be located under a 5,324 square-foot canopy and consist of eight (8) pumps with a total of sixteen (16) fueling positions. The proposed convenience store would have a total floor area of 5,000 square feet and would include a sales area and quick service restaurant area inside the store. An automated car wash tunnel would consist of an additional 2,634 square feet of floor area. The proposed drive-thru restaurant would have a total floor area of 2,550 square feet. Finally, a 2,244 square foot storage building would be located in the site's northwest corner.[37] According to the Growth Forecast Appendix prepared by SCAG for the 2016-2045 RTP/SCS, unincorporated areas of San Bernardino County, which includes the unincorporated community of Bloomington, are projected to add a total of 48,500 new residents and 33,700 new employees through the year 2040.[38] The project's implementation will not result in a significant increase in employment that would exceed the SCAG's projections. Growth-inducing impacts include the following:

- *New development in an area presently undeveloped and economic factors which may influence development.* The project site is currently vacant but has been previously disturbed and cleared for construction. The project site is surrounded on all sides by urban development.

- *Extension of roadways and other transportation facilities.* No roadway extensions will be required to accommodate the proposed development.

- *Extension of infrastructure and other improvements.* The installation of any new utility lines will not lead to subsequent offsite development since these utility lines will serve the site only.

[37] Archimetrics Design Build Studio. *Site Plan.* 2020.

[38] Southern California Association of Governments. *Growth Forecast. Regional Transportation Plan 2016-2040.* Adopted on April 7, 2016.

- *Major off-site public projects (treatment plants, etc.).* The project's increase in demand for utility services can be accommodated without the construction or expansion of landfills, water treatment plants, or wastewater treatment plants.

- *The removal of housing requiring replacement housing elsewhere.* The site does not contain any housing units. As a result, no replacement housing will be required.

- *Additional population growth leading to increased demand for goods and services.* The project's construction would result in a limited increase in employment which can be accommodated by the local labor market.

- *Short-term growth-inducing impacts related to the project's construction.* The project will result in temporary employment during the construction phase.

The proposed commercial development will not induce substantial unplanned population growth in an area. As a result, no impacts will occur.

**B.** *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? ● No Impact.*

The project site is vacant and unoccupied. No housing units will be permitted, and none will be displaced as a result of the proposed project's implementation. Therefore, no impacts will result.

## MITIGATION MEASURES

The analysis of potential population and housing impacts indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

# 15. PUBLIC SERVICES

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact With Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for: fire protection; police protection; schools; parks; or other public facilities? | | ✖ | | |

## SUBSTANTIATION OF ENVIRONMENTAL IMPACTS

**A.** *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in* fire protection; police protection; schools; parks; or other public facilities? ● *Less than Significant Impact.*

The proposed project would consist of a commercial center that would include a convenience store, an automotive fuel sales use, a fast-food restaurant, and a car wash. The proposed fuel dispensing area would be located under a 5,324 square-foot canopy and consist of eight (8) pumps with a total of sixteen (16) fueling positions. The proposed convenience store would have a total floor area of 5,000 square feet and would include a sales area and quick service restaurant area inside the store. An automated car wash tunnel would consist of an additional 2,634 square feet of floor area. The proposed drive-thru restaurant would have a total floor area of 2,550 square feet. Finally, a 2,244 square foot storage building would be located in the site's northwest corner.[39]

### Fire Department

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

### Law Enforcement

Law enforcement services in Bloomington is provided by the San Bernardino County Sheriff's Department (SBCSD) which operates out of the Fontana station located at 17780 Arrow Boulevard, in the City of Fontana. The SBCSD will review security and site plans to ensure the proposed project conforms to the Department's security regulations. The proposed development will also be required to comply with the

[39] Archimetrics Design Build Studio. *Site Plan.* 2020.

SBCSD requirements. In order to maintain adequate security once the project is operational, the following mitigation is required:

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

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

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

- Hold up buttons or remote transmitters must be provided.

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

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

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

- The site frontage from Cedar Avenue and Jurupa Avenue and the parking and circulation areas must be visible to outside surveillance. Landscaping and other architectural treatments must not inhibit surveillance of the site from these areas.

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

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

**Schools**

The proposed project site is located within the attendance boundaries of the Colton Joint Union School District. The proposed project will not involve any development and/or uses that could potentially affect school enrollments. The proposed project will not directly result in an increase in population and therefore will not create a significant incremental demand for school services. In addition, the proposed project will be required to pay all pertinent development fees, $0.61 per square foot for nonresidential development, to the PSUSD. As a result, less than significant impacts on school services will result from the proposed project's implementation.

**Recreational Services**

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

**Governmental Services**

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

## MITIGATION MEASURES

In order to maintain adequate security once the project is operational, the following mitigation is required:

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

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

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

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

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

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

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

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

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

## 3.16 RECREATION

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact With Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | | | | ✖ |
| **B.** Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | | | | ✖ |

### SUBSTANTIATION OF ENVIRONMENTAL IMPACTS

**A.** *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? ● No Impact.*

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

**B.** *Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? ● No Impact.*

As previously indicated, the implementation of the proposed project would not affect any existing parks and recreational facilities in the County. No such facilities are located adjacent to the project site and, as a result, no impacts will occur.

### MITIGATION MEASURES

The analysis of potential impacts related to parks and recreation indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

# 17. TRANSPORTATION

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact With Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project conflict with a plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities? | | | ✖ | |
| **B.** Conflict or be inconsistent with CEQA Guidelines §15064.3 subdivision (b)? | | | ✖ | |
| **C.** Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | | | ✖ | |
| **D.** Would the project result in inadequate emergency access? | | | | ✖ |

## SUBSTANTIATION OF ENVIRONMENTAL IMPACTS

**TRAFFIC IMPACT STUDY, JANO BAGHDANIAN & ASSOCIATES, MARCH 21, 2019**

**A.** *Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities? ● Less than Significant Impact.*

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

- *Cedar Avenue* is a north-south Major Highway that provides access to the City of Rialto to the north and terminates at El Rivino Road to the south and becomes Rubidoux Boulevard in Crestmore Heights. Within the study area, Cedar Avenue consists of two travel lanes in each direction separated by a raised median island with exclusive left-turn lanes at major intersections. Parking is prohibited on both sides of the street. There are east and westbound I-10 Freeway on and off-ramps at Cedar Avenue.

- *Jurupa Avenue* is classified as an east-west Major Highway that runs between Locust Avenue to the west and South Riverside Avenue to the east. Within the study area, Jurupa Avenue has one lane in each direction separated by a double yellow or dashed centerline. Parking is allowed on either side of the street at selected locations only.

- *Santa Ana Avenue* is an east-west Secondary Highway that connects to the City of Fontana to the east and the Rialto Water Service Wastewater Treatment Plant to the west. In the vicinity of the project, Santa Ana Avenue is basically a two-lane undivided roadway. Parking is allowed on either side of the street at selected locations only.

Manual traffic counts were obtained for vehicular turning movements on Tuesday March 3, 2020 and Wednesday, March 4, 2020 at the following seven study intersections:

- Cedar Avenue and I-10 Freeway westbound ramps;
- Cedar Avenue and I-10 Freeway eastbound ramps;
- Cedar Avenue and Santa Ana Avenue;
- Cedar Avenue and Crowe Court;
- Cedar Avenue and Jurupa Avenue;
- Cedar Avenue and 11th Street; and,
- Cedar Avenue and 7th Street.

Traffic counts were obtained during typical commuter hours to determine peak traffic volumes. The findings show that typical peak traffic for morning and afternoon hours occur during the hours of 7:00 - 9:00 A.M. and 4:00 – 6:00 P.M. respectively. In addition, manual turning movement traffic counts were conducted and were then converted to Passenger Car Equivalents (PCE) using the factors recommended by San Bernardino Associated Governments (SANBAG). Trip rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual 10th Edition were used in this analysis. The proposed project is forecast to result in 248 new a.m. peak-hour trips, 207 new p.m. peak-hour trips and 2,515 daily trips.

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

- Any signalized intersection in the Valley Region that is operating at an acceptable LOS D or better without project traffic in which the addition of project traffic causes the intersection to degrade to an LOS E or F shall identify improvements to improve operations to LOS D or better; or

- Any signalized intersection in the Valley Region that is operating at LOS E or F without project traffic where the project increases delay by 5.0 or more seconds shall identify improvements to offset the increase in delay.

The traffic study determined that five of the study intersections are currently operating at acceptable Levels of Service (LOS D or better) during the AM and PM peak hours. However, the two freeway off-ramps operate at unacceptable Levels of Service during either the AM or PM Peak hours. Field observations indicate that these two intersections are operating over available capacity and are subject to excessive delays. Improvements for these two ramp locations have been previously identified by the County and include widening of the ramp intersections to provide additional north/south through lanes and additional turn lanes from the off-ramps. These previously identified improvements would increase intersection capacities and reduce delays to acceptable levels. To ensure the accuracy of the existing delays and corresponding levels of service, a peer review of the findings was completed by Transolutions, Inc, dated on November 4, 2020. The third-party review indicated that the delay methodology used in this analysis, and subsequently the resulting levels of services, accurately reflected real world conditions and followed standard HCM analysis procedures.

Five of the study intersections will operate at acceptable Levels of Service (LOS D or better) during the AM and PM peak hours under Year 2040 with proposed project condition. However, the two freeway off-ramps are expected to continue to operate at unacceptable Levels of Service during either the AM or PM Peak hours. It is important to note that the Project contributes less than 50 trips to either of these intersections and that Project trips are not the cause of the operational deficiencies. Additionally, previously identified improvements at these locations would increase intersection capacity and reduce delays to acceptable levels. Therefore, there is no finding of a significant impacts at these intersections as a result of the proposed project's trips.

**B.** *Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3 subdivision (b)? ● Less than Significant Impact.*

CEQA Guidelines Section 15064.3 subdivision (b)(2) focuses on impacts that result from certain transportation projects. The proposed project is not a transportation project. As a result, no impacts on this issue will result. CEQA Guidelines Section 15064.3 subdivision (b)(3) and (b)(4) focuses on the evaluation of a project's VMT. As previously mentioned in Subsection A, the proposed project will not create a significant amount of traffic in the surrounding area. As a result, the proposed project will not result in a conflict or be inconsistent with Section 15064.3 subdivision (b) of the CEQA Guidelines and no impacts will occur.

**C.** *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? ● Less than Significant Impact.*

In addition to analyzing the study intersections, a queue analysis was completed for eastbound project traffic entering the project driveway on Jurupa Avenue. The analysis indicated that the 95th percentile queues are expected to be less than 1 vehicle during either peak period, and delays to that movement are less than 8 seconds in either peak period. Therefore, there are no operational concerns with project traffic creating impacts to eastbound through traffic on Jurupa Avenue. The analysis documentation is included at the end of Appendix B of the TIA.

**D.** *Would the project result in inadequate emergency access? ● No Impact.*

The proposed project would not affect emergency access to any adjacent parcels. At no time during construction will Cedar Avenue or Jurupa Avenue be completely closed to traffic. All construction staging must occur on-site. As a result, no impacts will occur.

## MITIGATION MEASURES

The analysis of potential impacts related to traffic and circulation indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

# 18. TRIBAL CULTURAL RESOURCES

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact With Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **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:<br>i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or | | | ✖ | |
| ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource 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 Tribe5020.1(k)? | | ✖ | | |

## SUBSTANTIATION OF ENVIRONMENTAL IMPACTS

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

*i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or*

*ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource 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?*

A Tribal Resource is defined in Public Resources Code section 21074 and includes the following:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

- A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

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

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

On July 8, 2019, the County of San Bernardino mailed project notification pursuant to AB-52 to the following tribes: San Gabriel Band of Mission Indians, Twenty-Nine Palms Band of Mission Indians, Morongo Band of Mission Indians, San Manuel Band of Mission Indians, Soboba Band of Luiseno Indians, Fort Mojave Indian Tribe, Colorado River Indian Tribe, and Gabrieleno Band of Mission Indians - Kizh Nation. AB-52 consultation concluded with the San Manuel tribe after receiving recommended mitigation measures on June 30, 2020, and with the Gabrieleno Band of Mission Indians-Kizh Nation on July 21, 2020. The Morongo Band of Mission Indians, and Twenty-Nine Palms Band of Mission Indians responded with no further comment. The Fort Mojave Indian Tribe responded with a comment of no adverse effect to their ancestral lands. A response letter from the Soboba Band of Luiseno Indians, San Gabriel Band of Mission Indians, and Colorado River Indians tribes was not received.

As of March 1, 2005, Senate Bill 18 requires cities and counties to conduct consultations with California Native American Tribes before the local officials adopt or amend their General Plans. The project in question includes an amendment to the County General Plan to change the land use from residential to commercial thus requiring compliance with this bill. Pursuant to SB-18 notification emails were sent on July 31, 2020 to ten (10) tribes based on a list provided by the Native American Heritage Commission (NAHC) on July 27, 2020. Those notifications were sent to the:

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

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

Any mitigations requested by the tribe(s) and agreed to by the County are required as project Conditions of Approval (COAs). The required mitigation measures provided by the San Manuel Band of Mission Indians and Gabrieleno Band of Mission Indians-Kizh Nation are summarized below:

## MITIGATION MEASURES

**SAN MANUEL BAND OF MISSION INDIANS**

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

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

**Gabrieleno Band of Mission Indians-Kizh Nation**

**TCR-3:** Retain a Native American Monitor/Consultant: Prior to the commencement of any ground disturbing activity at the project site, the project applicant shall retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians-Kizh Nation – the tribe that consulted on this project pursuant to Assembly Bill A52 - SB18 (the "Tribe" or the "Consulting Tribe"). A copy of the executed contract shall be submitted to the Lead Agency prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Tribal monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources. Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 50 feet) until the find can be assessed.

All Tribal Cultural Resources unearthed by project activities shall be evaluated by the Tribal monitor approved by the Consulting Tribe and a qualified archaeologist if one is present. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue in other parts of the Project site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the

materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

**TCR-4:** Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC and PRC 5097.98 shall be followed.

**TCR-5:** Upon discovery of human remains, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 100 feet and place an exclusion zone around the discovery location. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are human and subsequently Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).

**TCR-6:** If the Gabrieleno Band of Mission Indians – Kizh Nation is designated MLD, the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.

**TCR-7:** Prior to the continuation of ground disturbing activities, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and

reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

**TCR-8:** Professional Standards: Native American and Archaeological monitoring during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of TCR's shall be taken. The Native American monitor must be approved by the Gabrieleno Band of Mission Indians-Kizh Nation. Principal personnel for Archaeology must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California.

## 19 UTILITIES

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact With Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | | | ✖ | |
| **B.** Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years? | | | ✖ | |
| **C.** Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | | | ✖ | |
| **D.** Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | | | ✖ | |
| **E.** Would the project negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals? | | | | ✖ |
| **F.** Would the project comply with Federal, State, and local management and reduction statutes and regulations related to solid waste? | | | | ✖ |

### SUBSTANTIATION OF ENVIRONMENTAL IMPACTS

**A.** *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? ● Less than Significant Impact.*

The San Bernardino County Planning Department is considering an application for the development of a new commercial center located at 11279 Cedar Avenue, near the intersection of Cedar and Jurupa Avenue in Bloomington within the southwestern portion of San Bernardino County. The proposed project site has a General Plan and Zoning designation for Residential land uses. The proposed commercial development would include a canopied gasoline sales area, a convenience store, an automated car wash, a drive-thru restaurant, and a small storage building located within a 2.31-acre (100,447 square-foot) parcel. The total building footprint for the proposed development is 12,428 square feet.

The project site is presently vacant and undeveloped. There are no existing water or wastewater treatment plants, electric power plants, telecommunications facilities, natural gas facilities, or stormwater drainage infrastructure located on-site. Therefore, the project's implementation will not require the relocation of any of the aforementioned facilities. In addition, the increase in demand for waste disposal, water, and wastewater treatment services can be adequately handled and no expansion of these services is required. The project's implementation will not require the relocation of any utilities. In addition, the increase in demand for waste disposal, water, and wastewater treatment services can be adequately handled and no

expansion of these services is required. As a result, no impacts will result.

**B.** *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years? ● Less than Significant Impact.*

Water for the proposed project would be provided by the West Valley Water District (WVWD). The WVWD provides domestic water service to customers throughout southwestern San Bernardino County and a small portion of northern Riverside County. The service area is generally bounded by U.S. Forest Service land to the north and Riverside County to the south, with the cities of San Bernardino and Colton serving as the eastern boundaries and the City of Fontana as the western boundary. The District Sphere of Influence encompass 18,076 acres with service to over 80,000 residents. A 24-inch line is located in Jurupa Road and a 12-inch line is located in Jurupa Road. As indicated in Table 7, the proposed project is projected to consume approximately 2,281 gallons of water on a daily basis. Approximately 50% of the water consumed by the carwash will be recycled. This number was derived by assuming 15 gallons of water per vehicle. This consumption rate assumes reclamation and recycling.

**Table 7**
**Water Consumption (gals/day)**

| Use | Unit | Factor | Generation |
|---|---|---|---|
| Convenience Store | 5,000 sq. ft. | 0.10 gals/day/sq. ft | 500 gals/day |
| Fast Food Restaurant | 2,550 sq. ft. | 0.11 gals/day/sq. ft | 281 gals/day |
| Carwash | 100 vehicles/day | 15 gals/vehicle (this figure represents half of the water consumed per vehicle) | 1,500 gals/day |
| **Total** | | | **2,281 gals/day** |

Source: California Home Building Foundation

Similar to most of the Bloomington area, the proposed project would use a septic system to handle wastewater. Because the site is currently undeveloped, the project would result in an increase in the amount of wastewater compared to existing condition. The on-site septic system would be designed, constructed, and maintained to be consistent with County and State Water Resources Control Board standards and requirements. As a result, the impacts would be less than significant.

**C.** *Would the project 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? ● Less than Significant Impact.*

Similar to most of the Bloomington area, the proposed project will use a septic system to handle wastewater. Because the site is currently undeveloped, the project would result in an increase in the amount of wastewater compared to existing condition. According to Table 8, the proposed project is expected to generate approximately 1,354 gallons of sewage per day, which is well within the daily average totals for the San Bernardino Water Reclamation Plant.

**Table 8**
**Wastewater (Effluent) Generation (gals/day)**

| Use | Unit | Factor | Generation |
|---|---|---|---|
| Convenience Store | 5,000 sq. ft. | 0.08 gals/day/sq. ft | 400 gals/day |
| Fast Food Restaurant | 2,550 sq. ft. | 0.08 gals/day/sq. ft | 204 gals/day |
| Carwash | 100 vehicles/day | 7.5 gals/vehicle (this figure represents half of the water consumed per vehicle) | 750 gals/day |
| **Total** | | | **1,354 gals/day** |

Source: Black & Veatch. *Wastewater Collection System Master Plan*. Report dated October 18, 2013

The future on-site septic system would be designed, constructed, and maintained to be consistent with County and State Water Resources Control Board standards and requirements. As a result, the impacts would be less than significant.

**D.** *Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? ● Less than Significant Impact.*

The solid waste collection and disposal services in the community of Bloomington are provided by Burrtec Waste Industries.[40] Burrtec Waste Industries disposes waste at the West Valley Materials Recovery Facility in the City of Fontana.[41] This facility is permitted to receive up to 7,500 tons of solid waste on a daily basis.[42] The proposed project is anticipated to generate approximately 317 pounds per day of solid waste (refer to Table 9 shown below). This amount will be accommodated by the aforementioned transfer station. As a result, the potential impacts are considered to be less than significant.

**Table 9**
**Solid Waste Generation (lbs/day)**

| Use | Unit | Factor | Generation |
|---|---|---|---|
| Convenience Store | 5,000 sq. ft. | 42 lbs/day/1,000 sq. ft | 210 lbs/day |
| Fast Food Restaurant | 2,550 sq. ft. | 42 lbs/day/1,000 sq. ft | 107 lbs/day |
| **Total** | | | **317 lbs/day** |

Source: Blodgett Baylosis Environmental Planning.

**E.** *Would the project negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals? ● No Impact.*

[40] City of San Bernardino. *Integrated Solid Waste Management Division*. https://www.ci.san-bernardino.ca.us/cityhall/publicworks/integrated_waste_management_division/

[41] Phone call with a representative of Burrtec Waste Industries. The phone call took place June 20, 2018.

[42] CalRecycle. *Facility/Site Summary Details- West Valley Materials Recovery Facility*. http://www.calrecycle.ca.gov/SWFacilities/Directory/36-AA-0341/. Website accessed November 25, 2020.

The proposed project, like all other development in San Bernardino County and the Community of Bloomington, will be required to adhere to County ordinances with respect to waste reduction and recycling. The proposed businesses will be required to implement all applicable requirements that govern solid waste disposal and recycling. As a result, no impacts related to State and local statutes governing solid waste are anticipated.

**F.** *Would the project comply with Federal, State, and local management and reduction statutes and regulations related to solid waste? ● No Impact.*

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

## MITIGATION MEASURES

The analysis of utilities impacts indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

## 3.20 WILDFIRE

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact With Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan? | | | | ✖ |
| **B.** If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | | | | ✖ |
| **C.** If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | | | | ✖ |
| **D.** If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | | | | ✖ |

### SUBSTANTIATION OF ENVIRONMENTAL IMPACTS

**A.** *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan? ● No Impact.*

According to the Cal FIRE Fire Hazard Severity Zone Database, the project site is not located within a severe fire hazard zone. Furthermore, the proposed project would not involve the closure or alteration of any existing evacuation routes that would be important in the event of a wildfire. As a result, no impacts will occur.

**B.** *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? ● No Impact.*

The proposed project may be exposed to particulate emissions generated by wildland fires in the surrounding region. However, the potential impacts would not be exclusive to the project site since criteria pollutant emissions from wildland fires may affect the entire Community as well as the surrounding cities and unincorporated county areas. As a result, no impacts will occur.

**C.** *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? ● No Impact.*

The project site is not located in an area that is classified as a high fire risk severity, and therefore will not require the installation of specialized infrastructure such as fire roads, fuel breaks, or emergency water sources. As a result, no impacts will occur.

**D.** *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? ● No Impact.*

There is no risk from wildfire within the project site or the surrounding area given the project site's distance from any area that may be subject to a wildfire event. Therefore, the project will not result in any impacts related to flooding or landslides facilitated by runoff flowing down barren and charred slopes given the area's level topography and developed character and no impacts will occur.

## MITIGATION MEASURES

The analysis of wildfires impacts indicated that less than significant impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

## 21. MANDATORY FINDINGS OF SIGNIFICANCE

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact With Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | | | | ✖ |
| **B.** Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | | ✖ | | |
| **C.** Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | | | | ✖ |

The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this environmental assessment:

**A.** The proposed project *will not* have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. As indicated in Section .1 through 20, the proposed project will not result in any significant unmitigable environmental impacts.

**B.** The proposed project *will not* have impacts that are individually limited, but cumulatively considerable. The proposed project is relatively small and the attendant environmental impacts will not lead to a cumulatively significant impact on any of the issues analyzed herein. Compliance with mitigation measures as outlined in sections 1-Aesthetics (AES), 4-Biological Resources (BIO), 5-Cultural Resources (CR), 13-Noise (NOI), 15-Public Services (PS), and 18-Tribal Cultural Resources (TCR) will reduce any impacts to a less than significant level.

**C.** The proposed project *will not* have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. As indicated in Section 3.1 through 3.20, the proposed project will not result in any significant unmitigable environmental impacts.

## GENERAL REFERENCES

Bugliarello, et. al. *The Impact of Noise Pollution,* Chapter 127, 1975.

California, State of. OPR Technical Advisory – CEQA and Climate Change: Addressing Climate Change through the California Environmental Quality Act (CEQA) Review. June 19, 2008.

California Environmental Quality Act (CEQA) Statues and Guidelines. Section 15064.5. 2019.

Southern California Association of Governments (SCAG) 2016 RTP/SCS Demographics and Growth Forecast Appendix. December 2015.

South Coast Air Quality Management District (SCAQMD). *California Environmental Quality Act (CEQA) and Federal Conformity Guidelines.* Report dated August 2016.

South Coast Air Quality Management District (SCAQMD). *CEQA Air Quality Handbook, Appendix 9*. As amended 2017.

## PROJECT SPECIFIC REFERENCES

Archimetrics Design Build Studio. *Site Plan*. 2020.

BCR Consulting LLC., *Cultural Resources Assessment, The Bloomington Gas Station Project Bloomington, Unincorporated San Bernardino County, California.* March 18, 2020.

California Department of Conservation, Division of Land Resource Protection, Farmland Mapping, and Monitoring Program. *California Important Farmland Finder*.

California Department of Conservation. *State of California Williamson Act Contract Land.* ftp://ftp.consrv.ca.gov/

CalEPA. *DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List*). *http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm*.

CalFire. *Very High Fire Hazard Severity Zone Map for SW San Bernardino County*. http://frap.fire.ca.gov/

California, State of. Department of Conservation. California *Oil, Gas, and Geothermal Resources Well Finder. https://maps. conservation. ca.gov/ doggr/wellfinder*

Federal Emergency Management Agency. *Flood Insurance Rate Mapping Program*. 2020.

Southern California Association of Governments. *Growth Forecast. Regional Transportation Plan 2016-2040.* Adopted on April 7, 2016.

United States Department of Agriculture, Natural Resources Conservation Service. *Web Soil Survey.*