

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

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

PROJECT LABEL:

APNs:	0253-201-18	USGS Quad:	Fontana 7.5
Applicant:	Fred Cohen	T, R, Section:	T1S R5W Sec. 27
Location	18745 Valley Blvd., Bloomington CA	Thomas Bros	Page 605, Grid E7, San Bernardino and Riverside Counties (2013)
Project No:	PROJ-2021-00112	Community	Community of Bloomington
Rep	CJC Design, Inc.	LUC: Zone:	(SD) Special Development Valley Corridor Commercial (VC/C
Proposal:	Approval of a Minor Use Permit to allow for the development to construct a 2,200 square foot gas station/convenience store on 0.45 acres (19,365 sq.ft)..	Overlays:	Bloomington Specific Plan

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: Reuben J. Arceo, Contract Planner
Phone No: (909) 387-4110 **Fax No:** (909) 387-3223
E-mail: Reuben.arceo@sbcountry.gov

PROJECT DESCRIPTION:

Summary

The project would construct a gas station with 6 fueling positions located under a canopy and a convenience store on a vacant parcel in the Community of Bloomington, County of San Bernardino. The Project Site is located on the southeast corner of Cedar Avenue and Valley Boulevard (see Figure 1 – Regional Map and Figure 2 – Vicinity Map). The existing vacant parcel is described as Assessor’s Parcel No. (APN) 0253-201-18. The convenience store would be 2,200 square feet (sf). The project would also include 10 parking spaces. Figure 3 depicts the project’s proposed site plan.

The site design also includes two (1) 20,000-gallon and (1) 22,000-gallon underground fuel storage tanks (USTs). Two underground infiltration basins with a combined storage volume of 7,013 cubic feet are proposed for peak attenuation of storm flows.

The Proposed Project requires the approval of a Minor Use Permit (MUP). Access to the site would be provided by a 20-foot right-in only driveway on Cedar Avenue, and 34-foot driveway along Valley Boulevard. Structure heights will be a maximum of 30 feet. The minimum number of employees is 1 per shift. The estimated maximum number of employees is 3 per shift. This results in total employment of approximately 4-7 employees.

Surrounding Land Uses and Setting

The Project Site is within the boundaries of the unincorporated Community of Bloomington, County of San Bernardino. As shown on the County of San Bernardino Land Use Map, the Project Site is within the Special Development, Valley Corridor Specific Plan Bloomington Enterprise designation. The following table lists the existing adjacent land uses and zoning.

Existing Land Use and Land Use Category			
Location	Existing Land Use	Land Use Category	Zoning
Project Site	Undeveloped and Vacant	Special Development	Valley Corridor Commercial (VC/C)
North	Commercial (gas station and restaurant with drive thru)	Special Development	Valley Corridor Commercial (VC/C)
South	Non-Conforming Single-Family Residential	Low Density Residential Special Development	Bloomington/Single-Family Residential (RS) Valley Corridor Commercial (VC/C)
East	Commercial (restaurant with drive thru)	Special Development	Valley Corridor Commercial (VC/C)
West	Commercial retail uses	Special Development	Valley Corridor Commercial (VC/C)

Project Site Location, Existing Site Land Uses and Conditions

The Project Site is located approximately 500 feet north of Interstate 10 (I-10) in the unincorporated Community of Bloomington in the County of San Bernardino within the Valley Corridor Specific Plan. It is situated on the southeast corner of the intersection of Cedar Avenue and Valley Boulevard. The 0.45-acre site is currently vacant, relatively flat and consists primarily of bare ground with little vegetation. The Project Site Land Use Category is Special Development and is zoned Valley Corridor Commercial (VC/COM). Surrounding land uses are both a vacant lot and single-family residences to the south, and commercial uses to the north, east, and west.

ADDITIONAL APPROVAL REQUIRED BY OTHER PUBLIC AGENCIES

Federal: None.

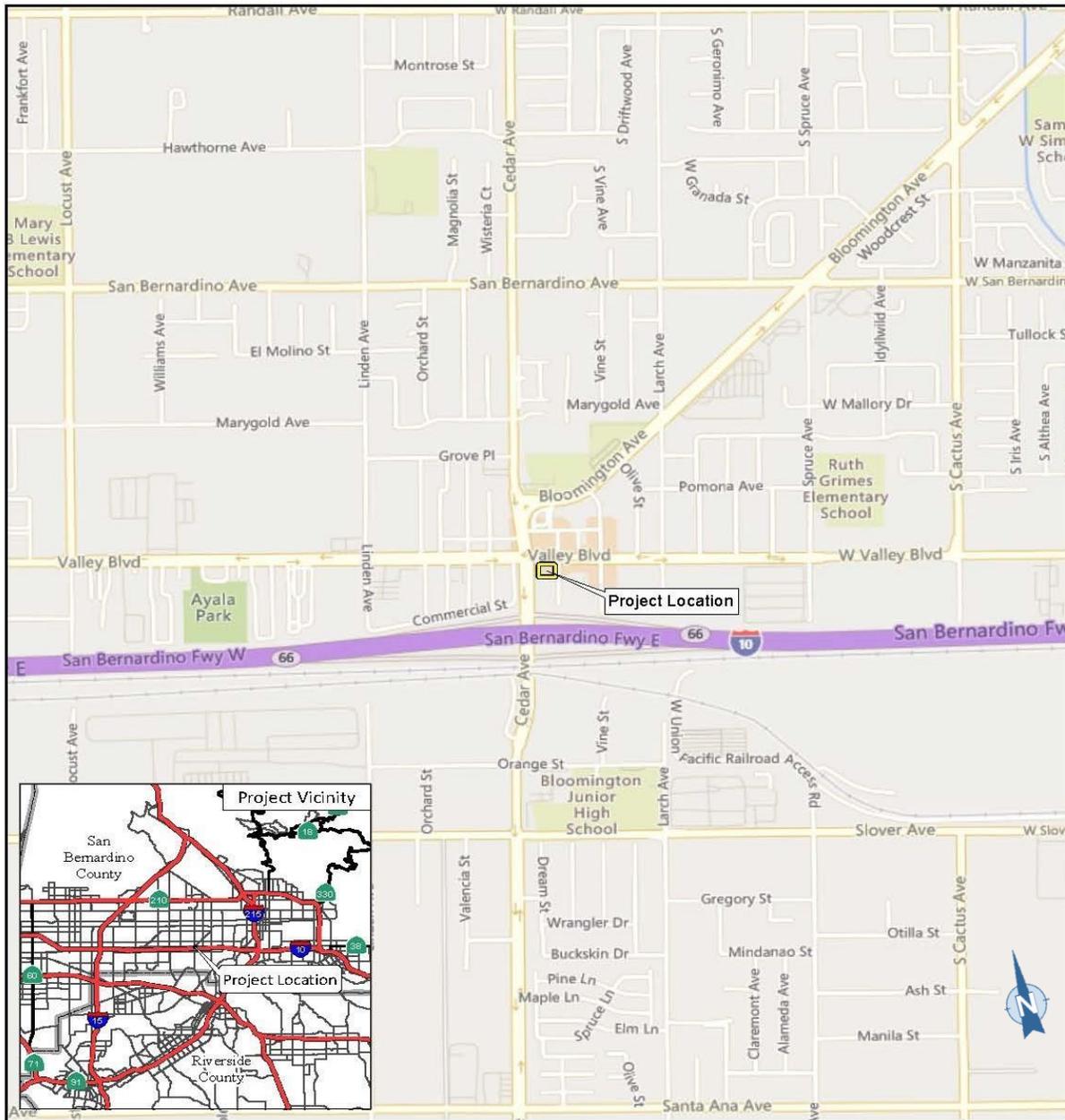
State of California: None.

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

Regional: South Coast Air Quality Management District.

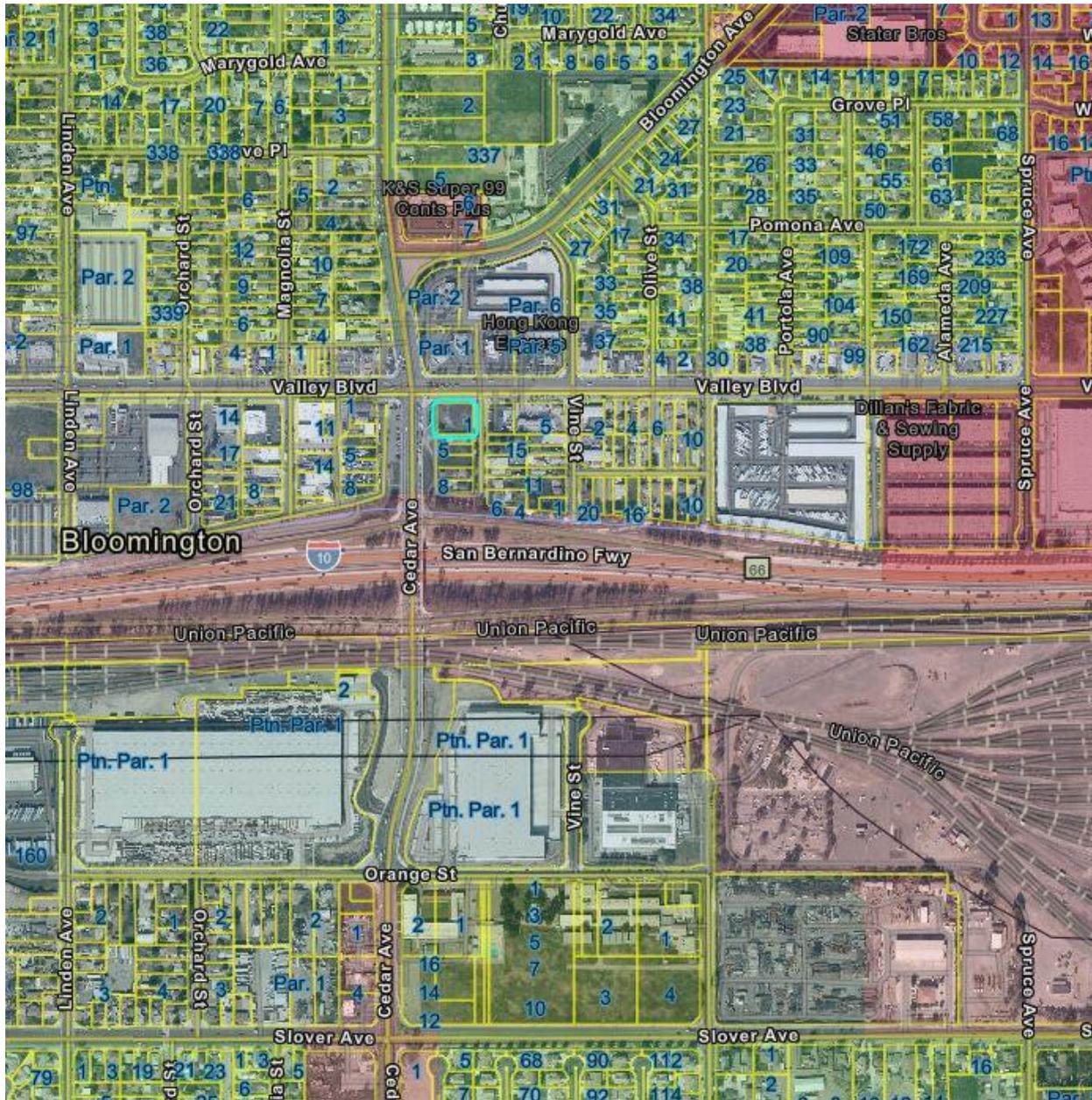
Local: None

Figure 1 Regional Map



Source: Bing (2020)

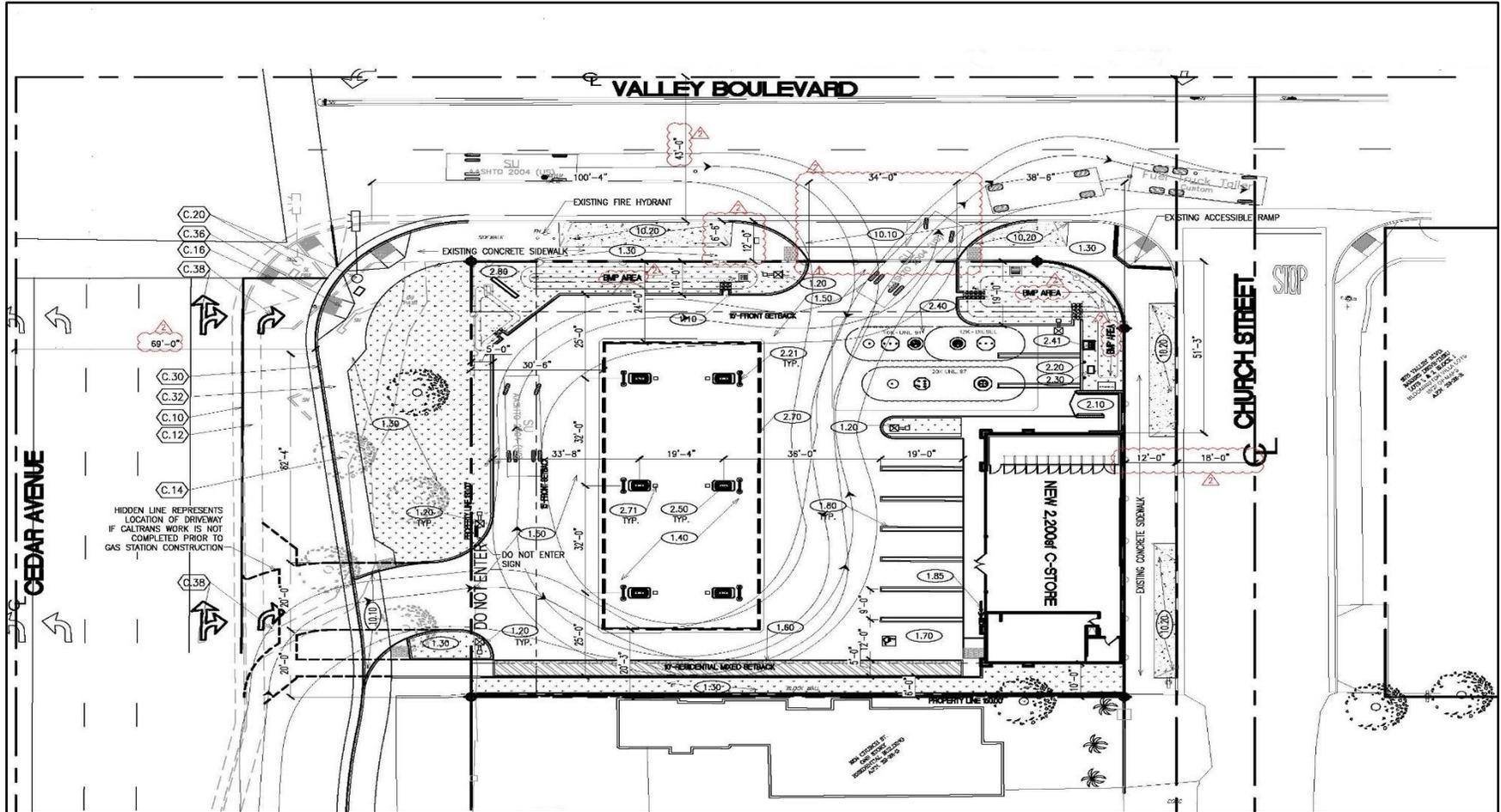
Figure 2 Vicinity Map



LEGEND
 Project Location



Figure 3
SITE PLAN



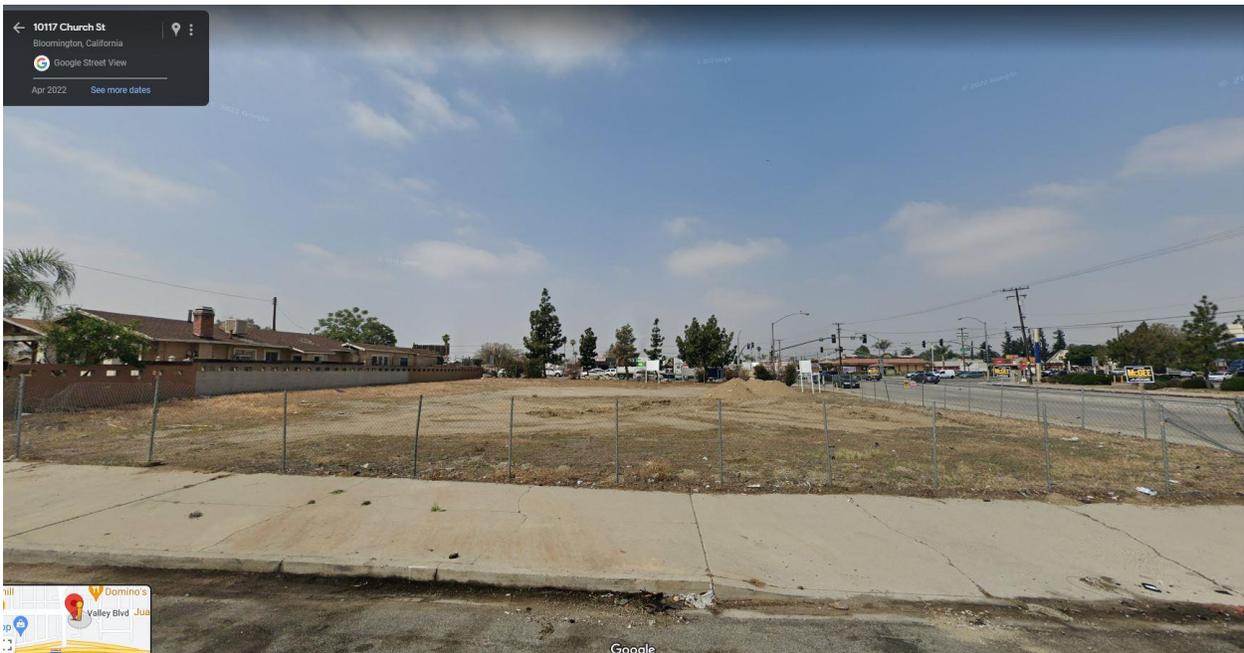
Source: CJC Design Inc. 11/10/2022

Proj-2021-00112
APN#0253-201-18
Valley Blvd. Bloomington Gas Station

Figure 4
South View From Valley Blvd.



Figure 5
West View from Church Street

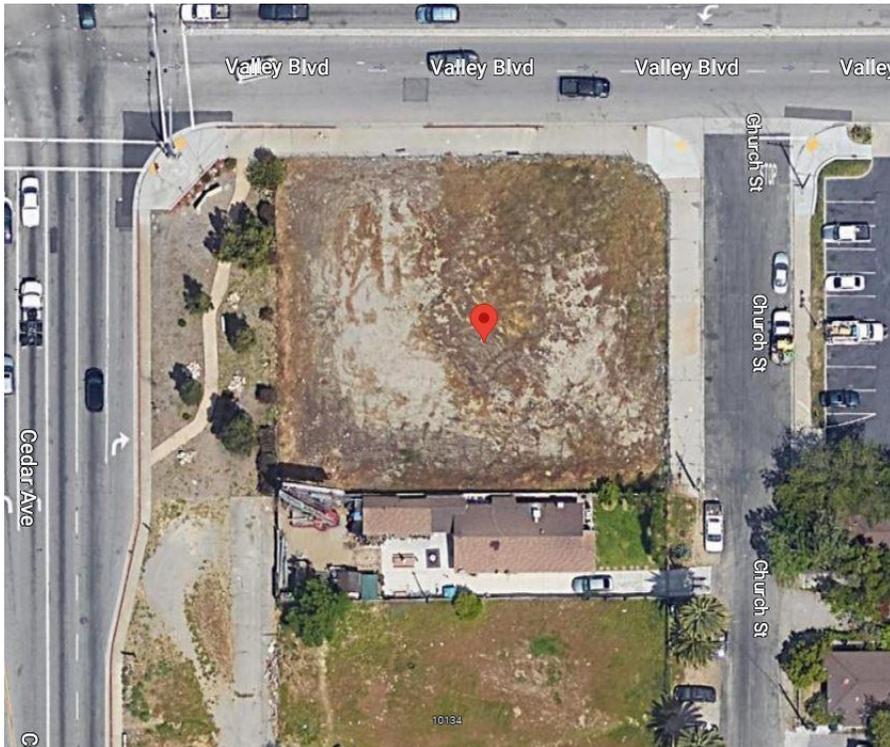


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APN#0253-201-18
Valley Blvd. Bloomington Gas Station

Figure 6
East View from Cedar Avenue



Figure 7
Project Aerial



CONSULTATION WITH CALIFORNIA NATIVE AMERICAN TRIBES

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

On November 8, 2021 the County of San Bernardino mailed notification pursuant to AB52 to the following tribes: San Gabriel Band of Mission Indians, Twenty-Nine Palms Band of Mission Indians, Morongo Band of Mission Indians, San Manuel Band of Mission Indians and Gabrieleno Band of Mission Indians - Kizh Nation. The table below shows a summary of comments and responses. Comment letters are included in Appendix __ – AB 52 Tribal Consultation Correspondence.

AB 52 Consultation

Tribe	Comment Letter Received	Summary of Response	Conclusion
San Gabriel Band of Mission Indians	No Comment		
Fort Mohave Indian Tribe	No Comment		
Morongo Band of Mission Indians	No Comment		
San Manuel Band of Mission Indians	No Comment		
Gabrieleno Band of Mission Indians-Kizh Nation	No Comment		
Soboba Band of Luiseno Indians	No Comment		

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

EVALUATION FORMAT

This Initial Study is prepared in compliance with the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21000, et seq. and the State CEQA Guidelines (California Code of Regulations Section 15000, et seq.). Specifically, the preparation of an Initial Study is guided by Section 15063 of the State CEQA Guidelines. This format of the study is presented as follows. The project is evaluated based on its effect on 20 major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

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.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

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

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



Signature: (Reuben J. Arceo, Contract Planner)

May 10, 2023
 Date

Signature: (_____, Supervising Planner)

 Date

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
I. AESTHETICS – Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare, which will adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

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

The Project Site is located within the City of Rialto Sphere of Influence, in the unincorporated Community of Bloomington, San Bernardino County. It is adjacent to non-conforming single-family residences to the south and surrounded by commercial to the north, east, and west of the Project Site. The Countywide Plan (adopted November 27, 2020) does not identify a scenic vista within the vicinity of the Project Site.¹ The Project Site has a land use category of Special Districts and is zoned Valley Corridor Commercial (VC/C. With approval of the MUP, the Proposed Project would be an allowable use. The Proposed Project would be required to maintain the maximum height limit of 60 feet, as is allowed within the ² Valley Corridor Commercial (VC/C Specific Plan Therefore, no significant impacts are identified, and mitigation is not required.

¹ San Bernardino Countywide Plan. Adopted November 27, 2020. http://countywideplan.com/wp-content/uploads/2020/08/CWP_PolicyPlan_PubHrngDraft_HardCopy_2020_July.pdf. Accessed December 17, 2020.

²San Bernardino County. Development Code. <http://www.sbcounty.gov/Uploads/lus/DevelopmentCode/DCWebsite.pdf>. Accessed December 17, 2020.

Less Than Significant Impact

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

The Project Site is located on the southeast corner of Cedar Avenue and Valley Boulevard. These roads are neither designated State scenic routes nor County Scenic Routes.³ The closest Scenic Highway is Route 38, located approximately 12 miles east of the Project Site. The Proposed Project would be required to maintain the maximum height limit of 60 feet, as is allowed within the Valley Corridor Commercial (VC/C) district. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

- c) *In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

Under the Valley Corridor Commercial (VC/C) district, structures of the Proposed Project cannot exceed 60 feet. Compliance with this height limit will minimize potential obstruction of views of the surrounding mountains and other public views. Moreover, the Project Site is currently vacant and consists of bare ground with almost no vegetation. The Project Applicant will be required to provide a minimum landscape area of 20% of the lot area⁴, which will make the Project Site more aesthetically pleasing. Development of the Proposed Project would remain consistent with the Valley Corridor Commercial (VC/C) district CG zoning development standards. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

The nearest sensitive receptors to the Project Site are the single-family residences to the south. According to the San Bernardino County Development Code Section 83.07.030(a) Glare and Outdoor Lighting, and Valley Corridor Specific Plan Section 4.4, outdoor lighting must be fully shielded to preclude light pollution or light trespass on an abutting residential land use zoning district, a residential parcel or public right-of-way. The Proposed Project will be designed to adhere to these lighting standards in Section 4.4 of the Valley Corridor Specific Plan, and demonstration of compliance will be required prior to issuance of a building permit. Overspill. Exterior lighting elements shall be shielded or downward facing to minimize glare, spillover, and light pollution. Lighting elements shall be designed and located to provide sufficient illumination for access and security purposes but shall not adversely impact the onsite or surrounding residential uses or project offsite onto other adjacent uses. Lighting elements shall also meeting the standards set forth in Chapter 83.07, "Glare and Outdoor Lighting," of the County of San Bernardino Development Code.

³ San Bernardino County. San Bernardino Countywide Plan Draft EIR. Figure 5.1-1. Accessed December 17, 2020.

⁴ San Bernardino County Development Code. Page 3-102.

<http://www.sbcounty.gov/Uploads/lus/DevelopmentCode/DCWebsite.pdf#PAGE=97>

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

Less Than Significant Impact

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

	<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
II.	AGRICULTURE AND FORESTRY RESOURCES - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

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

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

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

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

No Impact

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

The Project Site is not under or adjacent to any lands under a Williamson Act Contract.⁷ The parcel has a current zoning of Valley Corridor Commercial (VC/C) district. With the approval of the MUP, the Proposed Project would be consistent with the Countywide Plan and the Valley Corridor Specific Plan. There are no properties in the vicinity zoned for agricultural uses and there are no Williamson Contracts. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

- c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

The Project Site is currently zoned Valley Corridor Commercial (VC/C) district.

⁵ <https://maps.conservation.ca.gov/DLRP/CIFF/>. Accessed February 10, 2023

⁶ San Bernardino County. San Bernardino Countywide Plan Draft EIR. Figure 5.2-1 "Agricultural Resources." Accessed December 17, 2020.

⁷ San Bernardino County. San Bernardino Countywide Plan Draft EIR. Figure 5.2-1 "Agricultural Resources." Accessed December 17, 2020.

⁸ <https://www.arcgis.com/apps/webappviewer/index.html?id=fcb9bc427d2a4c5a981f97547a0e3688>. February 10, 2023.

Implementation of the Proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned for Timberland Production. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

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

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

No Impact

- e) *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?*

The Project Site is currently zoned Valley Corridor Commercial (VC/C) district. Implementation of the Proposed Project would not result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. No impacts are identified or are anticipated, and no mitigation measures are required.

No Impact

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
III. AIR QUALITY - Where available, the significance criteria established by the applicable air quality management district or air pollution control district might be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

Countywide Plan and Air Quality and GHG Analysis, LSA Associates, September 2021

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

The Project Site is located in the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) has jurisdiction over air quality issues and regulations within the SCAB. The Air Quality Management Plan (AQMP) for the basin establishes a program of rules and regulations administered by SCAQMD to obtain attainment of the state and federal air quality standards. The most recent AQMP (2022 AQMP) was adopted by the SCAQMD on December 2, 2022. The 2022 AQMP incorporates the latest scientific and technological information and planning assumptions, including transportation control measures developed by the Southern California Association of Governments (SCAG) from the 2020 Regional Transportation Plan/Sustainable Communities Strategy, and updated emission inventory methodologies for various source categories.

A project is inconsistent with the AQMP if: (1) it does not comply with the approved general plan; or (2) it uses a disproportionately large portion of the forecast growth increment (change population or employment levels). The County of San Bernardino land use designation is Special District and as the site is within the Valley Corridor Specific Plan the site is zoned Valley Corridor Commercial (VC/C). With approval of the Minor Use Permit, the Proposed Project would be an acceptable use within the Valley Corridor Commercial (VC/C) district land use zone. Therefore, emissions associated with the Proposed Project would not conflict with the AQMP. Less than significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

- b) *Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?*

An Air Quality Analysis was completed by LSA Associates in September 2021. Construction and operational emissions were evaluated using CalEEMod version 2020.4.0. The emissions incorporate Rule 402 and 403 by default as required during construction. The criteria pollutants screened for include reactive organic gases (ROG), nitrous oxides (NOx), carbon monoxide (CO), sulfur dioxide (SO2), and particulates (PM₁₀ and PM_{2.5}). Two of the analyzed pollutants, ROG and NOx, are ozone precursors. Both summer and winter season emission levels were estimated.

Construction Emissions

Construction emissions are considered short-term, temporary emissions and were modeled with the following construction parameters: site preparation, grading (fine and mass grading), building construction, paving, and architectural coating. Construction is

anticipated to begin in Spring of 2023 and be completed in late 2023. Therefore, impacts from construction activities are anticipated to be short-term.

Table 1
Construction Emissions Summary
(Pounds per Day)

Source/Phase	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Site Preparation	0.64	7.82	7.57	0.01	0.75	0.41
Grading	0.80	7.25	7.57	0.01	0.75	0.68
Building Construction	0.76	7.99	7.27	0.01	0.65	0.41
Paving	0.72	6.72	7.09	0.01	0.55	0.33
Architectural Coating	4.33	1.53	1.81	0.00	0.94	0.09
Highest Value (lbs./day)	14.33	12.03	7.88	0.01	2.48	1.66
SCAQMD Threshold	75	100	550	150	150	55
Significant	No	No	No	No	No	No

Source: CalEEMod.2020.4.0 Highest values of Summer and Winter Emissions model runs
 Phases have slight overlap and represent the highest concentration.

Compliance with SCAQMD Rules 402 and 403

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

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

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

During construction, exhaust emissions from construction vehicles and equipment and fugitive dust generated by equipment traveling over exposed surfaces, would increase NOX and PM10 levels in the area.

Although the Proposed Project does not exceed SCAQMD thresholds during construction, the Applicant/Contractor would be required to implement the following conditions as required by SCAQMD:

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

Operational Emissions

The operational mobile source emissions were calculated using the Traffic Analysis prepared by Linscott, Law, & Greenspan, in July 2021. The Traffic Analysis (TA) determined that the Proposed Project would generate approximately 1,848 one-way trips per day. Emissions associated with the Proposed Project's estimated total daily trips were modeled. Operational emissions are listed in Table 2, which represent the highest emissions of summer and winter operational model runs.

**Table 2
 Operational Emissions Summary
 (Pounds per Day)**

Source	ROG	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
Area	0.05	<0.01	<0.01	0.00	0.00	0.00
Energy	<0.01	<0.01	<0.01	<0.01	<0.01	<0.01
Mobile	9.52	6.46	40.45	0.06	4.94	1.36
Totals (lbs./day)	9.29	6.46	40.45	0.06	4.94	1.36
SCAQMD Threshold	55	55	550	150	150	55
Significance	No	No	No	No	No	No

Source: CalEEMod.2020.4.0 Highest values of Summer and Winter Emissions model runs.

As shown, both summer and winter season operational emissions are below SCAQMD thresholds.

Less than Significant with Mitigation

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

SCAQMD has developed a methodology to assess the localized impacts of emissions from a proposed project as outlined within the Final Localized Significance Threshold (LST) Methodology report; completed in June 2003 and revised in July 2008. The use of LSTs is voluntary, to be implemented at the discretion of local public agencies acting as a lead agency pursuant to CEQA. LSTs apply to projects that must undergo CEQA or the National Environmental Policy Act (NEPA) and are five acres or less. LST methodology is incorporated to represent worst-case scenario emissions thresholds. CalEEMod version 2020.4.0 was used to estimate the on-site and off-site construction emissions. The LSTs were developed to analyze the significance of potential air quality impacts of Proposed Projects to sensitive receptors (i.e. schools, single family residences, etc.) and provide screening tables for small projects (one, two, or five acres). Projects are evaluated based on geographic location and distance from the sensitive receptor (25, 50, 100, 200, or 500 meters from the site).

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

The Project Site is approximately 0.45 acres and therefore the “one-acre” LSTs were utilized for the analysis. The nearest sensitive receptor is the residential development located adjacent to the Project Site; therefore, LSTs are based on a 25-meter distance. The Proposed Project’s construction and operational emissions with the appropriate LST are presented in Table 3.

**Table 3
 Localized Significance Thresholds
 (Pounds Per Day)**

Source	NO_x	CO	PM₁₀	PM_{2.5}
Construction Emissions (Max. from Table 1)	12.03	7.88	2.48	1.66
Operational Emissions (Max. Total from Table 2 ¹)	9.29	6.46	0.25 ¹	0.07 ¹
Highest Value (lbs/day)	12.03	7.88	1.41	1.66
LST	118	667	4 [†]	4 [†]
Greater Than Threshold	No	No	No	No

Sources: CalEEMod.2020.4.0 Summer and Winter Emissions; SCAQMD Final Localized Significance Threshold Methodology; SCAQMD Mass Rate Look-up Tables for a two-acre site in SRA No. 35, distance of 25 meters.

Note: PM10 and PM2.5 emissions are separated into construction and operational thresholds in accordance with the SCAQMD Mass Rate LST Look-up Tables.

* Construction emissions LST

† Operational emissions LST

¹ Anticipate 5% of operational vehicle emissions will be on-site.

As shown in Table 3, the Proposed Project's emissions are not anticipated to exceed the LSTs.

Toxic Air Contaminant Impacts

Emissions resulting from gasoline service station operations may include toxic air contaminants (TACs) (e.g., benzene, hexane, MTBE, toluene, xylene) and have the potential to contribute to health risk in the Project vicinity. Standard regulatory controls such as the SCAQMD's Rule 461 (Gasoline Transfer and Dispensing) would apply to the Project in addition to any permits required that demonstrate appropriate operational controls. Gasoline dispensing facilities are required to use Phase I/II EVR (enhanced vapor recovery) systems. Phase I EVR have an average efficiency of 98 percent and Phase II EVR have an average efficiency of 95.1 percent. Therefore, the potential for fugitive VOC or TAC emissions from the gasoline pumps is negligible. Prior to issuance of a Permit to Operate, each individual gasoline dispensing station would be required to obtain the required permits from SCAQMD which would identify the maximum annual throughput allowed based on specific fuel storage and dispensing equipment that is proposed by the operator.

The analysis reflects a maximum annual throughput on approximately 1,000,000 gallons as the actual value is unknown. However, ultimate fuel throughput allowances/requirements would be established by SCAQMD through the fueling station permitting processes. For purposes of this evaluation, cancer risk estimates have been made consistent with the methodology presented in SCAQMD's Risk Assessment Procedures for Rules 1401 & 212 which provide screening-level risk estimates for gasoline dispensing operations. The Project site is located within Source Receptor Area (SRA) 35.

The nearest residential receptor and worker receptor is located immediately adjacent to the proposed gasoline canopy.

Based on the established SCAQMD procedure outlined in the SCAQMD Permit Application Package "N" it is estimated that the maximum risk attributable to the gasoline dispensing would be 3.30 in one million for the nearest sensitive receptor and the maximum risk to workers would be 0.27 in one million both of which are below the threshold of 10 in one million. SCAQMD Permit Application Package "N" identifies the potential risk per one million gallons of gasoline dispensed at the defined downwind distances and Gasoline Dispensing Service Station. The further the distance from the source the lower the risk. Refer to Table 4 for a linear regression risk estimate.

Table 4
Linear Regression Risk Estimate

Residential	
Distance	Risk
25	3.30
50	1.31
Worker	
25	0.45
50	0.17

Source: Risk Tool V1.103

As shown, no sensitive receptors in the Project vicinity would be exposed to a cancer risk of greater than 10 in one million. The maximum risk estimate at any sensitive land use in the vicinity of the Project would be 3.30 in one million. The Project gas station operations would therefore not generate emissions that would cause or result in an exceedance of the applicable SCAQMD cancer threshold of 10 in one million. As such, the Project would not have a significant impact with respect to health risks from the gasoline dispensing stations.

Therefore, the Proposed Project is not anticipated to expose sensitive receptors to substantial pollutant concentrations. No mitigation measures are required.

Less Than Significant Impact

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

The Proposed Project is a retail development that includes a gas station/convenience store. Potential odor sources associated with the Proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities. Standard construction requirements would minimize odor impacts resulting from construction activity. It should be noted that any construction odor emissions generated would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction activity. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with County of San Bernardino solid waste regulations. The Proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances.

Health and Wellness Section 2.6 of the Valley Corridor Specific Plan addresses air quality and a “healthy community.” Section 2.6 emphasizes creating a safer built environment for active mobility opportunities making bicycling and walking viable transportation options. The Proposed Project is consistent with Section 2.6 of the Valley Corridor Specific Plan for two reasons. First, as described above the Proposed Project’s emissions of air pollutants (both criteria air pollution and air toxics) are less than significant and does not result in health risks. Second, the Proposed Project will provide “complete streets,” that include existing 12-foot wide sidewalk on Valley Boulevard and Church Street, and 10-foot wide sidewalk on Cedar Avenue, and a class 2 bicycle lane on Valley Boulevard which will facilitate bicycling and walking as viable active transportation options.

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

Less Than Significant Impact

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
IV. BIOLOGICAL RESOURCES - Would the project:				
a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SUBSTANTIATION: (Check if project is located in the Biological Resources Overlay or contains habitat for any species listed in the California Natural Diversity Database <input type="checkbox"/>):				
Countywide Plan and Biological Resources Assessment, LSA Associates, September 2021.				

- a) *Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

A Biological Resources Assessment (BRA) was prepared for the Proposed Project by LSA Associates in September 2021. The most recent records of the California Natural Diversity Database (CNDDDB) managed by CDFW (CDFW 2021), the USFWS IPaC Information for Planning and Consultation (USFWS 2021), and the California Native Plant Society's Electronic Inventory (CNPSEI) of Rare and Endangered Vascular Plants of California (CNPS 2021) were reviewed. A general reconnaissance survey was conducted within the Project Site to identify the potential for the occurrence of special status species, vegetation communities, or habitats that could support special status wildlife species. The survey consisted of walking transects spaced to provide 100% visual coverage of the Project Site.

According to the CNDDDB, CNPSEI, and other relevant literature and databases, 60 sensitive species and 3 sensitive habitats, have been documented in the *Fontana* and *San Bernardino South* quads. This list of sensitive species and habitats includes any State and/or federally listed threatened or endangered species, CDFW designated Species of Special Concern (SSC) and otherwise Special Animals. According to the databases, no sensitive habitats, including USFWS designated critical habitat, occurs within or adjacent to the Project Site. From the field survey, it was concluded that there is some habitat within the Project Site, as well as the immediate surrounding area, that is marginally-suitable for some sensitive species identified in the CNDDDB search. The Project Site is not located within or adjacent any USFWS designated Critical Habitat.

Wildlife: Species observed or otherwise detected on or in the vicinity of the Project Site during the surveys included rock pigeon (*Columba livia*), house sparrow (*Passer domesticus*), and Botta's pocket gopher (*Thomomys battae*) burrows.

Special Status Species: The Delhi Sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*) is federally listed as endangered. The closest documented occurrences to the Project Site are 1.13-mile southwest and 0.76-mile northwest. No suitable habitat for the Delhi sands flower-loving fly exists within the Project Site or surrounding area. The soils on site are not the appropriate soils for this species. Because this species spends the majority of its life underground, a site must contain the appropriate soils in order for it to be deemed suitable.

The burrowing owl (BUOW) is a state and federal SSC. The Project Site does not contain suitable habitat for this species. The site is compact with imported materials with no signs of burrow surrogate species, like California ground squirrels (*Otospermophilus beecheyi*). The assessment survey was structured, in part, to detect BUOW, which has been observed in the near vicinity of the Project Site (within 2 miles). The result of the survey was that no evidence of BUOW was found in the survey area. No burrows of appropriate size, aspect, or shape were located and no BUOW pellets, feathers, or whitewash were found. No burrowing owl individuals were observed.

Less Than Significant Impact

- b, c) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? 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.*

A general assessment of jurisdictional waters regulated by the United States Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), and CDFW was conducted for the Project Site. Aerial imagery of the site was examined and compared with the surrounding USGS 7.5-minute topographic quadrangle maps to identify drainage features within the survey area as indicated from topographic changes, blue-line features, or visible drainage patterns. No obvious signs of jurisdictional features were observed during the literature review.

The USACE has the authority to permit the discharge of dredged or fill material in Waters of the U.S. under Section 404 CWA. No drainage features were observed during the field survey. As such, the Project Site does not contain any wetlands, waters of the U.S., or Waters of the State. The CDFW asserts jurisdiction over any drainage feature that contains a definable bed and bank or associated riparian vegetation. No definable bed or bank features exist on the Project Site. As such, the Project Site does not contain any areas under CDFW jurisdiction. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less Than Significant Impact

- d) *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

Wildlife movement and the fragmentation of wildlife habitat are recognized as critical issues that must be considered in assessing impacts to wildlife. Habitat fragmentation is the division or breaking up of larger habitat areas into smaller areas that may or may not be capable of independently sustaining wildlife and plant populations. Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. The Project Site is surrounded by single-family residences to the south; and commercial uses east, west and north of the Project Site. The Project Site does not contain nor is it adjacent to any wildlife corridors.⁹ The foothill areas of the San Gabriel and San Bernardino Mountains and associated washes are considered habitat linkage and wildlife corridors in the Valley Region of the County.¹⁰

⁹ San Bernardino County. Zoning Overlays Maps: Open Space. <http://cms.sbcounty.gov/Portals/5/Planning/ZoningOverlaymaps/OpenSpaceCountywide.pdf>. Accessed January 18, 2020.

¹⁰ San Bernardino Countywide Plan Draft EIR. Biological Resources. <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>. Accessed January 18, 2021.

The Project Site is located within a relatively developed area at least 10 miles away from the foothills.

Therefore, the Project Site would not be suitable as a native resident or migratory wildlife corridor or for facilitating the movement of any native resident or migratory wildlife species. No significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

The Project Site is currently vacant and undeveloped. The habitat on-site consists of bare ground with almost no vegetation. The site has been subject to historic human disturbances with evidence of the importation of material, such as road base, and the evidence of foot traffic and vehicle traffic.

There are no prominent geologic features occurring on or near the Project Site. The Project Site is primarily bare ground with almost no vegetation. It does not contain biological resources protected under local policies or ordinances. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

- f) *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?*

The Project Site is not located within the planning area of an adopted Habitat Conservation Plan, Natural Community Plan, or other approved local, regional, or state habitat conservation plan as identified in the California Department of Fish and Wildlife's California Natural Community Conservation Plans Map (April 2019).¹¹ No impacts are identified or are anticipated, and no mitigation measures are required.

No Impact

Therefore, no significant adverse impacts are identified or anticipated.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
V. CULTURAL RESOURCES - Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Cultural Resources Assessment, LSA Associates, April 2021

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

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

A Cultural Resources Assessment, dated April 2021, was prepared for the Proposed Project by LSA Associates. The purpose of the assessment was to identify and document any cultural resources that may potentially occur within the Project Site. The investigation was completed for compliance with the California Environmental Quality Act (CEQA), as amended, the San Bernardino County policies and guidelines, and the City of Rialto policies and guidelines. Historic land use data was compiled by LSA Associates through research conducted at the Bureau of Land Management General Land Office records (on-line); the San Bernardino County Archives, the San Bernardino County Assessor’s Office and Recorder’s offices, the San Bernardino County Surveyor’s Office, and local historic data from the McKenna et al. in-house library.

An archaeological records search was completed for this investigation at the California State University, Fullerton, South Central Coastal Information Center (March 15, 2021). The research confirmed 19 resources investigations within a one-mile radius of the Project Site. The majority of the resources consisted of historic structures and foundations illustrating developments between the 1910s and 1950s. None of these resources were identified within the Project Site.

LSA Associates conducted a field survey of the Project Site on March 4, 2021. The field survey involved paralleling north/south transects at average intervals of 10 meters (32-33 feet) and traversing the property from east to west.

All areas of the property were accessible and subjected to visual examination. Modern refuse was noted throughout the site. No evidence of any structural remains and no other evidence of use of the Project Site. Given these findings, LSA Associates has concluded there are no historic cultural resources within the Project Site and, therefore, the Proposed Project will have no adverse impacts on any known resources. The potential for buried cultural resources is extremely low. No evidence of prehistoric archaeological resources, historic archaeological resources, or standing structures have been identified within the Project Site.

No significant historical events or persons have been associated with the Project Site. Given the negative findings, LSA Associates has concluded the Project Site is clear of any potentially significant cultural resources.

Less Than Significant Impact

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

Construction activities, particularly grading, could potentially disturb human remains interred outside of a formal cemetery. To ensure adequate and compliant management of any buried remains that may be identified during project development, the following mitigation measure is required as a condition of project approval to reduce any potential impacts to a less than significant level.

Mitigation Measure CR-1:

If, at any time, evidence of human remains (or suspected human remains) are uncovered, the County Coroner must be contacted immediately and permitted to examine the find in situ. A buffer must be established around the find (minimum of 50 feet) and the consulting archaeologist must also be notified.

If the remains are determined to be of Native American origin, the Coroner will contact the Native American Heritage Commission and the Most Likely Descendant (MLD) will be named. In consultation with the MLD, the County, project proponent, and consulting archaeologist, the disposition of the remains will be determined. Any costs incurred will be the responsibility of the project proponent/property owner.

If the remains are determined to be archaeological, but non-Native American, the consulting archaeologist will oversee the removal, analysis, and disposition of the remains. Any costs incurred will be the responsibility of the project proponent/property owner.

If the remains are determined to be of forensic value, the County Coroner will arrange for their removal, analysis, and disposition. The Coroner's activities will not involve any costs to the project proponent/property owner.

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

Less than Significant with Mitigation

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
VI. ENERGY – Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

Natural Gas: The Project Site would be serviced by Southern California Gas Company (SoCalGas). The Project Site is currently vacant and has no demand for natural gas. Therefore, the development of the Proposed Project will create a permanent increase demand for natural gas. According to the California Energy Commission, the natural gas consumption of the SoCalGas planning area commercial building sector was 974,982,675 therms in 2019.¹² Based on the CalEEMod output for annual emissions, the Proposed Project’s estimated annual natural gas demand is 488.4 therms. The Proposed Project’s estimated annual natural gas consumption compared to the 2019 annual natural gas consumption of the overall commercial building sector in the SoCalGas Planning Area would account for less than 0.0001 percent of total natural gas consumption.

Electricity: The Project Site is currently vacant and does not use electricity. The Proposed Project is a retail development to includes a gas station/convenience store, car wash and restaurants. Southern California Edison (SCE) would provide electricity to the Project Site. According to the California Energy Commission, the commercial building sector of the Southern California Edison planning area consumed 36,202.653241GWh of electricity in 2019.¹³ The implementation of the Proposed Project would result in an increase in electricity demand. The estimated electricity demand for the Proposed Project is 0.027 GWh per year.

¹² <https://ecdms.energy.ca.gov/Default.aspx>. Accessed December 1, 2020.

¹³ <https://ecdms.energy.ca.gov/Default.aspx>. Accessed December 1, 2020.

The Proposed Project's estimated annual electricity consumption compared to the 2019 annual electricity consumption of the overall commercial building sector in the SCE Planning Area would account for less than 0.0001 percent of total electricity consumption. The increase in electricity demand from the Proposed Project is insignificant compared to the projected electricity demand for SCE's entire service area.

The Proposed Project has been designed to comply with the 2023 Building Energy Efficiency Standards. The County of San Bernardino would review and verify that the Proposed Project plans would be in compliance with the most current version of the Building and Energy Efficiency Standards. The Proposed Project would also be required adhere to CALGreen, which establishes planning and design standards for sustainable developments and energy efficiency. The Proposed Project would not result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

The Proposed Project would be designed to comply with the County of San Bernardino Greenhouse Gas Emissions Reduction Plan, and the State Building Energy Efficiency Standards (Title 24). It would include 11 clean air vehicle and 7 electric vehicle (EV) parking spaces. Project development would not cause inefficient, wasteful or unnecessary energy consumption, and no adverse impacts would occur.

The Proposed Project would not conflict with the San Bernardino County Greenhouse Gas Emissions Reduction Plan, or any other applicable plan, policy or regulation of an agency adopted to reduce GHG emissions (discussed further in Section VIII); therefore, the Project is consistent with AB 32, which aims to decrease emissions statewide to 40 percent below 1990 levels by to 2030. The Proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are recommended.

Less Than Significant Impact

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

	<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
VII.	GEOLOGY AND SOILS - Would the project:				

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

ii. Strong seismic ground shaking?

iii. Seismic-related ground failure, including liquefaction?

iv. Landslides?

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

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse?

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

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

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

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

- a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42

The Project Site does not occur within an Alquist-Priolo Earthquake Fault Zone¹⁴ or County Fault Hazard Zone.¹⁵ The nearest fault zone is the San Jacinto Fault Zone, which is approximately 4.5 miles northeast of the Project Site. The Proposed Project would be required to comply with the California Building Code requirements and the Uniform Fire Code requirements and all applicable statutes, codes, ordinances, and standards of the San Bernardino County Fire Department. Compliance with these codes and standards would address potential impacts resulting from an earthquake event. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

ii) Strong seismic ground shaking?

No active faults pass through Bloomington.¹⁶ As is the case for most areas of Southern California, ground shaking resulting from earthquakes associated with nearby and more distant faults may occur at the Project Site. The design of any structures on-site would incorporate measures to accommodate projected seismic ground shaking in accordance with the California Building Code (CBC) and local building regulations. The CBC is designed to preclude significant adverse effects associated with strong seismic ground shaking. Compliance can ensure that the Proposed Project would not expose people or structures to substantial adverse effects, including loss, injury or death, involving seismic ground shaking. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

¹⁴Department of Conservation Fault Activity Map of California (2010). <http://maps.conservation.ca.gov/cgs/fam/>. Accessed December 21, 2020.

¹⁵ San Bernardino Countywide Plan Draft EIR. Geology and Soils. Figure 5.6-1 "Alquist-Priolo Fault Zones and County Fault Hazard Zones."

¹⁶ San Bernardino Countywide Plan Draft EIR. Geology and Soils. Figure 5.6-1 "Alquist-Priolo Fault Zones and County Fault Hazard Zones."

iii) Seismic-related ground failure, including liquefaction?

Liquefaction is a process in which cohesion-less, saturated, fine-grained sand and silt soils lose shear strength due to ground shaking and behave as fluid. Areas overlying groundwater within 30 to 50 feet of the surface are considered susceptible to liquefaction hazards. Ground failure associated with liquefaction can result in severe damage to structures. The Project Site is not located in an area susceptible to liquefaction.¹⁷ Therefore, no significant impacts are identified or are anticipated, and no mitigation measures are required.

Less Than Significant Impact

iv) Landslides?

Seismically induced landslides and other slope failures are common occurrences during or soon after earthquakes. The Project Site is not located within an area susceptible to landslides.¹⁸ Furthermore, the Project Site is near level with the surrounding area. Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.

No Impact

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

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

Less Than Significant Impact

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse?

The Project Site is relatively flat with no prominent geologic features occurring on or within the vicinity of the Project Site.

¹⁷ San Bernardino Countywide Plan Draft EIR. Geology and Soils. Figure 5.6-3 “Liquefaction and Landslide Susceptibility.”

¹⁸ San Bernardino Countywide Plan Draft EIR. Geology and Soils. Figure 5.6-3 “Liquefaction and Landslide Susceptibility.”

The Project Site is not within an area susceptible to liquefaction or landslides.¹⁹ Seismically induced lateral spreading involves lateral movement of soils due to ground shaking. Because the Project Site is relatively level, the potential for seismically induced lateral ground spreading should be considered low. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

- d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

Expansive soils (shrink-swell) are fine-grained clay silts subject to swelling and contracting in relation to the amount of moisture present in the soil. Structures built on expansive soils may incur damage due to differential settlement of the soil as expansion and contraction takes place. A high shrink-swell potential indicates a hazard to structures built on or with material having this rating. The Project Site consists of Hanford coarse sandy loam soils.²⁰ Sandy loam soils are usually very stable soil that shows little change with the amount of moisture. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less Than Significant Impact

- e) *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

The Proposed Project does not include the installation of a new septic tank or any other alternative wastewater disposal system. The Proposed Project will connect to an existing sewer line in Dream Street that provides sewer service to the area. Therefore, no significant adverse impact is identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

As part of the Phase I Cultural Resources Investigation, a paleontological overview was completed through the Natural History Museum of Los Angeles County. The Project Site is dominated by "... surficial sediments ... composed of younger and older alluvial Quaternary Alluvium, derived broadly as alluvial fan deposits from the San Gabriel Mountains to the north and possibly including wind deposited sands."²¹

¹⁹ San Bernardino Countywide Plan Draft EIR. Geology and Soils. Figure 5.6-3 "Liquefaction and Landslide Susceptibility."

²⁰ Natural Resources Conservation Service. Web Soil Survey. Accessed March 25, 2021.

²¹ Per Samuel McLeod's letter addressing results of paleontological overview of the Project Site. December 27, 2019.

While fossil specimens are not associated with the younger Quaternary deposits, the older deposits have been known to yield specimens that include: elephants, bear, dog, horse, camel, and bison.

The following Mitigation Measure is recommended to ensure adequate and compliant management of any paleontological resources that may be identified within the Project Site during project development:

Mitigation Measure GEO-1:

Any excavations that exceed the relative depth of the younger alluvium and impacting older alluvial deposits should be monitored by a qualified paleontologist to detect and professionally collect any fossils uncovered.

Implementation of Mitigation Measure GEO-1 would ensure that no significant impacts to paleontological resources occur.

Less than Significant with Mitigation

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

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

SUBSTANTIATION:

San Bernardino County Greenhouse Gas Reduction Plan Update (June 2021); Air Quality and Greenhouse Gas Analysis, LSA September 2021

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

In June 2021, the County updated the Greenhouse Gas Emissions (GHG) Reduction Plan (June 2021) (GHG Plan). The GHG Plan presents a comprehensive set of actions to reduce the County’s internal and external GHG emissions to 40% below 2020 levels by 2030, consistent with the SB 32. GHG emissions impacts are assessed through the GHG Development Review Process (DRP) by applying appropriate reduction requirements as part of the discretionary approval of new development projects.

Through its development review process, the County will implement CEQA requiring new development projects to quantify project GHG emissions and adopt feasible mitigation to reduce project emissions below a level of significance. A review standard of 3,000 metric tons of CO₂ equivalent (MTCO₂e) per year is used to identify projects that require the use of Screening Tables or a project-specific technical analysis to quantify and mitigate project emissions. The purpose of the Screening Tables is to provide guidance in measuring the reduction of greenhouse gas emissions attributable to certain design and construction measures incorporated into development projects.

Implementation of the County’s GHG Plan is achieved through the Development Review Process by applying appropriate reduction requirements to projects, which reduce GHG emissions. All new developments are required to quantify the project’s GHG emissions and adopt feasible mitigation to reduce project emissions below a level of significance. A review standard of 3,000 metric tons of carbon dioxide equivalent (MTCO₂e) per year is used to identify and mitigate project emissions.

GHG emissions were calculated using CalEEMod version 2020.4.0. Construction is anticipated to begin in 2023 and completed in late 2023. Other parameters which are used to estimate construction emissions such as those associated with worker and vendor trips, and trip lengths were based on the CalEEMod defaults. The operational mobile source emissions were calculated using the Traffic Analysis prepared by Linscott, Law, & Greenspan, which determined that the Proposed Project would generate approximately 1,848 trips per day.

**Table 5
 Greenhouse Gas Construction Emissions
 (Metric Tons per Year)**

Source/Phase	CO ₂	CH ₄	N ₂ O	CO ₂ e
Site Preparation	0.45	<0.01	<0.01	0.45
Grading	1.24	<0.01	<0.01	11.05
Building Construction	50.51	0.02	<0.01	<0.01
Paving	2.34	<0.01	<0.01	2.77
Architectural Coating	0.39	<0.01	<0.01	0.40
Total MTCO₂e	56.66			
Amortized over 30 years	1.89			

Source: Air Quality and GHG Analysis (LSA September 2021).

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

Source/Phase	CO ₂	CH ₄	N ₂ O	CO ₂ e
Area	<0.01	<0.01	<0.01	<0.01
Energy	8.85	<0.01	<0.01	8.88
Mobile	919.68	0.12	0.08	947.67
Waste	<0.01	<0.01	<0.01	<0.01
Water	0.83	<0.01	<0.01	0.97
Construction amortized	1.89			
Total MTCO₂e	958.40			
County Screening Threshold	3,000			

Source: Air Quality and GHG Analysis (LSA September 2021).

As shown in Tables 5 and 6 the Proposed Project would generate approximately 958.40 MTCO_{2e} per year which does not exceed the County screening threshold of 3,000 MTCO_{2e}.

Less Than Significant Impact

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

The Proposed Project would comply with applicable County GHG Plan strategies. Any project that does not exceed 3,000 MTCO_{2e} per year will be considered to be consistent with the SCAQMD’s AQMP and determined to have a less than significant individual and cumulative impact for GHG emissions. Less than significant impacts are identified or anticipated.

Less Than Significant Impact

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

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

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| e) For a project located within an airport land use 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

SUBSTANTIATION:

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

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

The Proposed Project is a retail development that includes a gas station/convenience store. Construction and operation of the Proposed Project would require the routine transport, use, storage, and disposal of limited quantities of common hazardous materials such as gasoline, diesel fuel, oils, solvents, paint, fertilizers, pesticides, and other similar materials. Operations would include standard maintenance (i.e., landscape upkeep, exterior painting and similar activities) involving the use of commercially available products (e.g., pesticides, herbicides, gas, oil, paint, etc.) the use of which would not create a significant hazard to the public. All materials required during construction would be kept in compliance with State and local regulations and Best Management Practices.

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

Less Than Significant Impact

- b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

Hazardous or toxic materials transported in association with construction of the Proposed Project may include items such as oils, paints, and fuels.

All construction materials would be kept in compliance with State and local regulations. Operational activities include standard maintenance that involve the use of commercially available products, which would not create significant hazard to the public or the environment through reasonably foreseeable upset and accidental release of hazardous materials into the environment. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

The closest schools to the Project Site are Bloomington Christian Elementary School approximately ¼ mile north, and Ruth Grimes Elementary School located approximately ½ mile east of the Project Site. Hazardous materials for the proposed gas station would be handled in accordance to State and local regulations as to not create a hazard to the surrounding area. As discussed in Section III, the Proposed Project's gas station operations would not generate air toxic concentrations that would cause or result in an exceedance of the applicable SCAQMD threshold. The analysis in Section III evaluated emission concentrations at 25 meters from the pumping positions. The nearest school is ¼ mile north of the Project Site. All materials required during construction and operations would be kept in compliance with State and local regulations and Best Management Practices. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

- d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

The Project Site was not found on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 by the California Department of Toxic Substances Control's EnviroStor data management system.²² EnviroStor tracks cleanup, permitting, enforcement and investigation efforts at hazardous waste facilities and sites with known or suspected contamination issues. No hazardous materials sites are located within or in the immediate vicinity of the Project Site. Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.

No Impact

²²California Department of Toxic Substances Control. EnviroStor. Accessed December 21, 2020.

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?*

The Project Site is not within an airport safety review area or Airport Runway Protection Zone.²³ The Project Site is not located within the vicinity of a private or public airstrip. The nearest airport to the Project Site is San Bernardino International Airport, approximately 8.5 miles east of the Project Site. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

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

The Project Site does not contain any emergency facilities. The I-10 freeway is an evacuation route within the Valley Region of the County.²⁴ The Project Site is approximately 500 feet north of I-10. Adequate on-site access for emergency vehicles would be verified during the County's plan review process. During construction, the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the County. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

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

The Project Site is not located within a High or Very High Fire Hazard Severity Zone.²⁵ In addition, there are no intermixed wildland areas within the vicinity of the Project Site. The nearest wildland areas would be Jurupa Hills, located approximately 1.5 mile southwest of the Project Site. The Proposed Project is the development of a gas station/convenience store. It would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. The Proposed Project is subject to review and approval from the San Bernardino County Fire Marshal. All new construction shall comply with the current Uniform Fire Code requirements and all applicable statutes, codes, ordinances, and standards of the San Bernardino County Fire Department. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

²³ San Bernardino Countywide Plan Draft EIR. Hazards and Hazardous Materials. Figure 5.8-2 "Airport Safety Zones."

²⁴ San Bernardino Countywide Plan Draft EIR. Hazards and Hazardous Materials. Table 5.8-10 "Evacuation Routes in San Bernardino County."

²⁵ San Bernardino Countywide Plan Draft EIR. Hazards and Hazardous Materials. Figure 5.8-4 "Fire Severity and Growth Areas in the Valley and Mountain Regions."

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
X. HYDROLOGY AND WATER QUALITY - Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

Countywide Plan; Submitted Project Materials

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

The State of California is authorized to administer various aspects of the NPDES. Construction activities covered under the State's General Construction permit include the removal of vegetation, grading, excavating, or any other activity that causes the disturbance of one acre or more.

The General Construction permit requires recipients to reduce or eliminate non-storm water discharges into stormwater systems, and to develop and implement a SWPPP. The SWPPP is based on the principles of Best Management Practices (BMPs) to control and abate pollutants. The SWPPP must include BMPs to prevent project-related pollutants from impacting surface waters.

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

In addition, the County requires the preparation of a Water Quality Management Plan (WQMP) for development projects that involve the creation of 10,000 ft² or more of impervious surface collectively over the entire site and parking lots of 5,000 ft² or more exposed to storm water. A Water Quality Management Plan (WQMP) is being prepared for the project and will be submitted to the County for review. The project proponent is responsible for the implementation of the provisions of the WQMP and will ensure that the plan is amended as appropriate to reflect up-to-date conditions of the site consistent with the County's Municipal Storm Water Management Program and the intent of the NPDES Permit for San Bernardino County and the incorporated cities of San Bernardino County within the Santa Ana Region.

As such, the proposed Project would not generate additional drainage flows during peak periods for downstream properties. The site runoff will be conveyed primarily by surface flow within the site to the drainage inlet that will feed the underground pipe retention/infiltration basin. Based upon the amount of volume capture of runoff and the design of the infiltration system to ensure pollutants do not discharge downstream, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

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

The Proposed Project is a retail development that includes a gas station/convenience store. Subject to a MUP, the Proposed Project would be consistent with the Countywide Plan designation of General Commercial for the Project Site.

Implementation of the project Best Management Practices (BMPs) would ensure that stormwater discharge does not substantially alter the existing drainage pattern and water quality, thereby allowing runoff from the Project Site to be utilized as a resource that can eventually be used for groundwater recharge. Therefore, the Proposed Project is not anticipated to have a substantial impact on groundwater supplies or interfere substantially with groundwater recharge. No significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

- c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*
- i) *Result in substantial erosion or siltation on- or off-site;*

Erosion is the wearing away of the ground surface as a result of the movement of wind or water, and siltation is the process by which water becomes dirty due to fine mineral particles in the water. Soil erosion could occur due to a storm event. Thus, the Proposed Project is subject to the requirements of the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity. The Construction General Permit requires the development and implementation of a Storm Water Pollution and Prevention Plan (SWPPP). The SWPPP must list BMPs to avoid and minimize soil erosion. Adherence to BMPs would prevent substantial soil erosion or the loss of topsoil. Natural infiltration capacity would be maximized by incorporating a design that promotes water retention through placement of proposed landscape, soil development, grading techniques, and allowing natural drainage into the landscaped areas. Disturbed areas will be re-vegetated where possible. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

The site currently drains primarily to the north and west. This general pattern will not be altered with implementation of the Proposed Project. Because there are no storm drain facilities adjacent to the Project Site and the elevation is not sufficient to accommodate an outlet for an onsite detention basin, the onsite storm water flows would be accommodated by an underground infiltration/retention system. Therefore, the Proposed Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite.

Less Than Significant Impact

- iii) *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of runoff; or*

The proposed infiltration basin is anticipated to achieve a complete on-site retention of site's capture design volume.

As such, with adherence to the WQMP, the proposed Project is not anticipated to 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. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less Than Significant Impact

- iv) *Impede or redirect flood flows?*

The Project Site is not within a 100-Year Federal Emergency Management Agency (FEMA) flood zone, 100-year Department of Water Resources Awareness Zone, or a 500-year FEMA flood zone.²⁶ Under existing conditions, the site generally flows southwest towards Cedar Avenue. Under proposed conditions, stormwater would be conveyed along the western boundary of the Project Site and would eventually drain to the underground storm infiltration chambers. Development of the Proposed Project would not substantially impede or redirect flood flows. Therefore, less than significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

Due to the inland distance from the Pacific Ocean and any other significant body of water, tsunamis and seiches are not potential hazards in the vicinity of the Project Site. The closest body of water to the Project Site is Lake Evans, located approximately 4.75 miles southeast of the site and approximately 300 feet lower in elevation. The Project Site is neither located within a Federal Emergency Management Agency (FEMA) 100-year floodplain nor a 500-year floodplain.²⁷ Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

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

The WQMP being prepared as part of this proposal complies with the requirements of the San Bernardino County and the NPDES Areawide Stormwater Program. The proposed project would adhere to each WQMP's BMPs, regional and local water quality control and/or sustainable groundwater management plans. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

²⁶ San Bernardino Countywide Plan Draft EIR. Hydrology and Water Quality. Figure 5.9-2 "Flood Hazard Zones in the Valley and Mountain Regions."

²⁷ San Bernardino Countywide Plan Draft EIR. Hydrology and Water Quality. Figure 5.9-2 "Flood Hazard Zones in the Valley and Mountain Regions."

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
XI. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:
Countywide Plan; Submitted Project Materials

- a) *Physically divide an established community?*
- b) *Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

The Proposed Project is a retail development to include a gas station/convenience store on a 0.5-acre vacant parcel located within the Valley Corridor Specific Plan. The plan was intention provides the foundation for a healthier and more vibrant community corridor that offers employment and retail opportunities in a walkable, safe, and attractive environment. The Specific Plan encourages opportunities for healthier living, including pedestrian-oriented activity centers that highlight Bloomington’s cultural, historical, and community assets. The Plan also emphasizes the creation of employment spaces that foster small business development and promote a range of office and light industrial businesses, planting the seeds of business and job opportunities to promote overall growth in community capital.

The Project Site meets the intent of the Specific plan as it is located on the southeast corner of Valley Boulevard and Cedar Avenue. It is surrounded by non-conforming single-family residences to the south and commercial properties to the west, east, and north of the Project Site. The Project Site is located within the Community of Bloomington and is zoned Valley Corridor Commercial (VC/C) district land. Subject to a MUP, the Proposed Project would be consistent with the Countywide Plan and Valley Corridor Specific Plan.

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

Less Than Significant Impact

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

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

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

Countywide Plan; Submitted Project Materials; Mineral Land Classification

- a) *Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?*

The Project Site occurs within Mineral Resource Zone 2 (MRZ-2). An MRZ-2 zone is an area containing known mineral occurrences of high mineral resource significance. However, the subject property is of limited size and adjacent to Commercial and residential uses. The property size and surrounding uses are not compatible with mineral resource extraction. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

- b) *Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

The Project Site has a current land use zoning of General Commercial. With the approval of the MUP, the Proposed Project would be consistent with the Countywide Plan. Although the Project Site is within an MRZ-2 zone, the size of the property and surrounding uses make the site unsuitable for mineral resources extraction. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
XIII. NOISE - Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Countywide Plan; Submitted Project Materials; Noise and Vibration Impact Analysis, LSA, September 2021

- a) *Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

A Noise Impact Analysis, dated September 2021, was prepared for the Proposed Project by LSA Associates to determine the noise impacts associated with the development of the Proposed Project. The noise study provides information regarding noise fundamentals, sets out the local regulatory setting, presents the study methods and procedures for transportation related Community Noise Equivalent Level (CNEL) traffic noise analysis, and evaluates the future exterior noise environment. It also includes an analysis of the potential Project-related long-term stationary-source operational noise and short-term construction noise and vibration impacts. Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). A-weighted decibels (dBA) approximate the subjective response of the human ear to broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum.

The background ambient noise levels in the Project study area are dominated by the transportation-related noise associated with the adjacent surface streets and the I-10 Freeway. Noise levels were measured in the project area including onsite noise levels, and noise levels near the residential land uses to the south of the Project Site. The measured average noise levels range from 64.0 to 69.7 dBA Leq and the maximum instantaneous noise levels range from 77.1 to 81.5 dBA Lmax in the project vicinity.

One long-term (24-hour) noise level measurements were conducted from July 27 to July 28, 2021, using a Larson Davis Spark 706RC Dosimeters. The measured CNEL is 68.5 dBA near the residential land use immediately south of the Project Site.

Temporary Construction Noise: The closest residential property line is located directly south of the project construction boundary and may be subject to short-term construction noise generated by construction activities that reach 86 dBA Lmax (82 dBA Leq). Ambient noise levels during daytime hours at the Proposed Project would be required to comply with the construction hours allowed under the County Development Code and standard conditions for construction listed below. Noise affecting adjacent residential uses located south of the project site would further be attenuated by the existing approximately five (5) foot high block wall located along the entire south boundary line. Therefore, no noise impacts from construction activities would occur, and no noise reduction measures are required.

Long-Term Offsite Traffic Noise: Traffic modeling shows that the project-related traffic noise increase on Cedar Road and Valley Boulevard would increase by up to 2.1 dBA and 2.2 dBA respectively. This noise level increase is below 3 dBA and would not be perceptible to the human ear in an outdoor environment. Therefore, no off-site traffic noise impacts would occur, and no noise reduction measures are required.

Long-Term Onsite Noise: Operation of the proposed project would include fueling activities, parking lot activities, and HVAC systems that would result in stationary noise impacts as described below.

Fueling activities would potentially include engine start-up noise, car door slams, back-up alarms, and tire squeals, which would generate noise levels of approximately 70 dBA Lmax at 50 ft. It is assumed that fueling activities would generate the maximum noise level for a cumulative period of 15 minutes in any hour, which would be 64.0 dBA Leq at 50 ft.

The proposed project would include nine (9) parking spaces for automobiles on the south side of the project adjacent to the proposed convenience store in accordance with the Valley Corridor Specific Plan commercial parking requirements. Noise generated from parking lot activities would include noise generated by vehicles traveling at slow speeds, engine start-up noise, car door slams, car horns, car alarms, and tire squeals. Representative parking activities would generate approximately 60 to 70 dBA Lmax at 50 ft. It is assumed that parking activities for automobiles would generate the maximum noise level for a cumulative period of 2 minutes in any hour, which would be 55.0 dBA Leq at 50 ft. Noise affecting adjacent residential uses located south of the project site would further be attenuated by the existing approximately five (5) foot high (block wall located along the entire south boundary line.

The proposed project would include a rooftop HVAC unit for the convenience store and fast-food restaurant. The HVAC equipment could operate 24 hours per day. The HVAC

unit would generate a noise level of 44.4 dBA Leq at 50 ft. The roofline and parapet would provide a minimum noise reduction of 8 dBA.

Truck delivery activities would take place at the proposed convenience store.

Noise generated from truck delivery activities would include truck movement at slow speeds, engine start-up noise, truck door slams, back-up alarms, air brakes, idling, and unloading activities.

These activities would result in a maximum noise similar to noise readings from truck delivery and truck-unloading activities for other projects, which would generate a noise level of 75 dBA Lmax at 50 ft. It is assumed that truck delivery activities would generate the maximum noise level for a cumulative period of 5 minutes in any hour. Also, it is estimated that there would be a maximum of one delivery truck per hour, which would result in a cumulative period of 5 minutes in any hour. Based on the assumptions above, truck delivery activities would generate a noise level of 64.2 dBA Leq at 50 ft.

The combined onsite noise levels would reach up to 65.0 dBA Leq at the commercial property line adjacent to the project site. These noise levels would not exceed the County's 60 dBA L50 (30 minute) and the maximum 80 dBA anytime noise standard for commercial land uses or noise standards for residential land uses located further from the project site.

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

Less Than Significant Impact

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

The proposed project has the potential to create groundborne vibrations during construction activities. The greatest vibration levels are anticipated to occur during the site preparation phase. All other phases are expected to result in lower vibration levels. The distance to the nearest buildings for vibration impact analysis is measured between the nearest off-site buildings and the project boundary (assuming the construction equipment would be used at or near the project boundary) because vibration impacts normally occur within the buildings. The closest structure (commercial) south of the project construction boundary is approximately 70 ft away, would experience vibration levels of up to 74 VdB (0.019 PPV [in/sec]). This vibration level would not result in community annoyance because vibration levels would not exceed the FTA community annoyance threshold of 78 VdB during daytime hours. In addition, this vibration level does not have the potential to result in building damage because the building was observed to be constructed of nonengineered-timber and masonry and the vibration level would not exceed the FTA vibration damage threshold of 94 VdB (0.2 PPV [in/sec]).

All other building structures surrounding the project site would experience vibration levels of 66 VdB (0.008 PPV [in/sec]) or lower. This vibration level would be barely perceptible and would not result in community annoyance. In addition, this vibration level would not have the potential to result in building damage because these buildings were observed to be constructed of nonengineered-timber and masonry, and the vibration level would not exceed the FTA vibration damage threshold of 94 VdB (0.2 PPV [in/sec]). Noise affecting adjacent residential uses located south of the project site would further be

attenuated by the existing approximately five (5) foot high block wall located along the entire south boundary line.

Therefore, no significant adverse construction or operational period vibration impacts are identified and mitigation is not required.

Less Than Significant Impact

- c) *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?*

The Project Site is not within an airport safety review area or Airport Runway Protection Zone.²⁸ The Project Site is not located within the vicinity of a private or public airstrip. The nearest airport is San Bernardino International Airport, which is approximately 5.8 miles east of the Project Site. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
XIV. POPULATION AND HOUSING - Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>SUBSTANTIATION:</i>				
<i>Countywide Plan; Submitted Project Material</i>				

²⁸ San Bernardino Countywide Plan Draft EIR. Hazards and Hazardous Materials. Figure 5.8-2 "Airport Safety Zones."

- a) *Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

The Proposed Project is the development of a gasoline service station/convenience store and does not involve construction of new homes nor would it induce unplanned population growth by creating a significant number of new jobs. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

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

No Impact

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
XV. PUBLIC SERVICES				

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

Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION:
Countywide Plan; Submitted Project Materials

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

Fire Protection?

There are two fire stations located within the vicinity of the Project Site. San Bernardino County Fire Station 76, at 10174 Magnolia Street, is located approximately 0.2 miles

west of the Project Site. Fire Station 77, at 17459 Slover Avenue, is located approximately 2 miles southwest of the Project Site. Services at Station 77 are paid for under contract with the City of Fontana. This station will need to be replaced in the future; if it were replaced to be more centralized in Fontana, Bloomington would lose level of service. In this event, a new station in southern Bloomington would be necessary. A replacement for Station #77, paid for under contract with Fontana, could potentially be relocated and/or a new station built in south Bloomington.²⁹ Comprehensive safety measures that comply with federal, state, and local worker safety and fire protection codes and regulations would be implemented into project design to minimize the potential for fires to occur during construction and operations. The Proposed Project would be required to comply with County fire suppression standards, provide adequate fire access and pay required development impact fees. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

Police Protection?

The San Bernardino County Sheriff's Department (SBCSD) serves the Community of Bloomington and other unincorporated portions of the County. The nearest police station to the Project Site is the SBCSD station located at 17780 Arrow Boulevard, approximately 2.5 miles northwest of the Project Site. The SBCSD reviews staffing needs on a yearly basis and adjusts service levels as needed to maintain an adequate level of public protection. Additionally, development impact fees are collected at the time of building permit issuance to offset project impacts. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

Schools?

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

Less Than Significant Impact

Parks?

The Proposed Project would neither induce residential development nor significantly increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of any facilities would result. Operation of the Proposed Project would place no demands on parks because it would not involve the construction of housing and would not involve the introduction of a permanent human population into the area. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

²⁹ San Bernardino Countywide Plan Draft EIR: Public Services. Page 5.14-16.

Other Public Facilities?

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

No Impact

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

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

SUBSTANTIATION:

Submitted Project Materials

- a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?*

The Proposed Project requires a maximum of 12 employees. Employees are expected to come from the local labor force. It does not include development of residential housing or other uses that would lead to substantial population growth. Therefore, the Proposed Project would not result in an increase in the use of existing neighborhood or regional parks, or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated. The Project Applicant's payment of required fees will serve to mitigate any potential impacts related to the use of existing parks and other recreational facilities from the Proposed Project. No impacts are identified or anticipated, and no mitigation measures are required.

No Impact

- b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

The Proposed Project does not include the construction or expansion of recreational facilities. The employees required for the operations of the Proposed Project would

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

No Impact

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

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

SUBSTANTIATION:

Countywide Plan; Submitted Project Materials; Traffic Impact Analysis Report, Linscott, Law & Greenspan July 21, 2021

- a) *Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*
- A Traffic Impact Analysis (TIA), dated July 21, 2021, was prepared for the Proposed Project by Linscott, Law & Greenspan. The purpose of the TIA is to evaluate the potential circulation system deficiencies that may result from the development of the Proposed Project, and where necessary, recommend improvements to achieve acceptable operations consistent with General Plan level of service goals and policies.

The TIA has been prepared in accordance with the San Bernardino County Congestion Management Program (CMP) Guidelines for CMP Traffic Impact Analysis Reports, the County of San Bernardino Transportation Impact Study Guidelines (dated July 9, 2019), the California Department of Transportation (Caltrans) Guide for the Preparation of

Traffic Impact Studies (December 2002), and consultation with County staff during the TIA scoping process.

Bicycle and Pedestrian Facilities Pedestrian facilities are built out along the Project Site's frontage on Cedar Avenue, Valley Boulevard, and Church Street. No changes are proposed to these facilities. The Valley Corridor Specific Plan includes an exhibit showing bikeways including a Class II bike land on both sides of Valley Boulevard.; The addition of a Class II bike lane on each side of Valley Boulevard will enhance the safety of both bicyclists and pedestrians, while expanding access to transit. Many bicyclists currently prefer to ride on the sidewalk, and the new bike lanes would enable bicyclists to travel more safely on the road—thereby reducing potential conflicts between bicyclists and pedestrians, utility poles, and other obstacles on the sidewalk. The bike lane will also serve as a more formal, striped buffer between pedestrians and the cars and trucks traveling along Valley Boulevard, thus increasing real and perceived safety. The bike lane will also expand the potential service radius of Omnitrans bus service. Therefore, no conflict with a program plan, ordinance or policy addressing the circulation system, including bicycle and pedestrian facilities, are anticipated.

Transit Service According to the Valley Corridor Specific Plan local bus service is provided by by Omnitrans, a public transit agency serving various jurisdictions within San Bernardino County, with bus service along Valley Boulevard via Route 29. The Fontana Metrolink Station is 4.3 miles from the Project Site and can be accessed by Omnitrans Route 19. Employees could expect a 15 minute commute via Route 19 between the Fontana Metrolink Station and the Project Site (in addition to a 15 minute walk). The Metrolink San Bernardino line links the Project Site with most of Southern California. In addition, bus service along Cedar Avenue is available via Route 329. Route 329 could serve the Proposed Project's employees and customers in the future. Transit service is reviewed and updated by Omnitrans periodically to address ridership, budget, and community demand needs.

Countywide Plan /Valley Corridor Specific Plan Consistency, The Transportation and Mobility Element of the Countywide Plan/Mobility and Streetscape Plan of the Valley Corridor Specific Plan:

- Establishes the location and operational conditions of the roadway network.
- Coordinates the transportation and mobility system with future land use patterns and projected growth.
- Provides guidance for the County's responsibility to satisfy the local and subregional mobility needs of residents, visitors and businesses in unincorporated areas.
- Addresses access and connectivity among the various communities, cities, towns, and regions, as well as the range and suitability of mobility options: vehicular, trucking, freight and passenger rail, air, pedestrian, bicycle, and transit.

The Proposed Project includes the development a gas station/convenience store. The Proposed Project is anticipated to generate 1,848 trips per day, with 57 AM peak hour trips and 74 PM peak hour trips. The following details how the Proposed Project would be consistent with the Countywide Plan/Valley Corridor Specific Plan goals and policies:

Valley Corridor Specific Plan Section 3.3 Mobility and Streetscape Plan: The Midblock design for Valley Boulevard accommodates four lanes of vehicular traffic with a Class II bike lane on each side of the street and a wide sidewalk shaded by street trees.

Consistent: The Project site currently has 12-foot wide sidewalks, restriping of Valley Boulevard will include a Class II bike lane, and street landscaping includes shade trees.

Valley Corridor Commercial: This land use designation within the Valley Corridor Specific Plan allows auto-oriented commercial areas east of Cedar Avenue to capitalize on vehicular traffic along the major roadways and Interstate 10.

Consistent: The Proposed Project is an auto-oriented business that allows fueling of vehicle traffic on Valley Boulevard, Cedar Avenue, and within 500 feet of Interstate 10.

Goal TM 1: Unincorporated areas served by roads with capacity that is adequate for residents, businesses, tourists and emergency services.

Policy-1.7: We require new developments to pay its fair share contribution towards off-site transportation improvements.

Consistent: Prior to the issuance of building permits, the Project Applicant shall pay the Project's fair share contribution, as detailed in the TIA.

Goal TM-2: Roads designed and built to standards in the unincorporated areas that reflect the rural, suburban, and urban context as well as the regional (valley, mountain, and desert) context.

Policy TM-2.2: We require roadway improvements that reinforce the character of the area, such as curbs and gutters, sidewalks, landscaping, street lighting, and pedestrian and bicycle facilities. We require fewer improvements in rural areas and more improvements in urbanized areas, consistent with the Development Code. Additional standards may be required in municipal spheres of influence.

Consistent: The Proposed Project would include landscaping within the Project Site and in the public right-of-way. The Project Site is currently surrounded by existing curbs, gutters, sidewalks and a few streetlights. The Proposed Project street improvements includes a Class II bike lane on Valley Boulevard consistent with the Valley Corridor Specific Plan. ³⁰

Policy TM-2.3: We require new development to mitigate project transportation impacts no later than prior to occupancy of the development to ensure transportation improvements are delivered concurrent with future development.

Consistent: Fair-share contributions would be paid prior to the issuance of building permits.

Policy TM-2.6: We promote shared/central access points for direct access to roads in unincorporated areas to minimize vehicle conflict points and improve safety, especially access points for commercial uses on adjacent properties.

Consistent: The proposed gas station/convenience store will have two access points, one on Cedar Avenue and one on Valley Boulevard.

Goal TM-3: A pattern of development and transportation system that minimizes vehicle miles traveled (VMT).

³⁰ San Bernardino County. Valley Corridor Specific Plan (2017).

Policy TM-3.1: We promote new development that will reduce household and employment VMT relative to existing conditions.

Consistent: The Proposed Project is a local serving gas station which the San Bernardino County Transportation Impact Study Guidelines indicate will reduce VMT in the Project Area.

Policy TM-3.2: We support the implementation of transportation demand management techniques, mixed use strategies, and the placement of development in proximity to job and activity centers to reduce the number and length of vehicular trips.

Consistent: The Project Site is located within a developed area and surrounded by commercial services and residential development. The Proposed Project is anticipated to be local serving retail. The Proposed Project would be consistent with the Transportation and Mobility Element of the Countywide Plan and Valley Corridor Specific plan goals and policies cited above. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

Senate Bill 743 (SB 743), approved in 2013, endeavors to change the way transportation impacts will be determined according to the CEQA. In December 2018, the Natural Resources Agency finalized updates to CEQA Guidelines to incorporate SB 743 (i.e., Vehicle Miles Traveled [VMT]).

The County Guidelines provides details on appropriate “screening thresholds” that can be used to identify when a proposed land use project is anticipated to result in a less-than-significant impact without conducting a more detailed analysis. Screening thresholds are broken into the following three types:

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

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

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

Low VMT Area Screening: Projects that are located in areas with low VMT that incorporate similar features as other land uses in the area (density, mix of uses, and transit accessibility) will tend to exhibit similarly low VMT.” The Screening Tool provided by SBCTA uses the sub-regional San Bernardino Transportation Analysis Model (SBTAM) to measure VMT performance within individual traffic analysis zones (TAZ’s) within the region. The Project Site’s physical location, based on parcel number, is input

into the Screening Tool to determine project generated VMT. The Proposed Project is located in TAZ 53749201 and APNs 025320118. The parcel containing the Proposed Project was selected and the Screening Tool was run for Production/Attraction (PA) Home-Based Work VMT per Worker measure of VMT.

County Guidelines indicate that projects with VMT per employee lower than 4% below the existing VMT per person for the unincorporated County are considered to have a less than significant impact. SBCTA has published VMT per employee values for the unincorporated County region for both the SBTAM Base Year (2016) model and the Horizon Year (2040) model. Based on the Screening Tool results, the VMT per Worker for TAZ 53749201 is 17.4. Using linear interpolation between the Base Year (2016) and Horizon Year (2040) VMT per employee values published by SBCTA for unincorporated County of San Bernardino, the unincorporated County existing (2020) VMT per employee is 19.74. Therefore, the Proposed Project resides within a TAZ that generates VMT per employee 11.9% below the County existing VMT per employee threshold.

The Proposed Project is found to be located in a low VMT generating area and would be consistent with the underlying land use assumptions in the model.

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

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

Less Than Significant Impact

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

The Project Site is not adjacent to windy roads. The intersection of Cedar Avenue and Valley Boulevard currently consists of traffic lights, which decreases potential safety hazards resulting from implementation of the Proposed Project. The Proposed Project is the development of a gas station/convenience store. It does not include a geometric design or incompatible uses that would substantially increase hazards. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

- d) *Result in inadequate emergency access?*

Access to the north property would be provided by a 35-foot right-out only driveway on Cedar Avenue, and a 40-foot driveway along Valley Boulevard. The driveways are wide enough to allow evacuation and emergency vehicles simultaneous access. The Proposed Project would require approval by the San Bernardino County Fire Department to maintain adequate emergency access. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
XVIII. TRIBAL CULTURAL RESOURCES				

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

- | | | | | | |
|-----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| i) | Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ii) | A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

SUBSTANTIATION:

Cultural Resources Analysis; Tribal Consultation

- a) *i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or;*
- ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?*

California Assembly Bill 52 (AB52) was approved by Governor Brown on September 25, 2014. AB52 specifies that CEQA projects with an effect that may cause a

substantial adverse change in the significance of a tribal cultural resource may have a significant effect on the environment. As such, the bill requires lead agency consultation with California Native American tribes traditionally and culturally affiliated with the geographic area of a proposed project, if the tribe requested to the lead agency, in writing, to be informed of proposed projects in that geographic area. The legislation further requires that the tribe-requested consultation be completed prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. The Project Site is located in an area culturally associated with Native American identified as Serrano or Vanyume, populations that claim the San Gabriel and San Bernardino Mountain areas, associated foothill areas, and some of the adjacent valley floors (i.e. San Gabriel Valley, San Bernardino Valley, Apple Valley and Lucerne Valley) as traditional territory(ies) and, more recently, have made claims to areas as far south as Riverside County and north past Barstow (in the Mojave Desert). The area is also claimed by the Gabrielino – predominantly associated with Los Angeles County, western San Bernardino and Riverside Counties, and northern Orange County.

On November 8, 2021, the County of San Bernardino mailed notification pursuant to AB-52 and SB-18 to the following tribes: San Gabriel Band of Mission Indians, Twenty-Nine Palms Band of Mission Indians, Morongo Band of Mission Indians, San Manuel Band of Mission Indians and Gabrieleno Band of Mission Indians - Kizh Nation. AB-52 consultation concluded on December 8, 2021.

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 are summarized below:

Mitigation Measures TRC-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.

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

Less than Significant with Mitigation

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
XIX. UTILITIES AND SERVICE SYSTEMS - Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

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

- a) *Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

Water supply to the Project Site would be provided by the West Valley Water District (WVWD). The Specific Plan area is served by three water agencies. The area west of Linden Avenue is served by both the Marygold Mutual Water Company (MMWC) and Fontana Water Company (FWC). The area east of Linden Avenue is served by the West Valley Water District (WVWD). All three agencies project sufficient water supply to serve

the Specific Plan area. The Applicant received an Adequate Service Certification from WVWD, dated August 10, 2021, related to providing the domestic water service and fire protection requirements of the Proposed Project.

It is financially and physically feasible for the WVWD to install water service facilities that will provide adequate source, storage, and distribution line capacities for each proposed service connection. The Proposed Project would not require or result in the construction of new water facilities or expansion of existing facilities.

The Applicant has received an Adequate Service Certification from the City of Rialto, dated August 9, 2021, for sewer service. The City of Rialto has confirmed that there are currently existing sewer trunk lines that can provide sewer service for the Proposed Project without exceeding the design capacity of the lines. The Proposed Project would connect to the existing 18-inch sewer line located within the right-of-way of Valley Boulevard immediately adjacent to the Project site. The Proposed Project would not require or result in the construction of wastewater treatment facilities or expansion of existing facilities.

Because there are no storm drain facilities adjacent to the Project Site and the elevation is not sufficient to accommodate an outlet for an onsite detention basin, the only option to mitigate storm water flow is an underground infiltration/retention system. The City of Rialto is responsible for local flood control facilities and includes Bloomington in its master drainage plan (Rialto MDP). There are no existing City of Rialto maintained storm drainage facilities in the Specific Plan area.

The Proposed Project would be serviced by Southern California Edison (SCE), which provides the electrical service to the general area. The Proposed Project will receive electrical power by connecting to existing power lines. The increased demand from the Proposed Project is expected to be sufficiently served by the existing SCE electrical facilities. According to the California Energy Commission, the commercial building sector of the Southern California Edison planning area consumed 36,202.653241GWh of electricity in 2019.³¹ The Proposed Project's estimated electricity demand is 0.027 GWh per year. The increase in electricity demand from the Proposed Project would represent an insignificant percent of the overall electricity demand in SCE's service area and commercial building sector.

Southern California Gas Company (SoCalGas) would provide natural gas service to the Project Site. Therefore, the Proposed Project would connect to SoCalGas's high-pressure distribution lines along Slover Avenue. The Project Site is currently vacant and has no demand on natural gas. Therefore, the development of the Proposed Project will create a permanent increase demand for natural gas. According to the California Energy Commission, the natural gas consumption of the SoCalGas planning area commercial building sector was 974,982,675 therms in 2019.³² The Proposed Project's estimated annual natural gas demand is 488.4 therms; it would represent an insignificant percentage to the overall natural gas demand in SoCalGas's service area. Therefore, the existing SoCalGas facilities are expected to meet the increased demand for natural gas.

³¹ <https://ecdms.energy.ca.gov/Default.aspx>. Accessed December 22, 2020.

³² California Energy Commission. Energy Reports. <https://ecdms.energy.ca.gov/Default.aspx>. Accessed December 22, 2020.

The Proposed Project is the development of a convenience store/gas station. The Proposed Project will be served by AT&T for telecommunication services. AT&T continues to drive reductions in emissions and increases in resource efficiency and alternative energy deployment.

The company will enable their customers to lead more sustainable lives by expanding access technology and further integrating sustainability solutions.³³ The Proposed Project would not adversely impact or conflict with AT&T's sustainability goals. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

Water supply to the Project Site would be provided by the West Valley Water District (WVWD). The San Bernardino Valley Municipal Water District (SBVMWD) covers about 325 square miles in southwestern San Bernardino County, including the Community of Bloomington. The WVWD is within the SBVMWD service area. The 2020 San Bernardino Valley Integrated Regional Urban Water Management Plan (UWMP), in compliance with the UMWP Act, compares the total projected water use with the projected water supply over the next twenty years.³⁴ According to the UWMP, water supplies are expected to exceed water demand for the next twenty years during normal, dry and multiple dry years.

The Project Site's current zoning is Valley Corridor Commercial (VC/C) and Land Use Category is Special Development. The Valley Corridor Commercial (VC/C) land use zone provides sites for retail trade and personal services, recreation and entertainment services, open lot services, and similar and compatible uses. Development of the Project Site for these general commercial uses would be accounted for in SBVMWD's projected water demand. The Proposed Project is a retail development to include gas station/convenience store, car wash and restaurants. Subject to a MUP, it would be consistent with the Countywide Plan zoning of CG.

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

Less Than Significant Impact

- c) *Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?*

The Applicant has received an Adequate Service Certification from the City of Rialto, dated August 9, 2021, for sewer service. The City of Rialto has confirmed that there are currently existing sewer trunk lines that can provide sewer service for the Proposed

³³ AT&T. Progress Toward our 2020/2025 Goals. <https://about.att.com/ecms/dam/csr/sustainability-reporting/PDF/2017/ATT-Goals.pdf>.

³⁴ <https://www.sbvmwd.com/home/showdocument?id=4196>. Accessed December 22, 2020.

Project without exceeding the design capacity of the lines. The nearest sewer connection point is on Dream Street, east of the Project Site. No impacts are identified or anticipated, and no mitigation measures are required.

No Impact

- d) *Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

The Project Site is located approximately 5.5 miles southeast of the West Valley Transfer Station and approximately 5.3 miles south of the Mid-Valley Landfill. According to the CalRecycle's estimated solid waste generation rates for the commercial sector, the Proposed Project would generate at most, approximately 126.36 pounds of solid waste per day or approximately 0.06 tons per day, based on 10.53 pounds per employee per day.³⁵ The Mid-Valley Sanitary Landfill currently has a maximum permitted throughput of 7,500 tons/day.³⁶

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

Less Than Significant Impact

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

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

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

The Proposed Project would comply with all federal, State, and local statutes and regulations related to solid waste. Solid waste produced during the construction phase or operational phase of the Proposed Project would be disposed of in accordance with all applicable statutes and regulations. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

³⁵ <https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates>. Accessed March 30, 2020.

³⁶ San Bernardino Countywide Plan Draft EIR. Geology and Soils. Table 5.18-9 "Landfill Capacity: Landfills Serving Unincorporated San Bernardino County"

Less Than Significant Impact

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
XX. WILDFIRE: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

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

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

The Project Site is not located within a Very High Fire Hazard Severity Zone.³⁷ The Project Site does not contain any emergency facilities. The I-10 freeway is an evacuation route within the Valley Region of the County.³⁸ The Project Site is approximately 500 feet north of the I-10. Operations at the site would not interfere with an adopted emergency response or evacuation plan. Adequate on-site access for emergency vehicles would be verified during the County’s plan review process. During construction, the contractor would be required to maintain adequate emergency access

³⁷ San Bernardino Countywide Plan Draft EIR. Hazards and Hazardous Materials. Figure 5.8-4 "Fire Severity and Growth Areas in the Valley and Mountain Regions."

³⁸ San Bernardino Countywide Plan Draft EIR. Hazards and Hazardous Materials. Table 5.8-10 "Evacuation Routes in San Bernardino County."

for emergency vehicles as required by the County. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

- b) *Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire?*

The Project Site is relatively flat. It is not located within a Very High Fire Hazard Severity Zone.³⁹

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

Less Than Significant Impact

- c) *Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

The Proposed Project is the development gas station/convenience store. It does not include the installation or maintenance of associated infrastructure that would exacerbate fire risk. Implementation of the Proposed Project would reduce the risk of wildfires by eliminating existing vegetation and providing hardscape. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

- d) *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

The Project Site is relatively flat. Therefore, it would not be subject to post-fire slope instability. The Project Site is not within a 100-Year Federal Emergency Management Agency (FEMA) flood zone, 100-year Department of Water Resources Awareness Zone, or a 500-year FEMA flood zone.⁴⁰ Moreover, there are no dams, reservoirs, or large bodies of water near the Project Site. The Proposed Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. No

³⁹ San Bernardino Countywide Plan Draft EIR. Hazards and Hazardous Materials. Figure 5.8-4 "Fire Severity and Growth Areas in the Valley and Mountain Regions."

⁴⁰ San Bernardino Countywide Plan Draft EIR. Hydrology and Water Quality. Figure 5.9-2 "Flood Hazard Zones in the Valley and Mountain Regions."

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

Less Than Significant Impact

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
XXI. MANDATORY FINDINGS OF SIGNIFICANCE:				

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

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

a) *Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

The proposed project site was evaluated for the potential presence of or suitable habitat for any State/federally listed and/or State candidate species. Suitable habitat is absent from the subject property for State/federally listed and/or State candidate species and the Project will have no effects to these species. . Therefore, the Proposed Project is not anticipated to have the potential to significantly degrade the overall quality of the region’s environment, or substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population or drop below self-sustaining levels, threaten to

eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal. No significant impacts to cultural resources were identified in the Cultural Resources Analysis prepared for the Proposed Project by LSA Associates.

LSA Associates. did not find any evidence of historical or prehistorical resources on the Project Site. However, there is always a potential for buried prehistoric and historic resources. Therefore, with implementation Mitigation Measure CR-1, the Proposed Project would not eliminate important examples of the major periods of California history or prehistory. With implementation of Mitigation Measure GEO-1, the potential impacts to paleontological resources can be reduced to a less than significant level. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less than Significant with Mitigation

- b) *Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

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

- (a) Cumulative impacts shall be discussed when the project’s incremental effect is cumulatively considerable.
- (b) The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project. The discussion should be guided by the standards of practicality and reasonableness.

As concluded in the TIA the proposed Project is anticipated to reduce VMT, and as such, would not be cumulatively considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. Similarly, the pollutant emissions from the proposed Project are below SCAQMD thresholds and therefore, the proposed Project would be in compliance SCAQMD’s AQMP. In addition, greenhouse gas emissions from the Proposed Project are below County thresholds and the project is consistent with the County’s GHG Reduction Plan which would reduce GHG emissions within the region. Therefore, air quality and greenhouse gas impacts would not be cumulatively considerable.

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

Less than Significant with Mitigation

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

Bloomington, as is the case for most of Southern California, is located within a seismically active region. The Project Site does not occur within an Alquist-Priolo Earthquake Fault Zone⁴¹ or County Fault Hazard Zone.⁴² The nearest fault zone is the San Jacinto Fault Zone, which is approximately 4.8 miles northeast of the Project Site. Although the potential for rupture on-site cannot be dismissed, it is considered low due to the absence of known faults within the immediate vicinity. Nonetheless, the Proposed Project would be required to comply with the California Building Code requirements and the Uniform Fire Code requirements and all applicable statutes, codes, ordinances, and standards of the San Bernardino County Fire Department. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

As stated in the Noise Impact Analysis, the nearest receiver location is approximately 50 feet from the project construction boundary. However, construction noise levels at this location will satisfy the reasonable daytime 80 dBA L_{eq} significance threshold during Project construction activities. Therefore, the noise impacts due to Project construction noise is considered *less than significant* at all receiver locations. Vibration levels at the site of the closest sensitive receiver are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating simultaneously adjacent to the Project site perimeter. Moreover, the operational noise levels associated with Proposed Project will satisfy the County of San Bernardino exterior noise level standards adjusted to reflect the ambient noise levels at all nearby receiver locations at all nearby receiver locations with the proposed 6-foot-high screen wall on the eastern project boundary. Therefore, the operational noise impacts are considered less than significant at the nearest noise-sensitive receiver locations.

All potential impacts have been thoroughly evaluated and have been deemed to be neither individually significant nor cumulatively considerable in terms of any adverse effects upon the region, the local community or its inhabitants. At a minimum, the project will be required to meet the conditions of approval for the project to be implemented. It is anticipated that all such conditions of approval will further ensure that no potential for adverse impacts will be introduced by construction activities, initial or future land uses authorized by the project approval.

The incorporation of design measures, County of San Bernardino policies, standards, and guidelines and proposed mitigation measures as identified within this Initial Study

⁴¹Department of Conservation Fault Activity Map of California (2010). <http://maps.conservation.ca.gov/cgs/fam/>. Accessed December 21, 2020.

⁴² San Bernardino Countywide Plan Draft EIR. Geology and Soils. Figure 5.6-1 "Alquist-Priolo Fault Zones and County Fault Hazard Zones."

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would ensure that the Proposed Project would have no significant adverse effects on human beings, either directly or indirectly on an individual or cumulative basis.

Less Than Significant Impact

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

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