

# BLOOMINGTON INDUSTRIAL FACILITY

## DRAFT ENVIRONMENTAL IMPACT REPORT

SCH No. 2016031085

*Lead Agency:*  
San Bernardino County  
Land Use Services Department



*Consultant:*



**December 2016**



# **BLOOMINGTON INDUSTRIAL FACILITY Draft ENVIRONMENTAL IMPACT REPORT**

SCH No. 2016031085

*Lead Agency*  
**San Bernardino County Land Use Services Department**  
385 North Arrowhead Avenue, First Floor  
San Bernardino, CA 92415-0187  
*Contact: Kevin White*

*Consultant:*  
**Michael Baker International**  
3536 Concours, Suite 100  
Ontario, California 91764  
*Contact: Christine Jacobs-Donoghue*

**December 2016**

# CONTENTS

---

## **1 EXECUTIVE SUMMARY**

|                                       |       |
|---------------------------------------|-------|
| INTRODUCTION .....                    | 1.0-1 |
| PROJECT LOCATION.....                 | 1.0-1 |
| PROJECT UNDER REVIEW .....            | 1.0-2 |
| AREAS OF CONTROVERSY .....            | 1.0-3 |
| UNAVOIDABLE SIGNIFICANT IMPACTS ..... | 1.0-4 |
| ALTERNATIVES TO THE PROJECT .....     | 1.0-5 |

## **2 INTRODUCTION**

|                                       |       |
|---------------------------------------|-------|
| PROPOSED PROJECT.....                 | 2.0-1 |
| EIR SCOPE, ISSUES, AND CONCERNS ..... | 2.0-2 |
| SCOPING MEETING .....                 | 2.0-3 |
| SCOPING RESULTS .....                 | 2.0-3 |
| ENVIRONMENTAL REVIEW PROCESS.....     | 2.0-5 |
| REPORT ORGANIZATION .....             | 2.0-6 |
| INCORPORATION BY REFERENCE .....      | 2.0-8 |

## **3 PROJECT DESCRIPTION**

|   |        |
|---|--------|
| PROJECT LOCATION, SETTINGS, AND SURROUNDING LAND USES ..... | 3.0-1  |
| SURROUNDING LAND USES .....                                 | 3.0-9  |
| LAND USE DESIGNATIONS AND ZONING .....                      | 3.0-9  |
| EXISTING SITE CONDITIONS .....                              | 3.0-13 |
| PROPOSED PROJECT.....                                       | 3.0-13 |
| PROJECT OBJECTIVES.....                                     | 3.0-14 |
| DISCRETIONARY ACTIONS AND APPROVALS .....                   | 3.0-21 |

## **4 ENVIRONMENTAL ANALYSIS**

|  |       |
|--|-------|
| ENVIRONMENTAL ANALYSIS .....             | 4.0-1 |
| 4.1 AIR QUALITY.....                     | 4.1-1 |
| 4.2 CULTURAL RESOURCES .....             | 4.2-1 |
| 4.3 GREENHOUSE GAS EMISSIONS.....        | 4.3-1 |
| 4.4 HAZARDS AND HAZARDOUS MATERIALS..... | 4.4-1 |
| 4.5 LAND USE .....                       | 4.5-1 |
| 4.6 NOISE.....                           | 4.6-1 |



---

|          |  |        |
|----------|--|--------|
| 4.7      | TRANSPORTATION AND CIRCULATION .....                     | 4.7-1  |
| <b>5</b> | <b>OTHER CEQA REQUIRED TOPICS</b>                        |        |
|          | CEQA REQUIREMENTS.....                                   | 5.0-1  |
|          | SIGNIFICANT AND UNAVOIDABLE IMPACTS.....                 | 5.0-1  |
|          | SIGNIFICANT AND IRREVERSIBLE ENVIRONMENTAL CHANGES ..... | 5.0-2  |
|          | LONG-TERM COMMITMENT OF LAND AND RESOURCES.....          | 5.0-2  |
|          | ENERGY CONSUMPTION .....                                 | 5.0-3  |
|          | ENVIRONMENTAL SETTING .....                              | 5.0-3  |
|          | REGULATORY SETTING .....                                 | 5.0-7  |
|          | STANDARDS OF SIGNIFICANCE .....                          | 5.0-8  |
|          | PROJECT IMPACTS AND MITIGATION .....                     | 5.0-9  |
|          | CONCLUSION .....   | 5.0-9  |
|          | CUMULATIVE IMPACTS .....                                 | 5.0-13 |
| <b>6</b> | <b>EFFECTS FOUND NOT TO BE SIGNIFICANT</b>               |        |
|          | AESTHETICS .....   | 6.0-1  |
|          | AGRICULTURAL AND FORESTRY RESOURCES.....                 | 6.0-4  |
|          | BIOLOGICAL RESOURCES.....                                | 6.0-5  |
|          | GEOLOGY AND SOILS.....                                   | 6.0-9  |
|          | HYDROLOGY AND WATER QUALITY .....                        | 6.0-11 |
|          | MINERAL RESOURCES .....                                  | 6.0-15 |
|          | NOISE .....  | 6.0-16 |
|          | POPULATION AND HOUSING.....                              | 6.0-17 |
|          | PUBLIC SERVICES.....                                     | 6.0-18 |
|          | RECREATION .....   | 6.0-19 |
|          | UTILITIES AND SERVICE SYSTEMS .....                      | 6.0-20 |
| <b>7</b> | <b>GROWTH INDUCING IMPACTS</b>                           |        |
|          | GROWTH INDUCING IMPACTS.....                             | 7.0-1  |
|          | REMOVAL OF A BARRIER TO GROWTH .....                     | 7.0-2  |
|          | ECONOMIC GROWTH .....                                    | 7.0-3  |
|          | POPULATION GROWTH.....                                   | 7.0-3  |
|          | ESTABLISHMENT OF A PRECEDENT SETTING ACTION.....         | 7.0-3  |

|                       |   |               |
|-----------------------|---|---------------|
|                       | ENCROACHMENT ON OPEN SPACE .....  | 7.0-4         |
|                       | CONCLUSION .....  | 7.0-4         |
| <b>8</b>              | <b>ALTERNATIVES TO THE PROPOSED PROJECT</b>   |               |
|                       | INTRODUCTION .....  | 8.0-1         |
|                       | ALTERNATIVES TO THE PROPOSED PROJECT.....   | 8.0-2         |
|                       | ALTERNATIVE 1: “NO PROJECT” ALTERNATIVE .....   | 8.0-5         |
|                       | ALTERNATIVE 2: “REDUCED DENSITY” ALTERNATIVE .....  | 8.0-8         |
|                       | ALTERNATIVE 3: “COMMERCIAL USE” ALTERNATIVE .....   | 8.0-11        |
|                       | ALTERNATIVES CONSIDERED BUT REJECTED .....  | 8.0-14        |
|                       | ENVIRONMENTALLY SUPERIOR ALTERNATIVE .....  | 8.0-15        |
| <b>9</b>              | <b>REFERENCES .....</b>   | <b>9.0-1</b>  |
| <b>10</b>             | <b>PREPARERS AND PERSON’S CONSULTED.....</b>  | <b>10.0-1</b> |
| <b>LIST OF TABLES</b> |   |               |
|                       | TABLE 1.0-1: COMPARISON OF ALTERNATIVES.....  | 1.0-5         |
|                       | TABLE 1.0-2: PROJECT OBJECTIVES CONSISTENCY ANALYSIS.....   | 1.0-6         |
|                       | TABLE 1.0-3: ENVIRONMENTAL IMPACT SUMMARY .....   | 1.0-9         |
|                       | TABLE 2.0-1: CEQA REQUIRED SECTIONS AND LOCATION IN DRAFT EIR.....  | 2.0-7         |
|                       | TABLE 3.0-1: PROJECT ASSESSOR PARCEL NUMBERS.....   | 3.0-9         |
|                       | TABLE 3.0-2: PROJECT AREA LAND USE DESIGNATIONS .....   | 3.0-10        |
|                       | TABLE 4.0-1: CUMULATIVE PROJECT’S.....  | 4.0-5         |
|                       | TABLE 4.1-1: CRITERIA AIR POLLUTANTS SUMMARY OF COMMON SOURCES AND EFFECTS.....                                 | 4.1-3         |
|                       | TABLE 4.1-2: AMBIENT AIR QUALITY MONITORING DATA .....  | 4.1-4         |
|                       | TABLE 4.1-3: AIR QUALITY STANDARDS .....  | 4.1-7         |
|                       | TABLE 4.1-4: FEDERAL AND STATE AMBIENT AIR QUALITY ATTAINMENT STATUS FOR<br>WESTERN SAN BERNARDINO COUNTY ..... | 4.1-8         |
|                       | TABLE 4.1-5: SCAQMD REGIONAL SIGNIFICANCE THRESHOLDS.....   | 4.1-13        |
|                       | TABLE 4.1-6: LOCAL SIGNIFICANCE THRESHOLD (LST) IMPACTS – POUNDS PER DAY.....                                   | 4.1-14        |
|                       | TABLE 4.1-7: CONSTRUCTION-RELATED EMISSIONS .....   | 4.1-16        |
|                       | TABLE 4.1-8: EQUIPMENT-SPECIFIC GRADING RATES.....  | 4.1-17        |
|                       | TABLE 4.1-9: LOCALIZED SIGNIFICANCE OF EMISSIONS .....  | 4.1-18        |

|  |        |
|--|--------|
| TABLE 4.1-10: LONG-TERM OPERATIONAL EMISSIONS.....   | 4.1-19 |
| TABLE 4.1-11: OPERATIONAL HEALTH RISK.....   | 4.1-25 |
| TABLE 4.1-12: MAXIMUM OPERATIONAL HEALTH RISK AT PROJECT VICINITY SCHOOLS .....  | 4.1-26 |
| TABLE 4.2-1: HISTORIC ARCHITECTURE SUMMARY.....  | 4.2-27 |
| TABLE 4.3-1: EXISTING AND PROPOSED GREENHOUSE GAS EMISSIONS.....   | 4.3-15 |
| TABLE 4.3-2: GREENHOUSE GAS EMISSIONS SCREENING TABLE .....  | 4.3-18 |
| TABLE 4.3-3: CONSISTENCY WITH SCAG’S REGIONAL TRANSPORTATION PLAN/<br>SUSTAINABLE COMMUNITIES STRATEGY GOALS.....      | 4.3-23 |
| TABLE 4.4-1: REGULATORY DATABASE SEARCH SUMMARY .....  | 4.4-3  |
| TABLE 4.5-1: EXISTING LAND USE CONDITIONS AND LAND USE DISTRICTS .....   | 4.5-2  |
| TABLE 4.5-2: LAND USE POLICY CONSISTENCY ANALYSIS .....  | 4.5-9  |
| TABLE 4.6-1: SOUND LEVELS AND HUMAN RESPONSE.....  | 4.6-2  |
| TABLE 4.6-2: NOISE DESCRIPTORS .....   | 4.6-3  |
| TABLE 4.6-3: EXISTING DAILY TRAFFIC VOLUMES .....  | 4.6-7  |
| TABLE 4.6-4: SHORT-TERM MEASURED NOISE LEVELS .....  | 4.6-11 |
| TABLE 4.6-5: LONG-TERM MEASURED NOISE LEVELS .....   | 4.6-12 |
| TABLE 4.6-6: NOISE STANDARDS FOR STATIONARY NOISE SOURCES .....  | 4.6-16 |
| TABLE 4.6-7: NOISE STANDARDS FOR ADJACENT MOBILE NOISE SOURCES .....   | 4.6-17 |
| TABLE 4.6-8: CONSTRUCTION EQUIPMENT NOISE EMISSION LEVELS.....   | 4.6-22 |
| TABLE 4.6-9: CONSTRUCTION NOISE MODEL RESULTS .....  | 4.6-24 |
| TABLE 4.6-10: NOISE FROM ON-SITE ACTIVITIES .....  | 4.6-26 |
| TABLE 4.6-11: PROJECT-RELATED TRAFFIC NOISE .....  | 4.6-27 |
| TABLE 4.6-12: PROJECT-RELATED TRAFFIC NOISE: FUTURE (YEAR 2018) .....  | 4.6-31 |
| TABLE 4.7-1: STUDY AREA STREETS.....   | 4.7-2  |
| TABLE 4.7-2: EXISTING CONDITIONS (YEAR 2015) DELAY AND LEVEL OF SERVICE.....   | 4.7-5  |
| TABLE 4.7-3: HCM 2000 METHODOLOGY - SAN BERNARDINO COUNTY LOS THRESHOLDS.....  | 4.7-11 |
| TABLE 4.7-4: PROJECT TRIP GENERATION SUMMARY.....  | 4.7-15 |
| TABLE 4.7-5: EXISTING PLUS PROJECT INTERSECTION DELAY AND LEVEL OF SERVICE .....                                       | 4.7-21 |
| TABLE 4.7-6: OPENING YEAR (2018) PLUS PROJECT INTERSECTION DELAY AND<br>LEVEL OF SERVICE .....                         | 4.7-22 |
| TABLE 4.7-7: OPENING YEAR (2018) CUMULATIVE TRAFFIC INCLUDING<br>PROJECT INTERSECTION DELAY AND LEVEL OF SERVICE ..... | 4.7-23 |

|   |        |
|---|--------|
| TABLE 4.7-8: CUMULATIVE PROJECT TRIP GENERATION.....  | 4.7-31 |
| TABLE 5.5-1: NONRESIDENTIAL ELECTRICITY CONSUMPTION IN<br>SAN BERNARDINO COUNTY 2007–2014 ..... | 5.0-5  |
| TABLE 5.5-2: NONRESIDENTIAL NATURAL GAS CONSUMPTION IN<br>SAN BERNARDINO COUNTY 2007–2014 ..... | 5.0-6  |
| TABLE 5.5-3: AUTOMOTIVE FUEL CONSUMPTION IN SAN BERNARDINO COUNTY 2007–2016 .....               | 5.0-6  |
| TABLE 5.5-4: PROPOSED PROJECT ENERGY CONSUMPTION .....  | 5.0-9  |
| TABLE 8.0-1: COMPARISON OF ALTERNATIVES AND ENVIRONMENTAL CONSIDERATIONS .....                  | 8.0-3  |
| TABLE 8.0-2: PROJECT OBJECTIVES CONSISTENCY ANALYSIS .....                                      | 8.0-4  |

## LIST OF EXHIBITS

|  |        |
|--|--------|
| EXHIBIT 3.0-1: REGIONAL VICINITY .....           | 3.0-3  |
| EXHIBIT 3.0-2: PROJECT LOCATION .....            | 3.0-5  |
| EXHIBIT 3.0-3: PROJECT FOOTPRINT .....           | 3.0-7  |
| EXHIBIT 3.0-4: GENERAL PLAN LAND USE MAP .....   | 3.0-11 |
| EXHIBIT 3.0-5: CONCEPTUAL SITE PLAN .....        | 3.0-17 |
| EXHIBIT 3.0-6: CONCEPTUAL ELEVATIONS .....       | 3.0-19 |
| EXHIBIT 4.6-1: MONITORING LOCATIONS.....         | 4.6-9  |
| EXHIBIT 4.7-1: STUDY INTERSECTIONS .....         | 4.7-3  |
| EXHIBIT 4.7-2: INBOUND TRUCK DISTRIBUTION .....  | 4.7-17 |
| EXHIBIT 4.7-3: OUTBOUND TRUCK DISTRIBUTION ..... | 4.7-19 |

## APPENDICES

|            |                                     |
|------------|-------------------------------------|
| APPENDIX A | SCOPING MATERIALS                   |
| APPENDIX B | AIR QUALITY, GREENHOUSE GAS, ENERGY |
| APPENDIX C | CULTURAL RESOURCES                  |
| APPENDIX D | HAZARDOUS MATERIALS                 |
| APPENDIX E | NOISE                               |
| APPENDIX F | TRAFFIC                             |
| APPENDIX G | BIOLOGICAL RESOURCES                |
| APPENDIX H | WATER RESOURCES                     |
| APPENDIX I | GEOLOGY                             |
| APPENDIX J | LIGHTING PLAN                       |
| APPENDIX K | RESUMES                             |

# **Section 1.0**

## **Executive Summary**

**BLOOMINGTON INDUSTRIAL FACILITY**  
Draft  
**ENVIRONMENTAL IMPACT REPORT**



## **EXECUTIVE SUMMARY**

### **INTRODUCTION**

The proposed Bloomington Industrial Facility (Project) implementation, as well as operations and maintenance, represents the Project. This section summarizes the proposed Bloomington Industrial Facility (Project) implementation, operations, maintenance, and provides an overview of the analysis contained in *Chapter 4, Environmental Analysis*. The California Environmental Quality Act (CEQA) requires that this section summarize the following: 1) areas of controversy; 2) significant impacts; 3) unavoidable significant impacts; 4) alternatives to the Project; and 5) implementation of mitigation measures

### **PROJECT LOCATION**

#### *REGIONAL LOCATION*

The Project site is located in unincorporated San Bernardino County within the community of Bloomington, in between the cities of Rialto and Fontana, just north of the San Bernardino and Riverside County line. Nearby cities include Fontana to the west, Rialto to the east and Jurupa Valley to the south. The Project site is located approximately 1.5 miles south of Interstate 10 (I-10), immediately west of Cedar Avenue, north of Jurupa Avenue, and east of Linden Avenue. Refer to Exhibits 3.0-1, Regional Vicinity, and Exhibit 3.0-2, Project Location.

#### *SETTING*

The Project site is approximately 34.5 acres in size. Most of the southern portion of the Project site is vacant and has a levelled surface, with the exception of three existing structures. Two of the existing structures are adjacent to Jurupa Avenue; one is a recreation center, and the other is a residence. The third structure is a residence that is adjacent to Cedar Avenue.

The northern portion of the Project site is a mix of low density residential and commercial/light industrial uses (e.g., scrap metal, truck/automobile yard); refer to Exhibit 3.0-3, Project Footprint.

## PROJECT UNDER REVIEW

The Project is comprised of the following elements:

1. General Plan Amendment to change the existing land use designation from Bloomington/Residential 1-acre minimum lot size-additional agricultural overly (BL/RS-1AA) and Bloomington/Institutional (BL/IN) to Bloomington/Industrial (BL/IC) on approximately 34.54 acres;
2. Approval of Tentative Parcel Map 19635 to combine the existing 17 parcels into one lot on 34.54 acres;
3. Conditional Use Permit (CUP) to construct a 676,983-square-foot (ft<sup>2</sup>) industrial warehouse building and associated facilities and improvements;
4. Design review of the building and related features; and
5. Abandoning the existing San Bernardino County Flood Control easement through the center of the project site, and dedication of a new easement along the northeast and eastern boundaries of the site.

The Project is also subject to the review and requirements of the following County Departments:

- County Land Use Services – Planning, Code Enforcement, Land Development, Building & Safety
- Public Health-Environmental Health Services
- Special Districts
- Public Works - Flood Control District, Solid Waste, Traffic
- County Fire

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

- State Water Resources Control Board – NPDES Construction General Permit

The Project would include the construction of a single 676,983 ft<sup>2</sup> distribution building within an approximately 34.54-acre property, with associated facilities and improvements such as a guard booth, parking, bicycle racks, landscaping and detention basins. All existing structures on the Project site would be demolished prior to construction.



Two detention basins would be located near the Project's southern boundary along Cedar Avenue and Jurupa Avenue. Landscaping would be provided and would represent approximately 15 percent of the site coverage. There would be a total of 272 automobile parking stalls constructed for employee parking with access from Cedar Avenue and Jurupa Avenue. All parking and site paving would be concrete and asphalt, and would represent approximately 38 percent of the site coverage. Truck access would be from Cedar Avenue, and the dockyard would include 138 trailer storage stalls, four (4) grade level ramps, and 110 dock high doors.

The existing San Bernardino County Flood Control District (SBCFCD) parcels are linear parcels that bifurcate the middle of the Project site. These parcels are intended to support future flood control improvements associated with a railroad drainage master plan, to accept/convey drainage from the rail use to the north. This alignment would be abandoned in favor of one which would direct future flows east along the northern Project boundary and south along Cedar Avenue. The Project would dedicate the easement to SBCFCD to facilitate future drainage improvements.

Construction is anticipated to occur over a duration of approximately 10 months, commencing in the first half of 2017 and the facility would be operational in 2018.

The Project is described in greater detail in Section 3, Project Description. The Draft EIR will be considered by both the County's Planning Commission (Planning Commission) and the Board of Supervisors.

## **AREAS OF CONTROVERSY**

Section 15123 of the *CEQA Guidelines* requires that an EIR contain a brief summary of the proposed actions and its consequences. Sections 15123(b)(2) and (3) also require that the EIR summary identify areas of controversy known to the lead agency, issues raised by agencies and the public, and issues to be resolved, including the choice among alternatives and whether, or how, to mitigate significant adverse physical impacts.

A total of 12 written comment letters were received during the NOP comment period. Comment letters were received from agencies, organizations and individuals. Overall issues raised during the NOP review period in submitted letters and at the public scoping meeting and potentially related to the scope of the Draft EIR are summarized as follows:

- Regulatory agency guidance regarding the consideration and analysis of impacts (air quality, biological resources, traffic/land use).
- Requests for project information, data, reports, analysis, notices, or the Draft EIR.

- Recommendations for study: Draft EIR, Phase I Cultural Resources Study
- Recommend alternative site closer to I-10.
- Concerns regarding the following subjects:
  - Truck circulation; traffic impacts on neighborhoods; pedestrian safety
  - Air quality impacts on schools, residences from construction and operation
  - Noise
  - Light pollution
  - Proximity of project to school and residences
  - Chemical hazards; past contamination
  - Walls and graffiti
  - Existing use of flood control easement for equestrian use

## UNAVOIDABLE SIGNIFICANT IMPACTS

Section 15126(b) of the CEQA Guidelines requires an EIR to discuss the significant environmental effects of a proposed project that cannot be avoided if the proposed project is implemented, including those which can be mitigated, but not reduced to a less than significant level. These impacts are referred to as “significant and unavoidable impacts” of a project. More information on these impacts is found in Section 4 of this Draft EIR. Based on the analysis the Project would have significant and unavoidable impacts to air quality and land use, as identified below.

- The Project would conflict with or obstruct implementation of the applicable air quality plan.
- The Project would 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 (conflict with the Air Quality Management Plan).
- The Project would conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect.
- The Project would create cumulative land use inconsistencies.

## ALTERNATIVES TO THE PROJECT

This is a summary of Project alternatives described in Section 8.0, *Alternatives*, which contains a detailed discussion. The CEQA Guidelines (Section 15126.6(e)(2)) require that the alternatives discussion include an analysis of the “No Project” Alternative. Pursuant to CEQA, the “No Project” Alternative refers to the analysis of existing conditions (i.e., implementation of current plans) and what would reasonably be expected to occur in the foreseeable future if the Project was not approved. Potential environmental impacts associated with three alternatives are compared below to assess impacts from the Project. These alternatives include: 1) “No Project” Alternative; 2) Reduced Intensity Alternative, and 3) Commercial Use Alternative. Refer to Table 1.0-1, *Comparison of Alternatives*, for an impact matrix that compares the Alternatives to the proposed Project. In reviewing the three alternatives presented below, it was determined that the resource areas eliminated from further discussion during the Initial Study process were also not considered to be impacted significantly by the three alternatives below. Therefore, this alternatives analysis focuses on the resource areas analyzed in detail in the Draft EIR.

**Table 1.0-1: Comparison of Alternatives**

| Topic  | Alternative 1: “No Project” Alternative | Alternative 2: Reduced Intensity Alternative | Alternative 3: Commercial Use Alternative |
|--|---|--|---|
| Air Quality  | <                                       | <  | <   |
| Cultural Resources   | <                                       | =  | =   |
| Greenhouse Gas Emissions   | <                                       | <  | <   |
| Hazards and Hazardous Materials  | <                                       | =  | <   |
| Land Use   | <                                       | =  | <   |
| Noise  | <                                       | <  | <   |
| Population and Housing   | >                                       | <  | <   |
| Public Services  | >                                       | <  | <   |
| Transportation and Circulation   | <                                       | <  | <   |
| Achieves Project Objectives  | NO                                      | YES  | NO  |
| = Impact is equivalent to impact of proposed Project (neither environmentally superior nor inferior).<br>< Impact is less than impact of proposed Project (environmentally superior).<br>> Impact is greater than impact of proposed Project (environmentally inferior). |   |  |   |

Table 1.0-2, *Project Objectives Consistency Analysis*, identifies objectives consistency for each of the alternatives.

**Table 1.0-2: Project Objectives Consistency Analysis**

| <b>Project Objective</b>   | <b>Alternative 1:<br/>“No Project”<br/>Alternative</b> | <b>Alternative 2:<br/>Reduced<br/>Intensity<br/>Alternative</b> | <b>Alternative 3:<br/>Commercial Use<br/>Alternative</b> |
|--|--|---|--|
|  | <b>Consistent:</b>                                     | <b>Consistent:</b>  | <b>Consistent:</b>                                       |
| Implement County of San Bernardino’s desire to create a revenue-generating use that capitalizes on nearby transportation corridors and truck routes, stimulates employment, and responds to current market opportunities.  | <b>No</b>  | <b>YES</b>  | <b>YES</b>   |
| Provide a new land use that is in support of the County of San Bernardino’s upcoming General Plan review to promote the Bloomington area.  | <b>No</b>  | <b>YES</b>  | <b>YES</b>   |
| Assemble a number of small, older residential properties with minimal redevelopment potential located adjacent to the existing truck route to and near existing freeway access in an effort to isolate and reduce traffic congestion, air emissions, and impacts on non-industrial uses to the greatest extent feasible. | <b>No</b>  | <b>YES</b>  | <b>YES</b>   |
| Provide infrastructure and landscaping improvements to three (3) streets in the immediate vicinity and street signalization to enhance aesthetics as well as improve safety and traffic flow.  | <b>No</b>  | <b>YES</b>  | <b>YES</b>   |
| Reduce existing blight and the opportunity for criminal activity and provide for a range of potential light industrial, manufacturing, and warehouse uses.   | <b>No</b>  | <b>YES</b>  | <b>No</b>  |
| Facilitate goods movement for the benefit of local and regional economic growth.   | <b>No</b>  | <b>YES</b>  | <b>No</b>  |
| Provide new development that will generate a positive fiscal balance for the County and Bloomington area moving forward.   | <b>YES</b>   | <b>YES</b>  | <b>YES</b>   |
| Provide additional temporary and permanent employment opportunities while improving the local balance of housing and jobs.   | <b>No</b>  | <b>YES</b>  | <b>YES</b>   |

*ALTERNATIVE 1: “NO PROJECT” ALTERNATIVE*

The “No Project” Alternative (Alternative 1) assumes that the proposed Project improvements would not be implemented, and no industrial development would occur on the site. The existing land use designation for the Project site is Bloomington/Residential 1 Acre Minimum lot size-additional agricultural overlay (BL/RS-1AA) and Bloomington/Institutional (BL/IN). Therefore, the No Project Alternative assumes that in the future, the site could be developed under the existing land use designation/zoning, which is Residential 1 Acre Minimum lot size.

The Project site is approximately 34.5 acres in size. If the Project site were built out in accordance with its existing underlying land use designations, a maximum of 30 residential dwelling units could be constructed on the property (the remaining 4.5 acres is anticipated to be associate streets, infrastructure, and existing buildings). Additionally, under Alternative 1, the three southernmost existing structures would remain intact and would not be demolished. Two of the existing structures are adjacent to Jurupa Avenue; one is a recreation center, and the other is a residence. The third structure is a residence that is adjacent to Cedar Avenue.

*ALTERNATIVE 2: “REDUCED INTENSITY” ALTERNATIVE*

The “Reduced Intensity” Alternative (Alternative 2) assumes that the Project site would be developed with industrial uses, as the proposed Project proposes, albeit at a reduction in density of 25 percent. The Reduced Density Alternative would involve development of a single 507,738 ft<sup>2</sup> distribution building within an approximately 34.54-acre property, with associated facilities and improvements such as a guard booth, parking, bicycle racks, landscaping and detention basins. The reduction in building size and footprint would thus reduce impacts associated with traffic, noise, and air quality. The existing structures would still be demolished to accommodate the industrial uses.

*ALTERNATIVE 3: “COMMERCIAL USE” ALTERNATIVE*

The “Commercial Use” Alternative (Alternative 3) assumes that the entire 34.54 acre site would be developed with commercial uses instead of industrial uses. As with the proposed Project, the existing structures would be demolished to accommodate the commercial uses.

*ENVIRONMENTALLY SUPERIOR ALTERNATIVE*

*CEQA Guidelines* require that an Environmentally Superior Alternative be identified; that is, an alternative that would result in the fewest or least significant environmental impacts. If the “No Project” Alternative is the environmentally superior alternative, State *CEQA Guidelines* Section 15126.6 (e)(2) require that another alternative that could feasibly attain most of the basic Project’s basic objectives be chosen as the environmentally superior alternative.

Intrinsically, the “No Project” alternative would be the environmentally superior alternative. Amongst the remaining alternatives, Alternative 3, “Commercial Use Alternative” is the environmentally superior alternative. The Commercial Use Alternative reduces or avoids the majority of impacts associated with the proposed project. This alternative reduces emissions from truck trips, eliminates incompatibility with surrounding land uses, and generates a land use that would support the surrounding community. Alternative 3 would result in reduced impacts in the following areas when compared to the proposed project: air quality, greenhouse gas emissions, hazards, land use, noise, and transportation. However, Alternative 3 would not meet the overall project objectives.

### **SUMMARY TABLE**

Table 1.0-3, *Environmental Impact Summary*, identifies the areas of environmental impact the Project will generate, and when feasible, mitigation measures to reduce those potential impacts.

**Table 1.0-3: Environmental Impact Summary**

| Impact Question  | Significance           | Mitigation Measure          |
|--|------------------------|-----------------------------|
| <b>Aesthetics</b> (Refer to Chapter 6, Effects Found Not to Be Significant)  |                        |                             |
| Would the project have a substantial adverse effect on a scenic vista?   | Less than significant. | No mitigation is necessary. |
| Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?  | No Impact.             | No mitigation is necessary. |
| Would the project substantially degrade the existing visual character or quality of the site and its surroundings?   | Less than significant. | No mitigation is necessary. |
| Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?   | Less than significant. | No mitigation is necessary. |
| <b>Agriculture and Forestry</b> (Refer to Chapter 6, Effects Found Not to Be Significant)  |                        |                             |
| Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?  | No impact.             | No mitigation is necessary. |
| Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?  | Less than significant. | No mitigation is necessary. |
| Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220 (g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | No Impact.             | No mitigation is necessary. |

| Impact Question   | Significance                  | Mitigation Measure  |
|---|-------------------------------|---|
| <i>Would the Project result in the loss of forest land or conversion of forest land to non-forest use?</i>  | No impact.                    | No mitigation is necessary.   |
| <i>Would the Project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?</i> | Less than significant.        | No mitigation is necessary.   |
| <b>Air Quality</b> (Refer to Chapter 4.1, Air Quality)  |                               |   |
| <i>Would the Implementation of the Project violate air quality standards or contribute substantially to an existing or projected air quality violation during project construction?</i>   | Less than significant.        | No mitigation is necessary.   |
| <i>Would the Project violate any air quality standard or contribute substantially to an existing or projected air quality violation?</i>  | Less than significant.        | No mitigation is necessary.   |
| <i>Would the Project conflict with or obstruct implementation of the applicable air quality plan?</i>   | Significant and unavoidable.  | No feasible mitigation.   |
| <i>Would the Project expose sensitive receptors to substantial pollutant concentrations?</i>  | Less than significant impact. | <b>MM AQ-1</b><br>Prior to the certificate of occupancy issuance, the Project Applicant shall demonstrate to the satisfaction of County Planning that the below measures would be implemented. The Project Applicant shall submit for review, and obtain approval from County Planning, a signed letter agreeing to include as a condition of all construction contracts, tenant agreements, etc. of the following measures: <ul style="list-style-type: none"> <li>The proposed warehouse shall be constructed with the appropriate infrastructure (e.g. service tie-in, dedicated panel or panel space, and wiring or conduit for future outlets) to facilitate future electric charging for trucks in anticipation of technology allowing trucks to operate partially on electricity.</li> </ul> |



| Impact Question  | Significance                  | Mitigation Measure  |
|--|-------------------------------|---|
|  |                               | <ul style="list-style-type: none"> <li>• At least 3 percent of all vehicle parking spaces (including for trucks) shall include EV charging stations.</li> <li>• Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than five (5) minutes; and 3) telephone numbers of the building facilities manager and CARB to report violations.</li> <li>• In order to promote alternative fuels, and help support “clean” truck fleets, the developer/successor-in-interest shall provide building occupants with information related to SCAQMD’s Carl Moyer Program, or other such programs that promote truck retrofits or “clean” vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. Tenants shall be notified by the property owner, in writing, about the availability of: 1) alternatively fueled cargo handling equipment; 2) grant programs for diesel fueled vehicle engine retrofit and/or replacement; 3) designated truck parking locations in the Project vicinity; 4) access to alternative fueling stations proximate to the site that supply compressed natural gas; and 5) the United States Environmental Protection Agency’s SmartWay program.</li> </ul> |
| <p><i>Would the Project create objectionable odors affecting a substantial number of people?</i></p> | <p>Less than significant.</p> | <p>No mitigation is necessary.</p>  |

| Impact Question  | Significance  | Mitigation Measure   |
|--|---|--|
| <i>Would the Project would result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?</i>                    | Significant and unavoidable.                        | No feasible mitigation.  |
| <b>Biological Resources</b> (Refer to Chapter 6, Effects Found Not to Be Significant)  |   |  |
| <i>Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?</i> | Less than significant with mitigation incorporated. | <p><b>MM BIO-1</b></p> <p><b>Pre-Construction Clearance Surveys.</b> Burrowing owl and nesting bird pre-construction clearance surveys shall be conducted prior to project implementation. The first survey shall be conducted 14-30 days prior to the commencement of ground disturbing activities and the second survey shall be conducted 24-hours prior to ground disturbing activities. If no active avian nests and no burrowing owls are found during the clearance surveys, no additional mitigation will be required. All suitable habitat within 500 feet of the project site shall be thoroughly surveyed for the presence of nesting avian species. The biologist conducting the clearance survey shall document a negative survey with a report indicating that no impacts to burrowing owl or active avian nests will occur from project implementation.</p> <p>If an active avian nest is discovered during the pre-construction clearance survey, construction activities might have to be rerouted, a no-work buffer might have to be established around the nest, or construction may be delayed until the nest is inactive. It is recommended that a biological monitor be present to delineate the boundaries of the buffer area if an active nest is observed and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the qualified biologist has determined that young birds have successfully fledged</p> |

| Impact Question   | Significance  | Mitigation Measure   |
|---|---|--|
|   |   | <p>or the nest has otherwise become inactive, a monitoring report shall be prepared and submitted to the County for review and approval prior to initiating construction activities within the buffer area. The monitoring report shall summarize the results of the nest monitoring, describe construction restrictions currently in place, and confirm that construction activities can proceed within the buffer area without jeopardizing the survival of the young birds. Construction within the designated buffer area shall not proceed until authorization is received from CDFW.</p> <p>If burrowing owl are found occupying the project site at the time of the pre-construction survey, a burrowing owl relocation plan will need to be prepared, approved by CDFW, and implemented prior to ground disturbing activities.</p> |
| <i>Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?</i>     | No Impact.  | No mitigation is necessary.  |
| <i>Would the Project have a substantial adverse effect on federally protected wetlands as defined by Clean Water Act Section 404 (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</i> | No Impact.  | No mitigation is necessary.  |
| <i>Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?</i>                            | Less than significant with mitigation incorporated. | <b>MM BIO-1 and BIO-2</b>  |

| Impact Question  | Significance  | Mitigation Measure  |
|--|---|---|
| <i>Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</i>  | No Impact.  | No mitigation is necessary.   |
| <i>Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?</i> | No impact.  | No mitigation is necessary.   |
| <b>Cultural Resources</b> (Refer to Chapter 4.2, Cultural Resources)   |   |   |
| <i>Would the Project cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines § 15064.5?</i>  | Less than significant with mitigation incorporated. | <p><b>MM CR-1</b></p> <p>Prior to demolition, the interior of the Ritner Sayles buildings at 11250 Cedar Avenue shall be examined for any artifacts associated with their archaeological discoveries. Any artifacts shall be offered to the Bloomington Historical Society.</p> <p><b>MM CR-2</b></p> <p>If previously undocumented cultural resources are identified during Project development, construction in this area shall cease, and a qualified cultural resource professional shall be contacted to assess the nature and significance of the find, diverting construction, if necessary.</p> |
| <i>Would the Project cause a substantial adverse change in the significance of an archaeological resource as defined in CEQA Guidelines § 15064.5?</i>   | Less than significant with mitigation incorporated. | <b>MM CR-2</b>  |
| <i>Would the Project have a substantial adverse change in the significance of a Tribal Cultural Resource?</i>  | Less than significant with mitigation incorporated. | <p><b>MM CR-3</b></p> <p>Archeologist Retainer. Prior to initial ground disturbance or the issuance of a Building Permit, the applicant shall provide written verification that the services of a certified archeologist, meeting Secretary of the Interior Standards have been retained. The</p>   |

| Impact Question | Significance | Mitigation Measure   |
|-----------------|--------------|--|
|                 |              | <p>verification shall be presented in a letter from the project archeologist to the County of San Bernardino – Land Use Services Department, Planning Division, stating their services have been retained and they will be present during initial ground disturbance.</p> <p><b>MM CR-4</b></p> <p>Archeological and Native American Monitoring. The Project archeologist must contact the Cultural Resources Monitoring (CRM) Department of the San Manuel Band of Mission Indians to coordinate when initial ground disturbance and monitoring may begin. The Archeological and Native American monitors must be present during initial ground-disturbing activities, including grading, filing, drilling and trenching. If actual subsurface archeological deposits or cultural resources are discovered, archeological and Native American monitoring will continue until both parties determine daily monitoring can be shifted to periodic spot checks or concluded.</p> <p>If potential significant archeological deposits are encountered, all ground disturbance near the find shall halt and the archeologist and Native American monitor shall develop and implement a plan that would reduce potential impacts through avoidance or, if avoidance is not practicable, data recovery. Discovery of potentially significant archeological deposits and subsequent investigations may result in the preparation of additional archeological technical reports. After ground-disturbing construction activities have been completed, an archeological construction monitoring report shall be completed if significant cultural resources are discovered. Technical reports, the monitoring report, collected artifacts and other necessary archeological documentation shall be submitted to the San Manuel Band of Mission Indians for permanent curation.</p> |

| Impact Question   | Significance  | Mitigation Measure                   |
|---|---|--------------------------------------|
| <i>Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, or contain rock formations indicating potential paleontological resources?</i>  | Less than significant.                              | No mitigation is necessary.          |
| <i>Would the Project disturb any human remains, including those interred outside of formal cemeteries?</i>  | Less than significant.                              | No mitigation is necessary.          |
| <i>Would the Project result in cumulative impacts to cultural resources?</i>  | Less than significant with mitigation incorporated. | <b>MM CR-1, CR-2, CR-3, and CR-4</b> |
| <b>Geology, Soils, and Seismicity</b> (Refer to Chapter 6, Effects Found Not to Be Significant)   |   |                                      |
| <i>Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; strong seismic groundshaking; seismic-related ground failure, including liquefaction; or landslides?</i> | Less than significant.                              | No mitigation necessary.             |
| <i>Would Implementation of the Project result in substantial soil erosion or the loss of topsoil?</i>   | Less than significant.                              | No mitigation necessary.             |
| <i>Would the Project site 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?</i>   | Less than significant.                              | No mitigation necessary.             |
| <i>Would the Project be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2001), creating substantial risks to life or property?</i>   | Less than significant.                              | No mitigation is necessary.          |

| Impact Question   | Significance           | Mitigation Measure          |
|---|------------------------|-----------------------------|
| <i>Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?</i>            | Less than significant. | No mitigation is necessary. |
| <b>Greenhouse Gas Analysis</b> (Refer to Chapter 4.3, Greenhouse Gas Analysis)  |                        |                             |
| <i>Would Implementation of the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</i>   | Less than significant. | No mitigation is necessary. |
| <i>Would the Project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</i>  | Less than significant. | No mitigation is necessary. |
| <i>Would the project generate greenhouse gas emissions that when combined with other related cumulative projects, could have a significant impact on global climate change?</i>                                       | Less than significant. | No mitigation is necessary. |
| <b>Hazards and Hazardous Materials</b> (Refer to Chapter 4.4, Hazard and Hazardous Materials)   |                        |                             |
| <i>Would the Project create a significant hazard to the public or the environment through the routine transport, storage, use and disposal of hazardous materials?</i>  | Less than significant. | No mitigation is necessary. |
| <i>Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</i> | Less than significant. | No mitigation is necessary. |
| <i>Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses?</i>  | Less than significant. | No mitigation is necessary. |

| Impact Question  | Significance           | Mitigation Measure          |
|--|------------------------|-----------------------------|
| <i>Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?</i> | Less than significant. | No mitigation is necessary. |
| <i>Would the Project is be located within an airport land use plan or within two miles of a public airport or public use airport where such a plan has not been adopted?</i>   | No Impact.             | No mitigation is necessary. |
| <i>Would the Project be located within the vicinity of a private airstrip?</i>   | No Impact.             | No mitigation is necessary. |
| <i>Would the Project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?</i>  | Less than significant. | No mitigation is necessary. |
| <i>Would the Project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas and where residences are intermixed with wildlands?</i>    | Less than significant. | No mitigation is necessary. |
| <i>Would the project, in conjunction with other projects, collectively create a public or environmental hazard through the routine transport, use, or disposal of hazardous materials?</i>   | Less than significant. | No mitigation is necessary. |
| <b>Hydrology and Water Quality</b> (Refer to Chapter 6, Effects Found Not to Be Significant)   |                        |                             |
| <i>Would the Project violate any water quality standards or waste discharge requirements?</i>  | Less than significant. | No mitigation is necessary. |
| <i>Would the Project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a new deficit in aquifer volume or a lowering of the local groundwater table level?</i>          | Less than significant. | No mitigation is necessary. |



| Impact Question   | Significance                  | Mitigation Measure          |
|---|-------------------------------|-----------------------------|
| <i>Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?</i>  | Less than significant.        | No mitigation is necessary. |
| <i>Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?</i> | Less than significant.        | No mitigation is necessary. |
| <i>Would the Project 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?</i>   | Less than significant.        | No mitigation is necessary. |
| <i>Would the Project would otherwise substantially degrade water quality?</i>   | Less than significant.        | No mitigation is necessary. |
| <i>Would the project place housing within a 100-year flood hazard area as mapped on the County's FEMA Flood Zone Map?</i>   | No Impact.                    | No mitigation is necessary. |
| <i>Would the project be placed within a 100-year flood hazard area structure which would impede or redirect flood flows?</i>  | No Impact.                    | No mitigation is necessary. |
| <i>Would the Project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?</i>  | No Impact.                    | No mitigation is necessary. |
| <i>Would the project result in inundation by seiche, tsunami, or mudflow?</i>   | No Impact.                    | No mitigation is necessary. |
| <b>Land Use (Refer to Chapter 4.5, Land Use)</b>  |                               |                             |
| <i>Would the Project physically divide an established community?</i>  | Less than significant impact. | No mitigation is necessary. |

| Impact Question   | Significance  | Mitigation Measure   |
|---|---|--|
| <i>Would the Project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?</i> | Significant and unavoidable.                        | No mitigation measures are feasible.   |
| <i>Would the Project conflict with any applicable habitat conservation plan or natural community conservation plan?</i>   | No impact.  | No mitigation is necessary.  |
| <i>Would the Project create cumulative land use impacts?</i>  | Significant and unavoidable.                        | No mitigation measures are feasible.   |
| <b>Mineral Resources</b> (Refer to Chapter 6, Effects Found Not to Be Significant)  |   |  |
| <i>Would the project result in the loss of availability of a known mineral source that would be of value to the region and the residents of the state?</i>  | No Impact.  | No mitigation is necessary.  |
| <i>Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?</i>  | No Impact.  | No mitigation is necessary.  |
| <b>Noise</b> (Refer to Chapter 6, Effects Found Not to Be Significant)  |   |  |
| <i>Would the Project result in exposure of people to, or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</i>   | Less than significant with mitigation incorporated. | <b>MM NOI-1</b><br>The Developer shall provide to County Planning, a letter that agrees to the following: <ol style="list-style-type: none"> <li>1. All noise-producing Project equipment and vehicles using internal combustion engines shall be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specification. Mobile or fixed “package” equipment (e.g., arc welders, air</li> </ol> |

| Impact Question   | Significance           | Mitigation Measure  |
|---|------------------------|---|
|   |                        | <p>compressors) shall be equipped with shrouds and noise control features that are readily available for that type of equipment.</p> <ol style="list-style-type: none"> <li>2. All mobile or fixed noise-producing equipment used on the Project that are regulated for noise output by a local, state, or federal agency shall comply with such regulation while in the course of Project activity.</li> <li>3. Electrically powered equipment shall be used instead of pneumatic or internal combustion powered equipment, where feasible.</li> <li>4. Construction site and access road speed limits shall be 10 miles per hour and enforced during the construction period.</li> <li>5. Construction operations shall not occur between 7:00 p.m. and 7:00 a.m. Monday through Saturday, or at any time on Sunday or on federal holidays. The hours of construction, including noisy maintenance activities and all spoils and material transport, shall be restricted to these periods.</li> <li>6. The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be allowed for safety warning purposes only.</li> <li>7. No outdoor Project-related public address or music system shall be used.</li> <li>8. A sign shall be posted with the name and contract to address noise complaints during.</li> </ol> |
| <i>Would the Project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?</i> | Less than significant. | No mitigation necessary.  |

| Impact Question  | Significance  | Mitigation Measure       |
|--|---|--------------------------|
| <i>Would the Project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?</i>   | Less than significant.                              | No mitigation necessary. |
| <i>Would the Project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?</i>   | Less than significant with mitigation incorporated. | <b>MM NOI-1</b>          |
| <i>Would development associated with implementation of the proposed Project and other related cumulative projects result in significant short-term noise impacts to nearby noise sensitive receivers, following implementation of mitigation measures?</i>                     | Less than significant with mitigation incorporated. | <b>MM NOI-1</b>          |
| <i>Would traffic generated by the proposed Project combined with other related cumulative projects significantly contribute to existing traffic noise in the area or exceed the County's established standards?</i>  | Less than significant.                              | No mitigation necessary. |
| <i>Would the proposed Project combined with other related cumulative projects result in a significant increase in long-term stationary ambient noise levels?</i>   | Less than significant.                              | No mitigation necessary. |
| <i>Would the project be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?</i> | No impact.  | No mitigation necessary. |

| Impact Question  | Significance           | Mitigation Measure          |
|--|------------------------|-----------------------------|
| <b>Population and Housing</b> (Refer to Chapter 6, Effects Found Not to Be Significant)  |                        |                             |
| Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?   | Less than significant. | No mitigation is necessary. |
| Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?   | Less than significant. | No mitigation is necessary. |
| Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?   | Less than significant. | No mitigation is necessary. |
| <b>Public Services</b> (Refer to Chapter 6, Effects Found Not to Be Significant)   |                        |                             |
| 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, police protection, schools, parks, or other public facilities? | Less than significant. | No mitigation is necessary. |
| <b>Recreation</b> (Refer to Chapter 6, Effects Found Not to Be Significant)  |                        |                             |
| Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?  | Less than significant. | No mitigation is necessary. |

| Impact Question   | Significance  | Mitigation Measure   |
|---|---|--|
| <i>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?</i>   | No Impact.  | No mitigation is necessary.  |
| <b>Transportation/Traffic</b> (Refer to Chapter 4.7, Transportation/Traffic)  |   |  |
| <i>Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?</i> | Less than significant with mitigation incorporated. | <p><b>MM TR-1</b><br/><u>Nexus Fee Program</u><br/>The Regional Transportation Development Mitigation Plan Fee (Plan Fee) shall be paid by a cashier's check to the Department of Public Works Business Office. The Plan Fee shall be computed in accordance with the Plan Fee Schedule in effect as of the date that the building plans are submitted and the building permit is applied for.</p> <p><b>MM TR-2</b><br/><u>Construction Traffic Management Plan</u><br/>Prior to construction a Construction Traffic Management Plan shall be prepared and indicate how traffic will be managed during all phases of construction. The Plan shall be submitted to the County Traffic Engineer for review and approval, and shall include the following items:</p> <ul style="list-style-type: none"> <li>• Work shall be performed between the approved work hours;</li> <li>• Trucks shall only travel on a County-approved construction route;</li> <li>• Truck queuing/staging shall not be allowed on public or private streets;</li> <li>• Limited queuing may occur on the construction site itself; and</li> </ul> |

| Impact Question  | Significance  | Mitigation Measure  |
|--|---|---|
|  |   | <ul style="list-style-type: none"> <li>The Plan shall be monitored for effectiveness, and be modified in conjunction with the County Traffic Engineer if need to improve safety and/or efficiency.</li> </ul> |
| <i>Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?</i> | Less than significant with mitigation incorporated. | <b>MM TR-2</b>  |
| <i>Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?</i>  | No impact.  | No mitigation is necessary.   |
| <i>Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</i>   | Less than significant.                              | No mitigation is necessary.   |
| <i>Would the project result in inadequate emergency access?</i>  | Less than significant with mitigation.              | <b>MM TR-2</b>  |
| <i>Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?</i>   | Less than significant.                              | No mitigation is necessary.   |
| <i>Would the project contribute to significant cumulative traffic impacts?</i>   | Less than significant with mitigation.              | <b>MM TR-2</b>  |
| <b>Utilities</b> (Refer to Chapter 6, Effects Found Not to Be Significant)   |   |   |
| <i>Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?</i>  | Less than significant.                              | No mitigation is necessary.   |
| <i>Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of</i>   | Less than significant.                              | No mitigation is necessary.   |

| Impact Question   | Significance           | Mitigation Measure          |
|---|------------------------|-----------------------------|
| <i>existing facilities, the construction of which could cause significant environmental effects?</i>  |                        |                             |
| <i>Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</i>                                      | Less than significant. | No mitigation is necessary. |
| <i>Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?</i>  | Less than significant. | No mitigation is necessary. |
| <i>Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?</i> | Less than significant. | No mitigation is necessary. |
| <i>Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?</i>  | Less than significant. | No mitigation is necessary. |
| <i>Would the Project comply with federal, state, and local statutes and regulations related to solid waste?</i>   | Less than significant. | No mitigation is necessary. |



## **Section 2.0**

### **Introduction**

**BLOOMINGTON INDUSTRIAL FACILITY**  
Draft  
**ENVIRONMENTAL IMPACT REPORT**



This Draft Environmental Impact Report (Draft EIR) addresses the environmental effects of the proposed Bloomington Industrial Facility Project. The California Environmental Quality Act (CEQA) requires that government agencies consider the environmental consequences of projects over which they have discretionary approval authority. The Environmental Impact Report (EIR) is a document that provides both government decision-makers and the public with an analysis of the potential environmental consequences of a proposed project in their jurisdiction.

This Draft EIR has been prepared in accordance with the requirements of CEQA as set forth in Public Resources Code Section 21000 et seq., the CEQA Guidelines, and 14 California Code of Regulations Section 15000 et seq. (CEQA Guidelines). The County of San Bernardino (County) is the lead agency on the proposed Project and has reviewed and revised all submitted drafts, technical studies, and reports to reflect its own independent judgment, including reliance on applicable County technical personnel from other departments and review of all technical sub-consultant reports.

## **PROPOSED PROJECT**

The Project is comprised of the following elements:

1. General Plan Amendment to change the existing land use designation from Bloomington/Residential 1-acre minimum lot size-additional agricultural overlay (BL/RS-1AA) and Bloomington/Institutional (BL/IN) to Bloomington/Industrial (BL/IC) on approximately 34.54 acres;
2. Approval of Tentative Parcel Map 19635 to combine the existing 17 parcels into one lot on 34.54 acres;
3. Conditional Use Permit (CUP) to construct a 676,983-square-foot (ft<sup>2</sup>) industrial warehouse building and associated facilities and improvements;
4. Design review of the building and related features; and
5. Abandoning the existing San Bernardino County Flood Control easement through the center of the project site, and dedication of a new easement along the northeast and eastern boundaries of the site.

The Project would include the construction of a single 676,983 ft<sup>2</sup> distribution building within an approximately 34.54-acre property, with associated facilities and improvements such as a guard

booth, parking, bicycle racks, landscaping and detention basins. All existing structures on the Project site would be demolished prior to construction.

Two detention basins would be located near the Project's southern boundary along Cedar Avenue and Jurupa Avenue. Landscaping would be provided and would represent approximately 15 percent of the site coverage. There would be a total of 272 automobile parking stalls constructed for employee parking with access from Cedar Avenue and Jurupa Avenue. All parking and site paving would be concrete and asphalt, and would represent approximately 38 percent of the site coverage. Truck access would be from Cedar Avenue, and the dockyard would include 138 trailer storage stalls, four (4) grade level ramps, and 110 dock high doors.

The existing San Bernardino County Flood Control District (SBCFCD) parcels are linear parcels that bifurcate the middle of the Project site. These parcels are intended to support future flood control improvements associated with a railroad drainage master plan, to accept/convey drainage from the rail use to the north. This alignment would be abandoned in favor of one which would direct future flows east along the northern Project boundary and south along Cedar Avenue. The Project would dedicate the easement to SBCFCD to facilitate future drainage improvements.

Construction is anticipated to occur over a duration of approximately 10 months, commencing in the first half of 2017 and the facility would be operational in 2018.

The Project is described in greater detail in Section 3, Project Description. The Draft EIR will be considered by both the Planning Commission and the Board of Supervisors. The Planning Commission will provide a recommendation, and the Board of Supervisors will render a decision.

## **EIR SCOPE, ISSUES, CONCERNS**

To determine the scope of this Draft EIR, the County took the following actions:

1. Prepared an Initial Study to provide an initial evaluation of the potentially significant impacts that could result from the Project;
2. Distributed a Notice of Preparation (NOP) and Initial Study (IS) for the proposed Project to request input from interested parties on the scope of the evaluation to be undertaken in the Draft EIR; and
3. Held a public scoping meeting to request input from interested parties on the scope of the evaluation to be undertaken in the Draft EIR.

The NOP, along with the Initial Study was distributed for a 30-day public review period. The first day of the public review period was March 24, and the review period extended through April 22. Thus, baseline conditions from which this EIR evaluates impacts were established at the time the NOP and IS were released in March 2016, and identifies that the Draft EIR will address environmental topics identified in Appendix G of the CEQA Guidelines. The NOP, identified the following environmental issues to be addressed in the Draft EIR:

- Air Quality
- Cultural Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Land Use and Planning
- Noise
- Traffic

## **SCOPING MEETING**

A scoping meeting was originally noticed in conjunction with the NOP, for the evening of Tuesday, April 5 at the Bloomington Senior Center at 18313 Valley Boulevard, Bloomington, California. However, there was a conflict regarding facility availability, so the meeting was rescheduled, and a new notice was distributed. County staff was also present at the Bloomington Senior Center on April 5 to provide new meeting information to a handful of individuals that came to attend the originally scheduled meeting.

The rescheduled scoping meet was held on April 13, 2016 from 9:00 a.m. at 385 N. Arrowhead Avenue, San Bernardino, California. Approximately 21 individuals, largely nearby residents to the Project site, attended the scoping meeting. A summary of the meeting is provided in Appendix A.

## **SCOPING RESULTS**

A total of 12 written comment letters were received during the NOP comment period. Comment letters were received from agencies, organizations and individuals. Overall issues raised during the NOP review period in submitted letters and at the public scoping meeting and potentially related to the scope of the Draft EIR are summarized as follows:

- Regulatory agency guidance regarding the consideration and analysis of impacts (air quality, biological resources, traffic/land use).
- Requests for project information, data, reports, analysis, notices, or the Draft EIR.
- Recommendations for study: Draft EIR, Phase I Cultural Resources Study
- Recommend alternative site closer to I-10.
- Concerns regarding the following subjects:
  - Truck circulation; traffic impacts on neighborhoods; pedestrian safety
  - Air quality impacts on schools, residences from construction and operation
  - Noise
  - Light pollution
  - Proximity of project to school and residences
  - Chemical hazards; past contamination
  - Walls and graffiti
  - Existing use of flood control easement for equestrian use

Also see Appendix A for a summary of the scoping meeting, and the written scoping comments.

Based on consideration of the Initial Study, available technical reports, and scoping comments, this Draft EIR has been prepared at the Project-level under CEQA Guidelines Section 15162 to assess and document the environmental impacts of the proposed Project, with the following topics evaluated in detail:

- Air quality
- Greenhouse gas
- Cultural resources
- Hazardous materials
- Land use
- Noise
- Traffic

This Draft EIR serves as the primary environmental compliance document for entitlement decisions regarding the proposed Project considered by the County and the other regulatory agencies.

## ENVIRONMENTAL REVIEW PROCESS

The Draft EIR has been prepared in accordance with CEQA to assess the environmental effects associated with the implementation of the proposed Project, as well as anticipated future discretionary actions and approvals. There are five main objectives of this document as established by CEQA:

- To disclose to decision-makers and the public the significant environmental effects of proposed activities.
- To identify ways to avoid or reduce environmental damage.
- To disclose to the public reasons for agency approval of projects with any significant environmental effects.
- To foster interagency coordination in the review of projects.
- To enhance public participation in the planning process.

This Draft EIR, with an accompanying Notice of Completion (NOC), is being circulated to the State Clearinghouse, trustee agencies, responsible agencies, other government agencies, and interested members of the public for a 45-day review period as required by CEQA. . During this period, public agencies and members of the public may provide written comments on the analysis and content of the Draft EIR. . In reviewing a Draft EIR, readers should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and on ways in which the significant effects of the proposed Project might be avoided or mitigated.

Following the close of the public comment period, a Final EIR will be prepared to respond to all substantive comments raising environmental issues surrounding the proposed Project. The Final EIR will be completed prior to the final public hearing to consider this EIR and the proposed Project.

Concurrent with the County's consideration of the Final EIR, the Planning Commission and the Board of Supervisors will also consider the merits of the proposed Project itself. This consideration may render a request to revise the proposed Project, or an approval or denial. If the proposed Project is approved, the Board of Supervisors may require mitigation measures

specified in this Draft EIR as conditions of proposed Project approval. Alternatively, the Board of Supervisors could require other mitigation measures deemed to be effective mitigations for the identified impacts, or it could find that the mitigation measures cannot be feasibly implemented. For any identified significant impacts for which no mitigation measure is feasible, or where mitigation would not reduce the impact to a less than significant level, the Board of Supervisors will be required to adopt a finding that the impacts are considered acceptable because specific overriding considerations indicate that the proposed Project's benefits outweigh the impacts in question.

## REPORT ORGANIZATION

The Draft EIR is organized into ten Sections, described below:

- **Section 1. Executive Summary.** Summarizes the description and background of the proposed Project, addresses the format of this Draft EIR, discusses alternatives and the potential environmental impacts, and any mitigation measures identified for the proposed Project.
- **Section 2. Introduction and Purpose.** Describes the purpose of the Draft EIR, background of the proposed Project, the NOP and scoping process, the use of incorporation by reference, and the Final EIR certification.
- **Section 3. Project Description.** Describes the proposed Project, the objectives of the proposed Project, the proposed Project Area and location, approvals anticipated to be included as part of the proposed Project, the necessary environmental clearances for the proposed Project, and the intended uses of the EIR.
- **Section 4. Environmental Analysis.** Provides a description of the thresholds used for each parameter analyzed to determine if a significant impact would occur, the methodology to identify and evaluate the potential impacts of the proposed Project, the environmental setting, the potential adverse and beneficial effects of the proposed Project, the level of impact significance before any mitigation, the mitigation measures, the level of significance of the adverse impacts of the proposed Project after mitigation is incorporated, and any potential cumulative impacts associated with the proposed Project related to existing, approved, or proposed development in the area.
- **Section 5. Other CEQA Required Topics.** Summarizes the significant and unavoidable impacts, energy conservation, and significant irreversible environmental changes.
- **Section 6. Effects Found Not to Be Significant.** Summarizes effects found not to be significant or less than significant, or less than significant with mitigation based on information contained in the Initial Study previously prepared for the proposed Project.



- **Section 7. Growth Inducing Impacts.** Analyzes the potential environmental consequences of the foreseeable growth and development that could be induced by implementation of the proposed Project.
- **Section 8. Alternatives to the Proposed Project.** Analyzes any alternatives to the proposed Project and their potential environmental effects.
- **Section 9. References.** Identifies reference resources utilized for the EIR.
- **Section 10. Preparers.** Identifies the lead agency, and preparers of the EIR.

Table 2.0-1, *CEQA Required Sections and Location in Draft EIR*, depicts the sections of the Draft EIR that are required and their location.

**Table 2.0-1: CEQA Required Sections and Location in Draft EIR**

| CEQA Required Section   | Location in DEIR  |
|---|-------------------|
| Table of Contents (Section 15122)   | Table of Contents |
| Summary (Section 15123)   | Section 1         |
| Introduction  | Section 2         |
| Project Description (Section 15124)   | Section 3         |
| Environmental Setting (Section 15125)   | Sections 3 and 4  |
| Significant Environmental Effects of the Proposed Project (Section 15126(a))                                      | Section 4         |
| Mitigation Measures (Section 15126 (e))   | Section 4         |
| Cumulative Impacts (Section 15130)  | Section 4         |
| Significant Unavoidable Environmental Effects of the Proposed Project (Section 15126(b))                          | Section 5         |
| Significant Irreversible Environmental Changes of the Proposed Project (Section 15126(c))                         | Section 5         |
| Effects Found Not to Be Significant (Section 15128)   | Section 6         |
| Growth-Inducing Impact of the Proposed Project (Section 15126 (d))  | Section 7         |
| Alternatives to the Proposed Project (Section 15126(f))   | Section 8         |
| Preparers (Section 15129)   | Section 10        |
| Technical Appendices and other materials, including the Initial Study, Notice of Preparation, and comment Letters | Appendices        |

Based on significance criteria, the effects of the proposed Project have been categorized as either “less than significant,” “less than significant with mitigation,” or “potentially significant.” Mitigation measures are recommended for potentially significant impacts, to avoid or lessen impacts. In the event the proposed Project results in significant impacts even after implementation of all feasible mitigation measures, the decision-makers are able to approve a proposed Project based on a Statement of Overriding Considerations. This determination would require the decision-makers to provide a discussion of how the benefits of the proposed Project outweigh identified unavoidable impacts. The CEQA Guidelines provide in part the following:

- a. CEQA requires that the decision-maker balance the benefits of a proposed Project against its unavoidable environmental risks in determining whether to approve the Project. If the benefits of the Project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable.”
- b. Where the decision of the public agency allows the occurrence of significant effects that are identified in the Final EIR but are not mitigated, the agency must state in writing the reasons to support its action based on the Final EIR and/or other information in the record. This statement may be necessary if the agency also makes the finding under Section 15091 (a)(2) or (a)(3) of the CEQA Guidelines.
- c. If an agency makes a Statement of Overriding Considerations, the statement should be included in the record of the Project approval and should be mentioned in the Notice of Determination (Section 15093 of the CEQA Guidelines).

## INCORPORATION BY REFERENCE

In accordance with CEQA Guidelines Section 15150, this Draft EIR incorporates by reference the following documents (available for review at the San Bernardino County Planning Department, located at 385 North Arrowhead Avenue, San Bernardino, CA 92415; or online at [www.sbcounty.gov](http://www.sbcounty.gov)):

**County of San Bernardino General Plan (adopted March 13, 2007).** The County of San Bernardino General Plan is a long-range policy-planning document that defines the framework by which the County’s physical and economic resources are to be managed over time. The goals and policies contained in the General Plan are provided to guide the County’s decision-makers. The seven (7) State-mandated elements are included in the General Plan, including Land Use, Circulation, Housing, Conservation, Open Space, Safety, and Noise. In addition, the County of San Bernardino has chosen to address Economic Development, which is an optional

element. Information contained within the General Plan was incorporated herein, because it is the primary source for County policies, objectives, and countywide planning analysis.

**County of San Bernardino General Plan Final EIR (SCH # 2005101038) (February 2007).** The General Plan EIR was prepared to assess the potential environmental impacts associated with the proposed General Plan. The EIR summarizes potential environmental impacts associated with implementation of the County's General Plan, including growth inducing and cumulative impacts. Information from the General Plan EIR is incorporated herein, since it contains intensive information pertaining to impacts associated with the implementation of County policies and objectives.

**County of San Bernardino General Plan-Bloomington Community Plan (adopted March 13, 2007).** The primary purpose of the Bloomington Community Plan is to guide the future use and development of land within the Bloomington Community Plan area in a manner that preserves the character and independent identity of the community. By setting goals and policies for the Bloomington community that are distinct from those applied countywide, the community plan outlines how the County of San Bernardino will manage and address growth while retaining the attributes that make Bloomington unique.

---

*This page was intentionally left blank.*

## **Section 3.0**

# **Project Description**

**BLOOMINGTON INDUSTRIAL FACILITY**  
Draft  
**ENVIRONMENTAL IMPACT REPORT**



## **SECTION 3.0**

### **PROJECT DESCRIPTION**

---

The County of San Bernardino (County), as the Lead Agency under the California Environmental Quality Act (CEQA), has prepared this Environmental Impact Report (EIR) for the proposed Bloomington Industrial Facility Project.

The following Project Description is provided in conformance with CEQA Guidelines Section 15124. It discusses the geographic setting, Project location, Project setting, current County land use and zoning designations, Project characteristics, Project objectives, and discretionary actions required to implement the Project. This information will be the basis for analyzing the Project's impacts on the existing physical environment in Chapter 4 of this EIR.

### **PROJECT LOCATION, SETTING, AND SURROUNDING LAND USES**

#### **REGIONAL LOCATION**

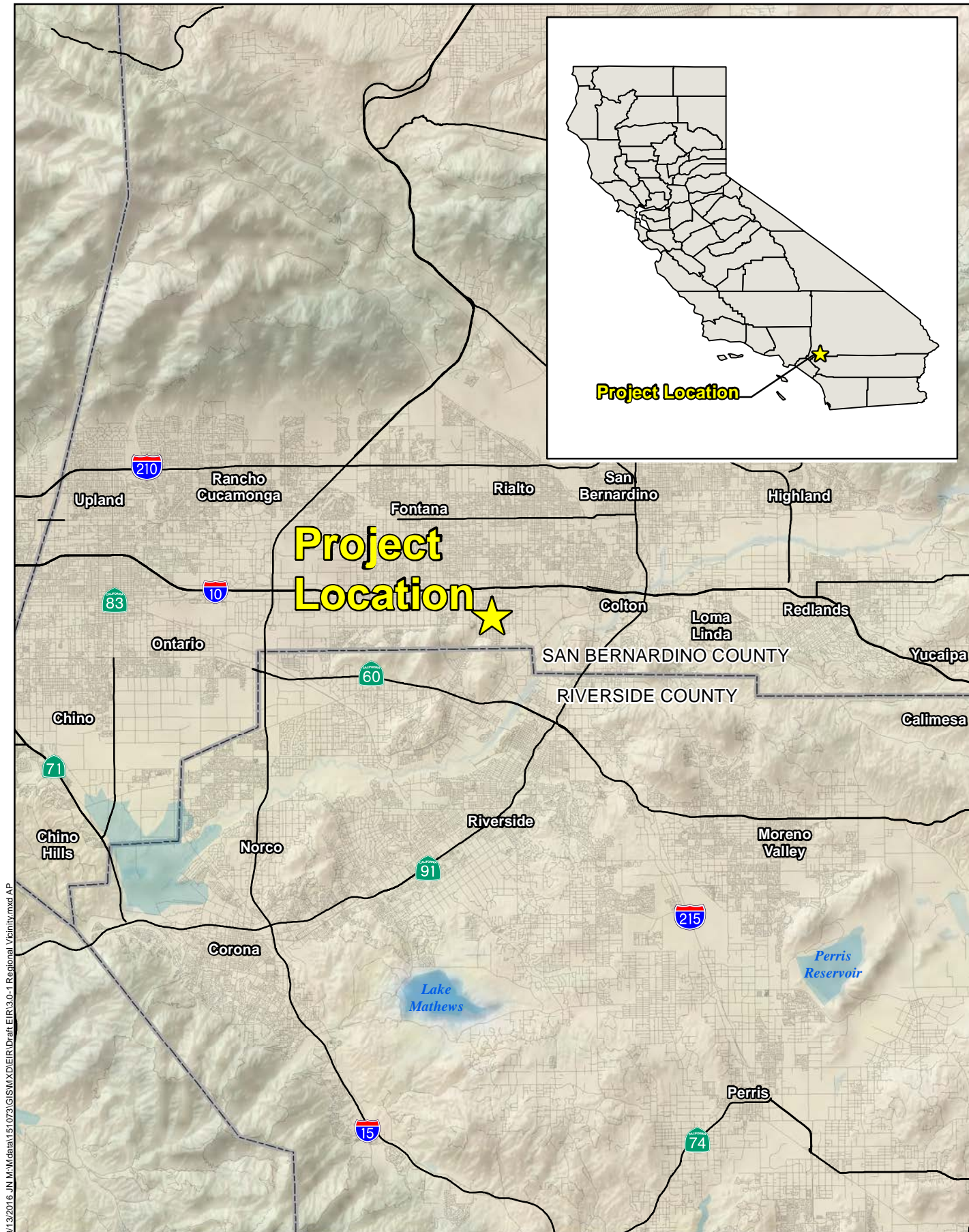
The Project site is located in unincorporated San Bernardino County within the community of Bloomington, in between the cities of Rialto and Fontana, just north of the San Bernardino and Riverside County line. Nearby cities include Fontana to the west, Rialto to the east and Jurupa Valley to the south. The Project site is located approximately 1.5 miles south of Interstate 10 (I-10), immediately west of Cedar Avenue, north of Jurupa Avenue, and east of Linden Avenue. Refer to Exhibits 3.0-1, Regional Vicinity, and Exhibit 3.0-2, Project Location.

#### **SETTING**

The Project site is approximately 34.5 acres in size. Most of the southern portion of the Project site is vacant and has a levelled surface, with the exception of three existing structures. Two of the existing structures are adjacent to Jurupa Avenue; one is a recreation center, and the other is a residence. The third structure is a residence that is adjacent to Cedar Avenue. The northern portion of the Project site is a mix of low density residential and commercial/light industrial uses (e.g., scrap metal, truck/automobile yard); refer to Exhibit 3.0-3, Project Footprint.

*This page was intentionally left blank.*





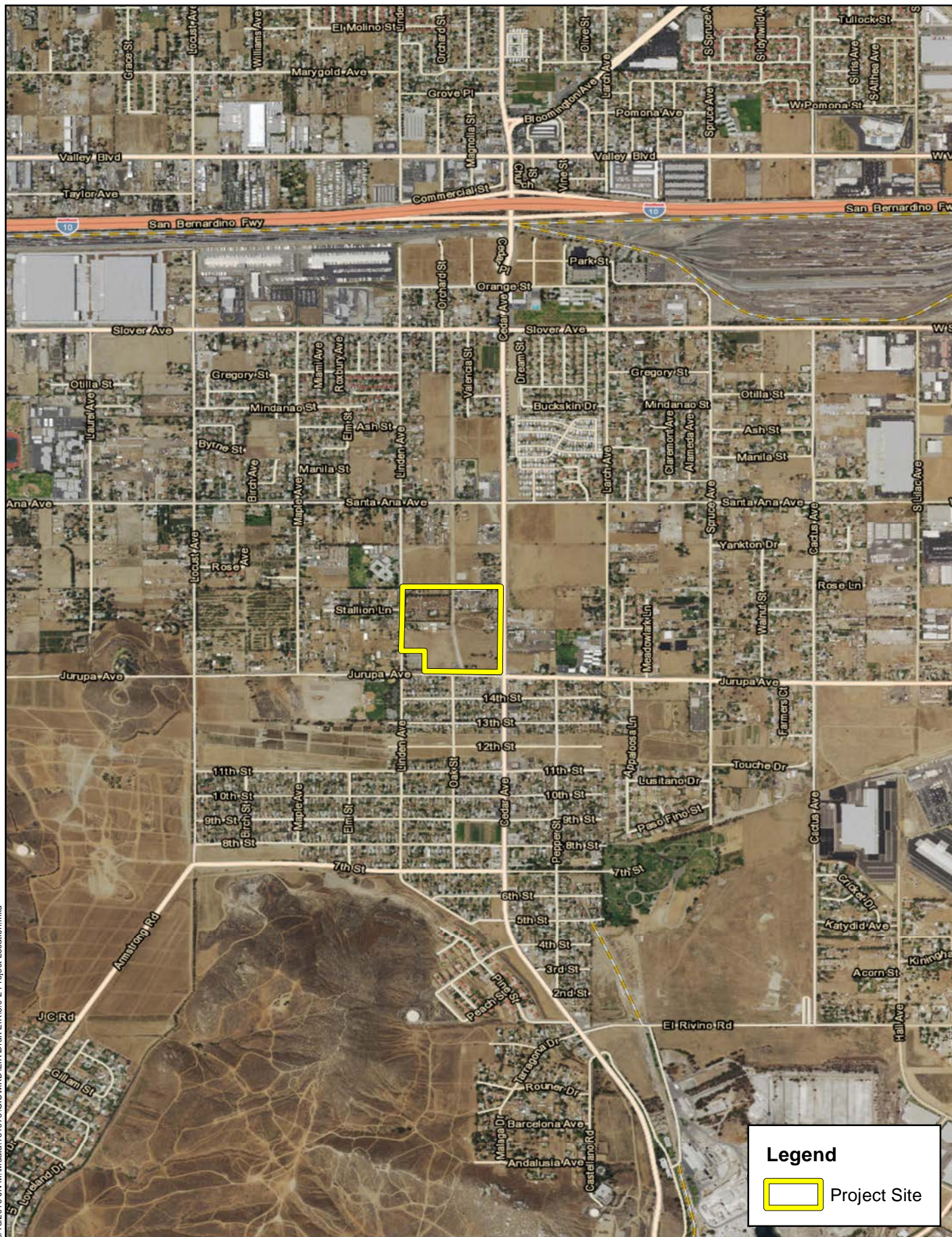
BLOOMINGTON INDUSTRIAL FACILITY  
DRAFT EIR



*This page was intentionally left blank.*



9/13/2016 JN M:\data\151073\GIS\BMD\IER\Draft EIR\3.0-2 Project Location.mxd



BLOOMINGTON INDUSTRIAL FACILITY  
DRAFT EIR

## Project Location

Exhibit 3.0-2





*This page was intentionally left blank.*

9/20/2016 J:\M:\Data\151073\GIS\MXD\EIR\Draft EIR\3.0-3 Project Footprint.mxd



BLOOMINGTON INDUSTRIAL FACILITY  
DRAFT EIR

## Project Footprint

Exhibit 3.0-3

**Michael Baker**  
INTERNATIONAL



0 500 1,000  
Feet

Source: Technical Noise Report, Western Realco 2015

*This page was intentionally left blank.*

The Project site is comprised of 17 existing parcels, most of which are privately owned; however, four (4) of the parcels are publicly owned by San Bernardino County: Flood Control District (SBCFCD) (APN 0257-081-07, 0257-091-12, and 0257-091-24), and one parcel is owned by the Bloomington Recreation and Parks District (Parks District) (APN 0257-091-15). The SBCFCD parcels represent an approximately 25-foot wide easement that runs through the center of the Project site from the northern Project boundary, trending slightly easterly through to the southern Project boundary. There are no developed features associated with the easement, but the ownership preserves the parcel for future development of Drainage Master Plan facilities. The Parks District parcel is located at 18604 Jurupa Avenue, near the south-central portion of the Project site along Jurupa Avenue, and is approximately 0.4 acres in size, and is the site of an existing recreation center.

Approval of Tentative Parcel Map 19635 is proposed as part of the Project to combine the existing parcels into one lot. Table 3.0-1, Project Assessor Parcel Numbers, identifies the Assessor Parcel Number (APNs) that are included in the proposed Project site:

**Table 3.0-1: Project Assessor Parcel Numbers**

|             |             |             |             |
|-------------|-------------|-------------|-------------|
| 0257-081-07 | 0257-091-15 | 0257-091-25 | 0257-091-32 |
| 0257-091-07 | 0257-091-19 | 0257-091-26 | 0257-091-33 |
| 0257-091-11 | 0257-091-20 | 0257-091-28 |             |
| 0257-091-12 | 0257-091-23 | 0257-091-29 |             |
| 0257-091-14 | 0257-091-24 | 0257-091-30 |             |

## **SURROUNDING LAND USES**

Southern California Edison owns the parcel located to the southwest of the Project site near the intersection of Jurupa Ave and Linden Avenue, which is currently occupied by a substation. This parcel is not a part of the Project site, but is immediately adjacent. Surrounding land uses include a vacant lot, church, and residences to the north; medium density residences to the south; a parking lot, vacant land, and residences to the east; and commercial/light industrial uses and residences to the west. Walter Zimmerman Elementary School is located at 11050 Linden Avenue, to the immediate northwest of the Project site, and Kessler Park is located on the corner of Jurupa Avenue and Linden Avenue, to the immediate southwest of the Project site.

## **LAND USE DESIGNATIONS AND ZONING**

The existing land use designation for the Project site is Bloomington/Residential 1 Acre Minimum lot size-additional agricultural overlay (BL/RS-1AA) and Bloomington/Institutional

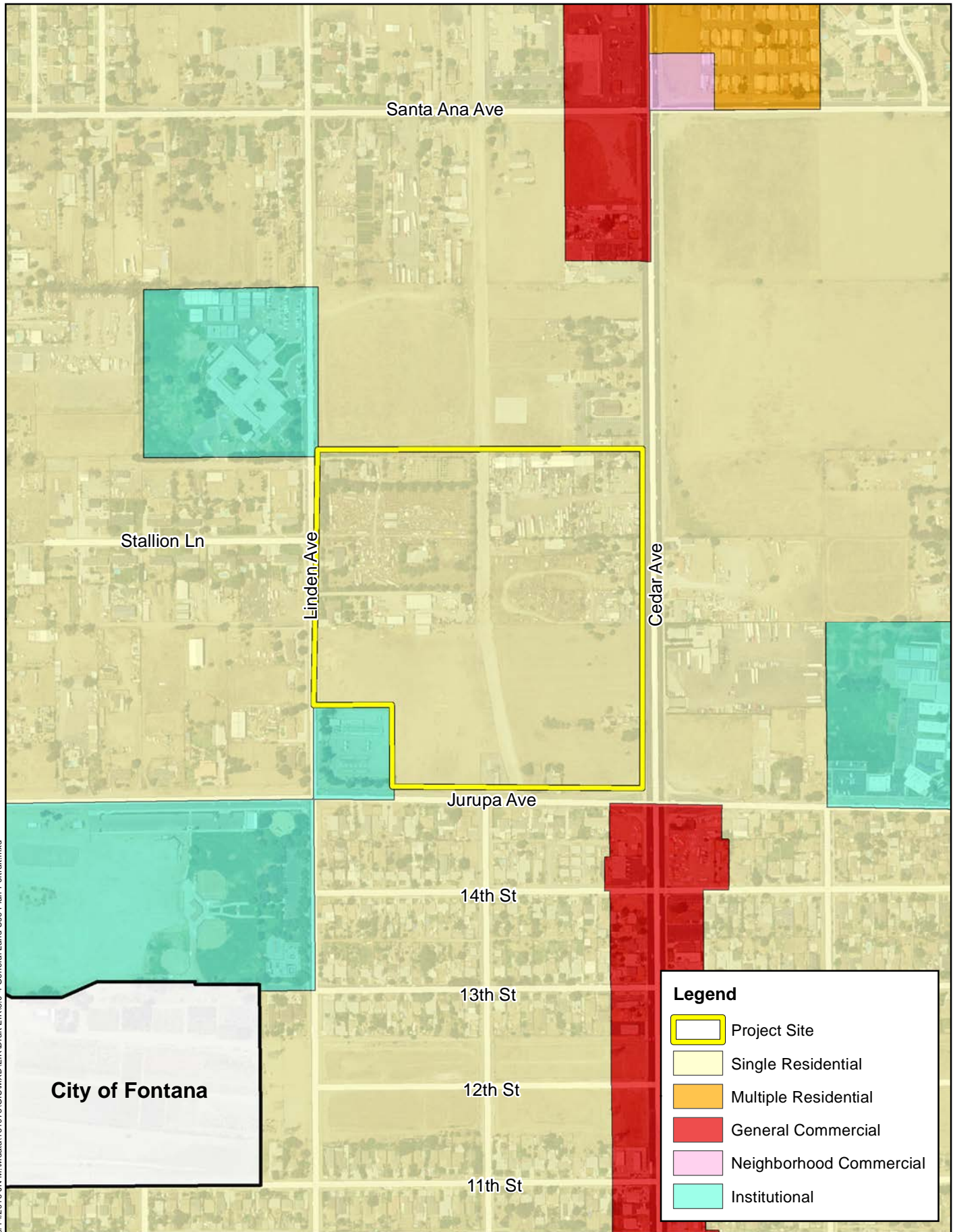
(BL/IN). Approval of a General Plan Amendment is proposed as part of the Project, which would change the existing land use designation to Bloomington/Industrial (BL/IC). Table 3.0-2, Project Area Land Use Designations, and Exhibit 3.0-4, General Plan Land Use Map, identifies both onsite and surrounding land use designations.

**Table 3.0-2: Project Area Land Use Designations**

| Area         | Existing Land Use   | Land Use Designation  |
|--------------|---|---|
| Project Site | Commercial/Residential mix of uses                          | Bloomington/Single Residential- 1 Acre Minimum-Additional Agriculture (BL/RS-1-AA), and Bloomington/Institutional (BL/IN) |
| North        | vacant land, church and single-family residential           | Bloomington/Single Residential- 1 Acre Minimum-Additional Agriculture (BL/RS-1-AA)  |
| South        | single-family residential, utility, park                    | Bloomington/General Commercial-Sign Control Primary (BL/CG) and Bloomington/Single Residential (BL/RS)                    |
| East         | industrial and single-family residential, elementary school | Bloomington/Single Residential- 1 Acre Minimum-Additional Agriculture (BL/RS-1-AA)  |
| West         | single-family residential, elementary school                | Bloomington/Single Residential- 1 Acre Minimum-Additional Agriculture (BL/RS-1-AA)  |



9/14/2016 J:\M:\data\151073\GIS\MXD\EIR\Draft EIR\3.0-4 General Land Use Plan Portrait.mxd



BLOOMINGTON INDUSTRIAL FACILITY  
DRAFT EIR

*This page was intentionally left blank.*

## EXISTING SITE CONDITIONS

Agricultural land comprises approximately 7 acres of the Project site, and has historically served as grazing fields for various livestock species inhabiting the area. Most of the southern portion of the Project site is vacant and has a levelled surface, with the exception of three existing structures. Two of the existing structures residences; one is a recreation center, further described below. The northern portion of the Project site is a mix of low density residential and commercial/light industrial uses (e.g., scrap metal, truck/automobile yard);

A 2,200 square feet (ft<sup>2</sup>) recreation center is currently located on 0.3 acres of the Project site, and is owned and operated by the Bloomington Parks and Recreation District. The recreation center offers community classes, such as art, language, music, culture, and fitness classes Monday through Saturday. The recreation center would be acquired and demolished in order to accommodate the Project. The County is voluntarily selling this property and would relocate the classes to other existing facilities nearby.

Much of the new development that is occurring in the general Project area is industrial in nature.

## PROPOSED PROJECT

The Project involves the development of a single 676,983 ft<sup>2</sup> distribution building within an approximately 34.54-acre property, with associated facilities and improvements such as a guard booth, parking, bicycle racks, landscaping and detention basins. See Exhibit 3.0-5, Conceptual Site Plan and Exhibit 3.0-6 Conceptual Elevations.

Two detention basins would be located near the Project's southern boundary along Cedar Avenue and Jurupa Avenue to provide water quality and runoff metering functions. Landscaping would be provided and would represent approximately 15 percent of the site coverage.

There would be a total of 272 automobile parking stalls constructed for employee parking with access from Cedar Avenue and Jurupa Avenue. Parking and site paving would be concrete and asphalt, and would represent approximately 38 percent of the site coverage. Truck access would be from Cedar Avenue, and the dockyard would include 138 trailer storage stalls, four (4) grade level ramps, and 110 dock high doors.

The existing SBCFCD property is composed of north-south linear parcels that bifurcate the Project site, and make up an existing flood control easement associated with a railroad drainage master plan to accept/convey drainage from the rail use to the north. While there are

no existing flood control facilities on the Project site, the easement is intended to facilitate the development of future flood control improvements by setting aside an alignment for this facility. In order to accommodate the Project, this alignment would be abandoned in favor of one which would intercept future flows along the northern Project boundary and redirect them east to Cedar Avenue, and south along Cedar Avenue. The Project would dedicate the easement to SBCFCD to facilitate the future drainage improvements. The Project will install approximately 690 linear feet of underground storm drain pipe along the northern property line for future connection to the drainage facility when developed by SBCFCD.

### PROJECT CIRCULATION

Project access would be from Cedar and Jurupa Avenues. The existing median on Cedar Avenue would be modified to facilitate truck movement across Cedar Avenue at the Project's northernmost driveway (Project Access #1).

The Project would include half width street improvements including sidewalks along the Project frontages on Cedar, Jurupa and Linden Avenues. Although not warranted, a traffic signal at Project Access #1 would be implemented as part of the Project to support the median break across Cedar Avenue. This improvement will facilitate slow moving trucks to exit the site and travel north along Cedar Avenue towards the I-10 Freeway.

### PROJECT PHASING AND CONSTRUCTION

The Project is anticipated to be developed in one phase. Should the Project be approved, construction is anticipated to occur over a duration of approximately 10 months, commencing in the first half of 2017; the facility would be operational in 2018.

### PROJECT OBJECTIVES

The following objectives have been established for the proposed Project:

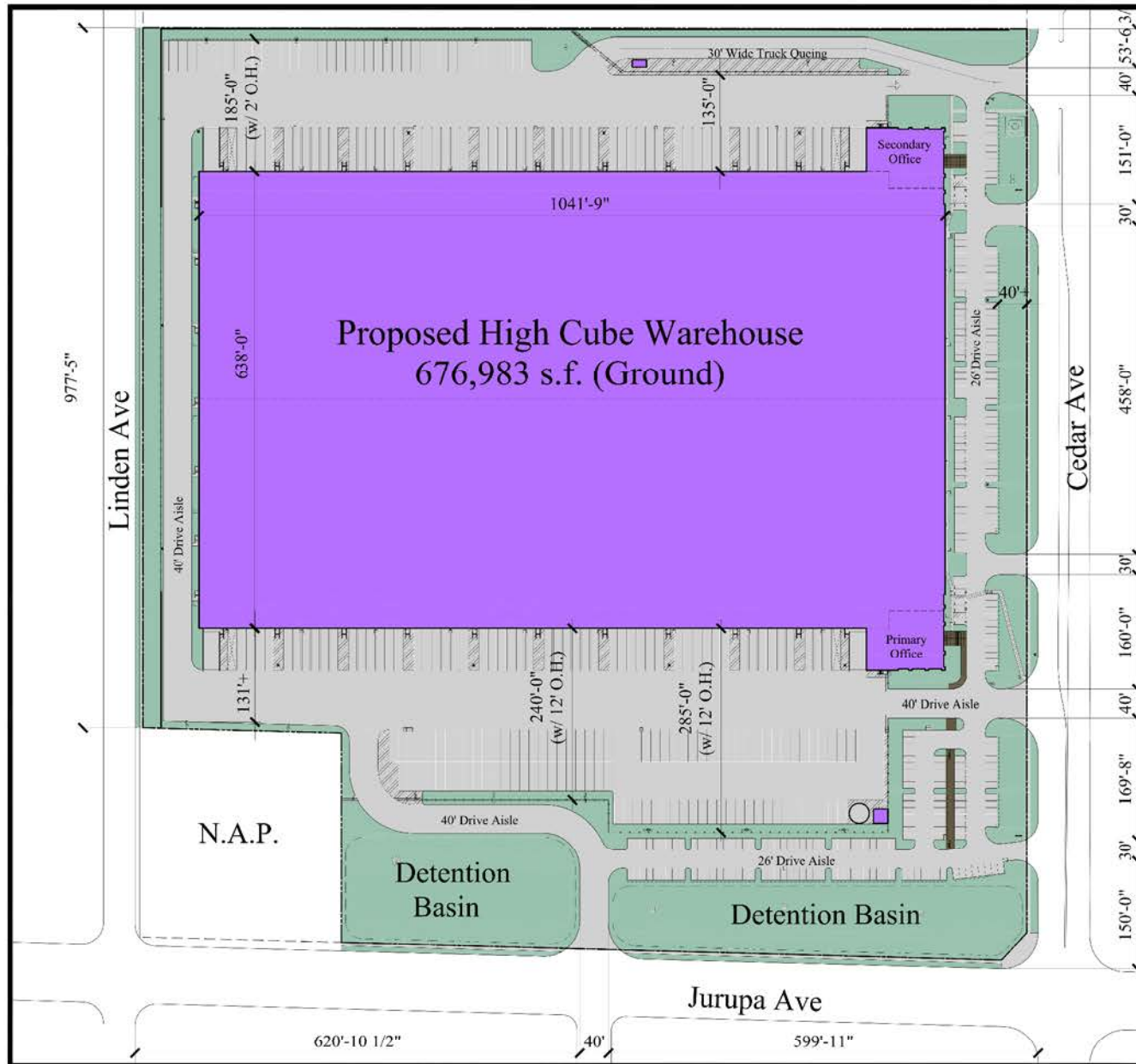
- **Objective 1:** Implement County of San Bernardino's desire to create a revenue-generating use that capitalizes on nearby transportation corridors and truck routes, stimulates employment, and responds to current market opportunities.
- **Objective 2:** Provide a new land use that is in support of the County of San Bernardino's upcoming General Plan review to promote the Bloomington area.
- **Objective 3:** Assemble a number of small, older residential properties with minimal redevelopment potential located adjacent to the existing truck route to and near

existing freeway access in an effort to isolate and reduce traffic congestion, air emissions, and impacts on non-industrial uses to the greatest extent feasible.

- **Objective 4:** Provide infrastructure and landscaping improvements to three (3) streets in the immediate vicinity and street signalization to enhance aesthetics as well as improve safety and traffic flow.
- **Objective 5:** Reduce existing blight and the opportunity for criminal activity and provide for a range of potential light industrial, manufacturing, and warehouse uses.
- **Objective 6:** Facilitate goods movement for the benefit of local and regional economic growth.
- **Objective 7:** Provide new development that will generate a positive fiscal balance for the County and Bloomington area moving forward.
- **Objective 8:** Provide additional temporary and permanent employment opportunities while improving the local balance of housing and jobs.

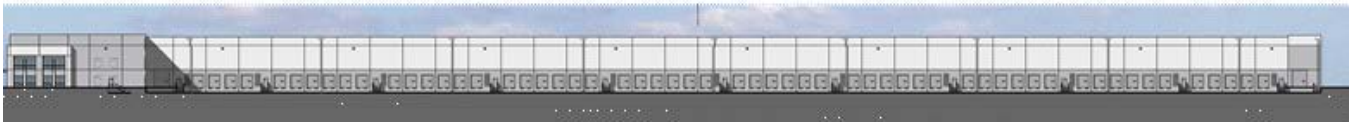
*This page was intentionally left blank.*

9/14/2016 JN.M:\data\151073\GIS\MAX\DEIR\Draft EIR\3.0-5 Conceptual Site Plan.mxd



*This page was intentionally left blank.*





**NORTH ELEVATION**



**WEST ELEVATION**



**SOUTH ELEVATION**



**EAST ELEVATION**

BLOOMINGTON INDUSTRIAL FACILITY  
DRAFT EIR

# Conceptual Elevations

Exhibit 3.0-6

*This page was intentionally left blank.*

## DISCRETIONARY ACTIONS AND APPROVALS

The County of San Bernardino, as Lead Agency, has discretionary authority over the Project. The County would consider the following discretionary actions as part of the proposed Project:

1. General Plan Amendment to change the existing land use designation from Bloomington/Residential 1-acre minimum lot size-additional agricultural overly (BL/RS-1AA) and Bloomington/Institutional (BL/IN) to Bloomington/Industrial (BL/IC);
2. Approval of Tentative Parcel Map 19635 to combine the existing 17 parcels into one lot on 34.54 acres;
3. Conditional Use Permit (CUP) to construct a 676,983 ft<sup>2</sup> industrial warehouse building and associated facilities and improvements;
4. Design review of the building and related features; and
5. Abandoning the existing San Bernardino County Flood Control easement through the center of the project site, and dedication of a new easement along the northeast and eastern boundaries of the site.

The Project is also subject to the review and requirements of the following County Departments:

- Land Use Services – Planning, Code Enforcement, Land Development, and Building and Safety
- Public Health-Environmental Health Services
- Special Districts
- Public Works-Flood Control District, Traffic, Solid Waste
- County Fire

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

- State Water Resources Control Board – NPDES Construction General Permit

*This page was intentionally left blank.*

## **Section 4.0**

# **Environmental Analysis**

**BLOOMINGTON INDUSTRIAL FACILITY**  
Draft  
**ENVIRONMENTAL IMPACT REPORT**



## SECTION 4.0

### ENVIRONMENTAL ANALYSIS

---

This EIR analyzes those environmental issue areas as stated in the Notice of Preparation and Initial Study (Appendix A, Notice of Preparation and Initial Study) where potentially significant impacts have the potential to occur.

#### SECTION CONTENT AND DEFINITION OF TERMS

The EIR will examine the following environmental factors outlined in the CEQA Guidelines Appendix G, Environmental Checklist:

- 4.1 Air Quality
- 4.2 Cultural Resources
- 4.3 Greenhouse Gas Emissions
- 4.4 Hazards and Hazardous Materials
- 4.5 Land Use
- 4.6 Noise
- 4.7 Transportation and Circulation

Each environmental issue is addressed in a separate section of the EIR, and is organized into the following sections:

**“Existing Conditions”** describes the physical conditions that exist at this time and that may influence or affect the issue under investigation.

**“Regulatory Setting”** describes the pertinent policy, standards, and codes that exist at this time and that may influence or affect the regulatory environment of the proposed Project.

**“Significance Criteria”** provides the thresholds that are the basis of conclusions of significance, which are primarily the criteria in the CEQA Guidelines Appendix G, Environmental Checklist.

Major sources used in crafting criteria include the CEQA Guidelines; local, State, Federal, or other standards applicable to an impact category; and officially established significance thresholds. *“An ironclad definition of significant effect is not possible because the significance of any activity may vary with the setting.”* (CEQA Guidelines Section 15064[b]). Principally, *“a substantial, or potentially substantial adverse change in any of the physical conditions within an area affected by the Project, including land, air, water, flora, fauna, ambient noise, and objects*

*of historic and aesthetic significance*” constitutes a significant impact (CEQA Guidelines Section 15382).

## IMPACTS

The “**Level of Significance**” identifies the impact significance level with implementation of the proposed Project. Impacts are classified as potentially significant impact, less than significant impact, or no impact.

Project impacts are the potential environmental changes to the existing physical conditions that may occur if the proposed Project is implemented.

Evidence, based on factual and scientific data, is presented to show the cause-and-effect relationship between the proposed Project and the potential changes in the environment. The exact magnitude, duration, extent, frequency, range, or other parameters of a potential impact are ascertained, to the extent possible, to determine whether impacts may be significant; potential direct and reasonably foreseeable indirect effects are considered to the extent feasible.

Mitigation measures are those Project-specific measures that would be required of the proposed Project to avoid a significant adverse impact; to minimize a significant adverse impact; to rectify a significant adverse impact by restoration; to reduce or eliminate a significant adverse impact over time by preservation and maintenance operations; or to compensate for the impact by replacing or providing substitute resources or environment.<sup>1</sup>

“**Cumulative Impacts and Mitigation Measures**” describes potential environmental changes to the existing physical conditions that may occur with the proposed Project together with all other reasonably foreseeable, planned, and approved future Projects.

“**Significant Unavoidable Impacts**” describes impacts that would be significant, but cannot be feasibly mitigated to less than significant; thus, they would be unavoidable. To approve a Project with unavoidable significant impacts, the Lead Agency must adopt a Statement of Overriding Considerations. In adopting such a statement, the Lead Agency is required to balance the benefits of a Project against its unavoidable environmental impacts in determining whether to approve the Project. If the benefits of a Project are found to outweigh the

---

<sup>1</sup> The measures presented in this EIR are either “Project design features” (those that would be implemented as part of Project design) or mitigation measures (those that would mitigate Project impacts above and beyond any reduction in impacts accomplished by Project design features).



unavoidable adverse environmental effects, the adverse effects may be considered “acceptable” and the Project approved (CEQA Guidelines Section 15093[a]).

## **CUMULATIVE IMPACT ANALYSIS**

Provided at the end of each impact section is an analysis of overall cumulative effects of the Project, taken together with other past, present, and reasonably foreseeable probable future projects.

### **DEFINITION OF CUMULATIVE IMPACTS**

Cumulative impacts are defined in the State CEQA Guidelines (Section 15355) as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” A cumulative impact occurs from a “change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor, but collectively significant, projects taking place over a period of time.” Consistent with CEQA Guidelines Section 15130[a], the discussion in this EIR focuses on significant and potentially significant cumulative impacts. The CEQA Guidelines (Section 15130 (a)), state the following:

*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 for the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness, and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact.*

### **METHODOLOGY**

To identify the projects to be analyzed in the evaluation of cumulative impacts, Section 15130(b) of the CEQA Guidelines require that an EIR employ either:

- The list approach, which entails listing past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or
- The projection approach, which uses a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document that

has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

The approach and geographic scope of the cumulative impact evaluation vary depending on the environmental topic area being analyzed. The individual “Cumulative Impacts” subsections within each environmental topic present impacts and mitigation measures for the proposed Project. Each impact begins with a summary of the approach and the geographic area relevant to that environmental topic area. For most environmental topic areas, the list approach is used. The list of potentially relevant projects as well as detailed methodology and relevant planning documents are considered in each Cumulative Impacts subsection.

In respect to this EIR analysis, cumulative effects can generally be geographically classified as localized, site-specific resource issues, regional, and global resource issues.

Each of the cumulative impact categories (EIR Section 4) is analyzed and regulated by different agencies and associated regulatory or policy documents, in order to best protect the resource in question. The EIR addresses the Project’s potentially significant impacts, recommends Project-specific mitigation measures, and then also identifies existing or recommended measures to address potential cumulative impacts.

## **CUMULATIVE PROJECTS**

Past projects include those land uses and that have been previously developed and comprise the existing environment. Present projects include those projects recently approved or in construction. Probable future projects are those that are reasonably foreseeable, such as those for which an application is on file and in process with a local planning department. The cumulative project data for this project was requested from the County of San Bernardino and the City of Rialto. The County of San Bernardino provided a comprehensive list of development activity for the region. The City of Rialto did not provide any development data for the project study area. The 26 page list of developments provided by the County was processed, and the appropriate developments have been included in this cumulative analysis.

Specifically, the list was reviewed, and any projects that generated only de minimum traffic impacts were eliminated. These eliminated developments included lot line adjustments, existing but unpermitted uses, cell sites, etc. The remaining developments were then plotted on a map. Developments located outside the study area or within the study area but unlikely to add significant traffic to study area intersections, were then eliminated. What remained was a list of projects within the study area or nearby the study area that would generate traffic trips that would likely impact the Project’s study area intersections. These projects formed the basis

for the CEQA cumulative impacts analysis under the “project list” approach basis and are presented in Table 4.0-1. Given their near proximity to the project site, and study intersections, they are an appropriate cumulative projects lists for most topics under CEQA. Thus, these projects are considered in the cumulative impact analysis as appropriate.

**Table 4.0-1: Cumulative Project's**

| Project Name or Number | Description                                   | Size                         |
|------------------------|---|------------------------------|
| 252041580000           | Church  | 13,492 sq. ft.               |
| 252051060000           | Single-family residential<br>Community center | 190 du<br>12,795 sq. ft.     |
| 252151160000           | Warehouse                                     | 649, 850 sq. ft.             |
| 25215670000            | Warehouse                                     | 610,120 sq. ft.              |
| 252173280000           | Warehouse                                     | 19, 836 sq. ft.              |
| 252173670000           | Warehouse                                     | 108, 240 sq. ft.             |
| 25604101000            | Warehouse                                     | 344,000 sq. ft.              |
| P201200375             | Shopping center                               | 8,320 sq. ft.                |
| P201400139             | Gas station                                   | 12 fuel pumps                |
| 259154130000           | Auto repair                                   | 3,750 sq. ft.                |
| 260121070000           | Green waste facility                          | 4.2 acres                    |
| Oakmont El Rivino II   | Warehouse                                     | 2,400,00 sq. ft. (estimated) |

---

*This page was intentionally left blank.*

## **Section 4.1**

### **Air Quality**

**BLOOMINGTON INDUSTRIAL FACILITY**  
Draft  
**ENVIRONMENTAL IMPACT REPORT**



This section examines the air quality in the Project area, includes a summary of applicable air quality regulations, and analyzes potential air quality impacts associated with the proposed Project. Air quality impacts were assessed in accordance with methodologies recommended by the California Air Resources Board (CARB) and the South Coast Air Quality Management District (SCAQMD). Where quantification was required, emissions were modeled using the California Emissions Estimator Model (CalEEMod). Air quality technical data is included in Appendix B.

## **ENVIRONMENTAL SETTING**

### **SOUTH COAST AIR BASIN**

The California Air Resources Board (CARB) divides the State into 15 air basins that share similar meteorological and topographical features. The Project site lies within the northwestern portion of the South Coast Air Basin (Basin). The Basin is a 6,600-square mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Geronio Pass area in Riverside County. The Basin's terrain and geographical location (i.e., a coastal plain with connecting broad valleys and low hills) determine its distinctive climate.

The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. The climate is mild and tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The extent and severity of the air pollution problem in the Basin is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and/or dispersion of pollutants throughout the Basin.

### **AIR POLLUTANTS OF CONCERN**

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state laws. These regulated air pollutants are known as "criteria air pollutants" and are categorized into primary and secondary pollutants. Primary air pollutants are those that are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxide (NO<sub>x</sub>), sulfur dioxide (SO<sub>2</sub>), coarse particulate matter (PM<sub>10</sub>), fine particulate

matter (PM<sub>2.5</sub>), lead, and fugitive dust are primary air pollutants (lead emissions would not be emitted from the proposed project). Of these, CO, SO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> are criteria pollutants. ROG and NO<sub>x</sub> are criteria pollutant precursors and go on to form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere (for example, ozone (O<sub>3</sub>) is formed by a chemical reaction between ROG NO<sub>x</sub> in the presence of sunlight). O<sub>3</sub> and nitrogen dioxide (NO<sub>2</sub>) are the principal secondary pollutants.

Sources and health effects commonly associated with criteria pollutants are summarized in Table 4.1-1, Criteria Air Pollutants Summary of Common Sources and Effects.



**Table 4.1-1: Criteria Air Pollutants Summary of Common Sources and Effects**

| Pollutant   | Major Man-Made Sources  | Human Health & Welfare Effects  |
|---|---|---|
| Carbon Monoxide (CO)  | An odorless, colorless gas formed when carbon in fuel is not burned completely; a component of motor vehicle exhaust.   | Reduces the ability of blood to deliver oxygen to vital tissues, affecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.   |
| Nitrogen Dioxide (NO <sub>2</sub> )   | A reddish-brown gas formed during fuel combustion for motor vehicles and industrial sources. Sources include motor vehicles, electric utilities, and other sources that burn fuel.  | Respiratory irritant; aggravates lung and heart problems. Precursor to ozone and acid rain. Contributes to global warming and nutrient overloading which deteriorates water quality. Causes brown discoloration of the atmosphere.  |
| Ozone (O <sub>3</sub> )   | Formed by a chemical reaction between volatile organic compounds (VOC) and nitrous oxides (NO <sub>x</sub> ) in the presence of sunlight. VOCs are also commonly referred to as reactive organic gases (ROGs). Common sources of these precursor pollutants include motor vehicle exhaust, industrial emissions, gasoline storage and transport, solvents, paints, and landfills. | Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing, and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield. Damages rubber, some textiles, and dyes.               |
| Particulate Matter (PM <sub>10</sub> & PM <sub>2.5</sub> )  | Produced by power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles, and others.  | Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; aggravated asthma; development of chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility (haze). |
| Sulfur Dioxide (SO <sub>2</sub> )   | A colorless, nonflammable gas formed when fuel containing sulfur is burned; when gasoline is extracted from oil; or when metal is extracted from ore. Examples are petroleum refineries, cement manufacturing, metal processing facilities, locomotives, and ships.   | Respiratory irritant. Aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid which can damage marble, iron and steel. Damages crops and natural vegetation. Impairs visibility. Precursor to acid rain.                         |
| Source: <i>Health Effects</i> , California Air Pollution Control Officers Association, 2013, Website: <a href="http://www.capcoa.org/health-effects/">www.capcoa.org/health-effects/</a> , accessed on July 14, 2016. |   |   |

## AMBIENT AIR QUALITY

### CRITERIA AIR POLLUTANT MONITORING DATA

Ambient air quality in Bloomington, and thus at the Project site, can be inferred from ambient air quality measurements conducted at air quality monitoring stations. Existing levels of ambient air quality and historical trends in the region are documented by measurements made by the SCAQMD, the air pollution regulatory agency in the air basin that maintains air quality monitoring stations which process ambient air quality measurements.

Ozone, PM10, and PM2.5 are the primary pollutants affecting the SCAQMD. The nearest air quality monitoring site to the Project site that monitors ambient concentrations of ozone and airborne particulates is located at the Fontana-Arrow Highway Monitoring Station (14360 Arrow Highway, Fontana CA 92335), approximately 6.2 miles northwest of the Project site. Table 4.1-2, Ambient Air Quality Monitoring Data, summarizes the published data since 2013 for each year that the monitoring data is provided.

**Table 4.1-2: Ambient Air Quality Monitoring Data**

| Pollutant Standards   | 2013 <sup>1</sup> | 2014 <sup>1</sup> | 2015 <sup>1</sup> |
|---|-------------------|-------------------|-------------------|
| <b>Ozone</b>  |                   |                   |                   |
| Max 1-hour concentration (ppm)  | 0.151             | 0.127             | 0.133             |
| Max 8-hour concentration (ppm) (state/federal)  | 0.123 / 0.122     | 0.106 / 0.105     | 0.111 / 0.111     |
| Number of days above state 1-hour standard  | 34                | 31                | 36                |
| Number of days above state/federal 8-hour standard  | 68 / 42           | 52 / 37           | 59 / 39           |
| <b>Coarse Particulate Matter</b>  |                   |                   |                   |
| Max 24-hour concentration ( $\mu\text{g}/\text{m}^3$ ) (state/federal)  | 86.0 / 90.0       | 65.0 / 68.0       | 92.0 / 96.0       |
| Number of days above state/federal standard   | 90.2 / 0          | * / 0             | * / *             |
| <b>Fine Particulate Matter</b>  |                   |                   |                   |
| Max 24-hour concentration ( $\mu\text{g}/\text{m}^3$ ) (state/federal)  | 43.6 / 43.6       | 34.9 / 34.9       | 50.5 / 50.5       |
| Number of days above federal standard   | 3.0               | *                 | 10.4              |
| $\mu\text{g}/\text{m}^3$ = micrograms per cubic meter; ppm = parts per million; * = No data is currently available to determine the value.  |                   |                   |                   |
| Notes:  |                   |                   |                   |
| 1. Measurements taken at the Fontana-Arrow Highway Monitoring Station located at 14360 Arrow Highway, Fontana CA 92335.   |                   |                   |                   |
| Source: <i>Aerometric Data Analysis and Management System (ADAM) Air Quality Data Statistics</i> , California Air Resources Board, 2015.<br>Website: <a href="http://www.arb.ca.gov/adam/index.html">http://www.arb.ca.gov/adam/index.html</a> . Accessed on July 13, 2016. |                   |                   |                   |

---

*TOXIC AIR CONTAMINANTS*

In addition to the criteria pollutants discussed above, toxic air contaminants (TACs) are another group of pollutants of concern. TACs are considered either carcinogenic or noncarcinogenic based on the nature of the health effects associated with exposure to the pollutant. For regulatory purposes, carcinogenic TACs are assumed to have no safe threshold below which health impacts would not occur, and cancer risk is expressed as excess cancer cases per one million exposed individuals. Noncarcinogenic TACs differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis.

There are many different types of TACs, with varying degrees of toxicity. Sources of TACs include industrial processes, such as petroleum refining and chrome-plating operations; commercial operations, such as gasoline stations and dry cleaners; and motor vehicle exhaust. Public exposure to TACs can result from emissions from normal operations, as well as from accidental releases of hazardous materials during upset conditions. The health effects associated with TACs are quite diverse and generally are assessed locally, rather than regionally. TACs can cause long-term health effects such as cancer, birth defects, neurological damage, asthma, bronchitis, or genetic damage, or short-term acute effects such as eye watering, respiratory irritation (a cough), running nose, throat pain, and headaches.

To date, CARB has designated nearly 200 compounds as TACs. Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. The majority of the estimated health risks from TACs can be attributed to a relatively few compounds.

CARB identified diesel particulate matter (DPM) as a toxic air contaminant. DPM differs from other TACs in that it is not a single substance but rather a complex mixture of hundreds of substances. Diesel exhaust is a complex mixture of particles and gases produced when an engine burns diesel fuel. DPM is a concern because it causes lung cancer; many compounds found in diesel exhaust are carcinogenic. DPM includes the particle-phase constituents in diesel exhaust. The chemical composition and particle sizes of DPM vary between different engine types (heavy-duty, light-duty), engine operating conditions (idle, accelerate, decelerate), fuel formulations (high/low sulfur fuel), and the year of the engine.<sup>1</sup> Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs, headaches, light-headedness, and nausea. DPM poses the greatest health risk among the TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter.

---

<sup>1</sup> *Health Assessment Document for Diesel Engine Exhaust*, U.S. Environmental Protection Agency, 2002. [online]: <http://cfpub.epa.gov/ncea/cfm/recordisplay.cfm?deid=29060>. Accessed on January 14, 2016.

Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiorespiratory diseases.

Residential areas are considered to be sensitive receptors to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Children are considered more susceptible to health effects of air pollution due to their immature immune systems and developing organs.<sup>2</sup> As such, schools are also considered sensitive receptors, as children are present for extended durations and engage in regular outdoor activities. Other land uses considered sensitive receptors include playgrounds, childcare centers, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The Project site is located in an area of large-lot single family homes. The nearest residential land uses would be those surrounding the Project site at the western boundary at approximately 90 feet distant. Additionally, there are two public schools in the Project vicinity, one 260 feet to the northwest and the other approximately 860 feet to the east. Other sensitive land uses near the Project site include a church approximately 160 feet to the north and a park located approximately 380 feet to the southwest.

## REGULATORY SETTING

### FEDERAL AND STATE FRAMEWORK

#### *AMBIENT AIR QUALITY STANDARDS*

The proposed Project has the ability to release gaseous emissions of criteria pollutants and dust into the ambient air; therefore, development activities under the proposed Project fall under the ambient air quality standards promulgated at the local, state, and federal levels. The federal Clean Air Act of 1971 and the Clean Air Act Amendments (1977) established the national ambient air quality standards (NAAQS), which are promulgated by the U.S. Environmental Protection Agency (EPA). The State of California has also adopted its own California ambient air quality standards (CAAQS), which are promulgated by CARB. Implementation of the Project would occur in a portion of San Bernardino County that is under the air quality regulatory jurisdiction of the SCAQMD, and is therefore subject to the rules and regulations adopted by

---

<sup>2</sup> *Air Toxicology and Epidemiology: Air Pollution and Children's Health*, Office of Environmental Health Hazard Assessment, 2007. [online]: [http://oehha.ca.gov/public\\_info/facts/airkids.html](http://oehha.ca.gov/public_info/facts/airkids.html). Accessed on January 14, 2016.

the air district to achieve the NAAQS and CAAQS. Applicable federal, state, regional, and local laws, regulations, plans, and guidelines relevant to the California Environmental Quality Act (CEQA) review process are summarized below. As shown in Table 4.1-3, Air Quality Standards, these pollutants include O<sub>3</sub>, CO, NO<sub>2</sub>, SO<sub>2</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and lead. In addition, the State has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

**Table 4.1-3: Air Quality Standards**

| Pollutant   | Averaging Time                 | California Standards              | National Standards                |
|---|--------------------------------|-----------------------------------|-----------------------------------|
| Ozone (O <sub>3</sub> )   | 8 Hour                         | 0.070 ppm (137µg/m <sup>3</sup> ) | 0.070 ppm (137µg/m <sup>3</sup> ) |
|   | 1 Hour                         | 0.09 ppm (180 µg/m <sup>3</sup> ) | —                                 |
| Carbon Monoxide (CO)  | 8 Hour                         | 9.0 ppm (10 mg/m <sup>3</sup> )   | 9 ppm (10 mg/m <sup>3</sup> )     |
|   | 1 Hour                         | 20 ppm (23 mg/m <sup>3</sup> )    | 35 ppm (40 mg/m <sup>3</sup> )    |
| Nitrogen Dioxide (NO <sub>2</sub> )   | 1 Hour                         | 0.18 ppm (339 µg/m <sup>3</sup> ) | 100 ppb                           |
|   | Annual Arithmetic Mean         | 0.030 ppm (57 µg/m <sup>3</sup> ) | 53 ppb (100 µg/m <sup>3</sup> )   |
| Sulfur Dioxide (SO <sub>2</sub> )   | 24 Hour                        | 0.04 ppm (105 µg/m <sup>3</sup> ) | N/A                               |
|   | 3 Hour                         | —                                 | N/A                               |
|   | 1 Hour                         | 0.25 ppm (665 µg/m <sup>3</sup> ) | 75 ppb                            |
| Particulate Matter (PM <sub>10</sub> )  | Annual Arithmetic Mean         | 20 µg/m <sup>3</sup>              | N/A                               |
|   | 24 Hour                        | 50 µg/m <sup>3</sup>              | 150 µg/m <sup>3</sup>             |
| Particulate Matter – Fine (PM <sub>2.5</sub> )  | Annual Arithmetic Mean         | 12 µg/m <sup>3</sup>              | 15 µg/m <sup>3</sup>              |
|   | 24 Hour                        | N/A                               | 35 µg/m <sup>3</sup>              |
| Sulfates  | 24 Hour                        | 25 µg/m <sup>3</sup>              | N/A                               |
| Lead  | Calendar Quarter               | N/A                               | 1.5 µg/m <sup>3</sup>             |
|   | 30 Day Average                 | 1.5 µg/m <sup>3</sup> )           | N/A                               |
| Hydrogen Sulfide  | 1 Hour                         | 0.03 ppm (42 µg/m <sup>3</sup> )  | N/A                               |
| Vinyl Chloride (chloroethene)   | 24 Hour                        | 0.01 ppm (26 µg/m <sup>3</sup> )  | N/A                               |
| Visibility-Reducing Particles   | 8 Hour<br>(10:00 to 18:00 PST) | —                                 | N/A                               |
| mg/m <sup>3</sup> =milligrams per cubic meter; ppm=parts per million; ppb=parts per billion; µg/m <sup>3</sup> =micrograms per cubic meter  |                                |                                   |                                   |
| Source: CARB (California Air Resources Board). 2015. <i>Ambient Air Quality Standards</i> . Website: <a href="http://www.arb.ca.gov/research/aaqs/aaqs2.pdf">http://www.arb.ca.gov/research/aaqs/aaqs2.pdf</a> . Accessed on July 14, 2016. |                                |                                   |                                   |

#### AIR QUALITY ATTAINMENT PLANS

The SCAQMD and the Southern California Association of Governments (SCAG) are the agencies responsible for preparing the Air Quality Management Plan (AQMP) for the Basin pursuant to the federal Clean Air Act in order to reduce emissions of criteria pollutants for which the basin is in nonattainment. The SCAQMD drafted the 2012 Air Quality Management Plan in order to reduce emissions for which the South Coast Air Basin is in nonattainment. The 2012 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The 2012 AQMP is a regional and multi-agency effort including the SCAQMD, CARB, SCAG, and the EPA. The 2012 AQMP pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including the 2012 Regional Transportation Plan/Sustainable Communities Strategy, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts (SCAQMD 2013). (SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans.)

The AQMP provides local guidance for the State Implementation Plan (SIP), which provides the framework for air quality basins to achieve attainment of the state and federal ambient air quality standards. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. Areas for which there is insufficient data available are designated unclassified. The attainment status for the western portion of San Bernardino County is included in Table 4.1-4, Federal and State Ambient Air Quality Attainment Status for San Bernardino County. The region is nonattainment for state ozone, PM<sub>10</sub>, and PM<sub>2.5</sub> standards and nonattainment for federal ozone and PM<sub>10</sub>.

**Table 4.1-4: Federal and State Ambient Air Quality Attainment Status for Western San Bernardino County**

| Pollutant   | Federal                 | State         |
|---|-------------------------|---------------|
| 8-Hour Ozone (O <sub>3</sub> )  | Nonattainment           | Nonattainment |
| Coarse Particulate Matter (PM <sub>10</sub> )   | Nonattainment           | Nonattainment |
| Fine Particulate Matter (PM <sub>2.5</sub> )  | Unclassified/Attainment | Nonattainment |
| Carbon Monoxide (CO)  | Unclassified/Attainment | Attainment    |
| Nitrogen Dioxide (NO <sub>2</sub> )   | Unclassified/Attainment | Attainment    |
| Sulfur Dioxide (SO <sub>2</sub> )   | Unclassified            | Attainment    |
| Source: CARB (California Air Resources Board). 2015. State and Federal Area Designation Maps. Website: <a href="http://www.arb.ca.gov/desig/adm/adm.htm">http://www.arb.ca.gov/desig/adm/adm.htm</a> . Accessed on July 13, 2016. |                         |               |

---

*TOXIC AIR CONTAMINANT REGULATIONS*

In 1983, the California legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health. The Health and Safety Code defines a TAC as “an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health.” A substance that is listed as a hazardous air pollutant pursuant to subsection (b) of Section 112 of the federal Clean Air Act (42 United States Code Section 7412[b]) is a TAC. Under state law, the California Environmental Protection Agency, acting through CARB, is authorized to identify a substance as a TAC if it determines the substance is an air pollutant that may cause or contribute to an increase in mortality or to an increase in serious illness, or may pose a present or potential hazard to human health.

California regulates TACs primarily through Assembly Bill (AB) 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics “Hot Spot” Information and Assessment Act of 1987). The Tanner Air Toxics Act sets forth a formal procedure for CARB to designate substances as toxic air contaminants. Once a TAC is identified, CARB adopts an “airborne toxics control measure” for sources that emit designated TACs. If there is a safe threshold for a substance (a point below which there is no toxic effect), the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate toxics best available control technology to minimize emissions. To date, CARB has established formal control measures for eleven TACs, all of which are identified as having no safe threshold.

Air toxics from stationary sources are also regulated in California under the Air Toxics “Hot Spot” Information and Assessment Act of 1987. Under AB 2588, TAC emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High-priority facilities are required to perform a health risk assessment and, if specific thresholds are exceeded, are required to communicate the results to the public in the form of notices and public meetings.

Since the last update to the TAC list in December 1999, CARB has designated 244 compounds as toxic air contaminants.<sup>3</sup> Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. The majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines. As the Project is proposing an industrial warehouse requiring daily visits from heavy-duty diesel trucks during operations, it would be a source of DPM concentrations during Project operations.

---

<sup>3</sup> California Air Resources Board. 1999. *Final Staff Report: Update to the Toxic Air Contaminant List*.

---

CALIFORNIA DIESEL RISK REDUCTION PLAN

In September 2000, CARB adopted the Diesel Risk Reduction Plan (DRRP), which recommends many control measures to reduce the risks associated with DPM and achieve a goal of an 85 percent reduction of DPM generated by 2020. The DRRP incorporates measures to reduce emissions from diesel-fueled vehicles and stationary diesel-fueled engines. Ongoing efforts by CARB to reduce diesel-exhaust emissions from these sources include the development of specific statewide regulations, which are designed to further reduce DPM emissions. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce DPM emissions.

Since the initial adoption of the DRRP in September 2000, CARB has adopted numerous rules related to the reduction of DPM from mobile sources, as well as the use of cleaner-burning fuels. Transportation sources addressed by these rules include public transit buses, school buses, on-road heavy-duty trucks, and off-road heavy-duty equipment.

ON-ROAD HEAVY-DUTY DIESEL VEHICLES (IN USE) REGULATION

CARB's On-Road Heavy-Duty Diesel Vehicles (In Use) Regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Heavier trucks were required to be retrofitted with particulate matter filters beginning January 1, 2012, and older trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent. The regulation applies to nearly all privately and federally owned diesel-fueled trucks and buses, as well as to privately and publicly owned school buses with a gross vehicle weight rating greater than 14,000 pounds.

**LOCAL FRAMEWORK**

*SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT*

The SCAQMD is the air pollution control agency for Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino counties. The agency's primary responsibility is ensuring that the federal and state ambient air quality standards are attained and maintained in the South Coast Air Basin. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, and conducting public education campaigns, as well as many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.



The following is a list of noteworthy SCAQMD rules that are required of the proposed Project during construction activities:

- **Rule 402 (Nuisance)** – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.
- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement Best Available Control Measures for all sources and all forms of visible particulate matter are prohibited from crossing any property line. Rule 403 is intended to reduce PM<sub>10</sub> emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. Examples of some PM<sub>10</sub> suppression techniques are summarized below.
  - a. Portions of the construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized in a manner acceptable to the City.
  - b. All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
  - c. All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
  - d. The area disturbed by clearing, grading, earth moving, or excavation operations will be minimized at all times.
  - e. Where vehicles leave the construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface.
  - f. A wheel washing system will be installed and used to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.
  - g. Water will be applied to active portions of the site, including unpaved roads, in sufficient quantity.
- **Rule 1113 (Architectural Coatings)** – This rule requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce ROG emissions

from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.

## STANDARDS OF SIGNIFICANCE

### SIGNIFICANCE CRITERIA

In accordance with State CEQA Guidelines, the effects of a project are evaluated to determine whether they would result in a significant adverse impact on the environment. An EIR is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts that are identified. The criteria used to determine the significance of impacts may vary depending on the nature of the project. According to Appendix G of the *State CEQA Guidelines*, the proposed Project would have a significant impact related to air quality, if it would:

- Violate any air quality standard or contribute substantially to an existing or projected air quality violation.
- Conflict with or obstruct implementation of any applicable air quality plan.
- Expose sensitive receptors to substantial pollutant concentrations.
- Create objectionable odors affecting a substantial number of people.
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

The significance criteria established by the applicable air quality management or air pollution control district (SCAQMD) may be relied upon to make the above determinations. According to the SCAQMD, an air quality impact is considered significant if a proposed project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The SCAQMD has established thresholds of significance for air quality for construction and operational activities of land use developments, which are applicable to the Project, as shown in Table 4.1-5, SCAQMD Regional Significance Thresholds.

**Table 4.1-5: SCAQMD Regional Significance Thresholds**

| Air Pollutant  | Construction Activities | Operations     |
|--|-------------------------|----------------|
| Reactive Organic Gases (ROG)   | 75 pounds/day           | 55 pounds/day  |
| Carbon Monoxide (CO)   | 550 pounds/day          | 550 pounds/day |
| Nitrogen Oxides (NO <sub>x</sub> )   | 100 pounds/day          | 55 pounds/day  |
| Sulfur Oxides (SO <sub>x</sub> )   | 150 pounds/day          | 150 pounds/day |
| Coarse Particulates (PM <sub>10</sub> )  | 150 pounds/day          | 150 pounds/day |
| Fine Particulates (PM <sub>2.5</sub> )   | 55 pounds/day           | 55 pounds/day  |
| Source: SCAQMD (South Coast Air Quality Management District). 1993. (PM <sub>2.5</sub> threshold adopted June 1, 2007) |                         |                |

#### CO HOT-SPOT ANALYSIS

In addition to the daily thresholds listed above, the Project would be subject to the ambient air quality standards. These are addressed through an analysis of localized carbon monoxide impacts. The California 1-hour and 8-hour CO standards are:

1-hour = 20 parts per million

8-hour = 9 parts per million

The significance of localized impacts depends on whether ambient CO levels in the vicinity of a project are above state and federal CO standards. CO concentrations in Temecula no longer exceed the California or national ambient air quality standards criteria, and the Basin has been designated as attainment under the 1-hour and 8-hour standards.

#### LOCALIZED SIGNIFICANCE THRESHOLDS

In addition to the CO hot-spot analysis, the SCAQMD developed localized significance thresholds (LSTs) for emissions of NO<sub>2</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> generated at new development sites (off-site mobile source emissions are not included in the LST analysis). LSTs represent the maximum emissions at a project site that are not expected to cause or contribute to an exceedance of the most stringent national or state ambient air quality standard. LSTs are based on the ambient concentrations of that pollutant within the Project source receptor area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. The Project site is located in SCAQMD SRA 36. Table 4.1-6, Local Significance Threshold (LST) Impacts – Pounds per Day, shows the localized significance thresholds for a 1-acre, 2-acre, and 5-acre

project site in SRA 36 with sensitive receptors located within 82 feet (25 meters) of a project site.

**Table 4.1-6: Local Significance Threshold (LST) Impacts – Pounds per Day**

| Project Size   | NOx     | CO           | PM10 | PM2.5 |
|--|---------|--------------|------|-------|
| 1 Acre (construction/operations)   | 118/118 | 863/863      | 5/2  | 4/1   |
| 2 Acres (construction/operations)  | 170/170 | 1,232/1,232  | 6/2  | 5/2   |
| 5 Acres (construction/operations)  | 270/270 | 2,193 /2,193 | 16/4 | 9/2   |
| Source: SCAQMD (South Coast Air Quality Management District). 2009. <i>Localized Significance Threshold Appendix C – Mass Rate LST Look-up Tables</i> . Website: <a href="http://www.aqmd.gov/ceqa/handbook/LST/LST.html">www.aqmd.gov/ceqa/handbook/LST/LST.html</a> , accessed on July 14, 2016. |         |              |      |       |

#### TOXIC AIR CONTAMINANT THRESHOLDS

The SCAQMD regulates levels of air toxics through a permitting process that covers both construction and operation. The SCAQMD has adopted Rule 1401 for both new and modified sources that use materials classified as air toxics. The SCAQMD CEQA Guidelines for permit processing consider the following types of projects significant:

- Any project involving the emission of a carcinogenic or toxic air contaminant identified in SCAQMD Rule 1401 that exceeds the maximum individual cancer risk of 1 in 1 million or 10 in 1 million if the project is constructed with best available control strategy for toxics (T-BACT) using the procedures in SCAQMD Rule 1401.
- Any project that could accidentally release an acutely hazardous material or routinely release a toxic air contaminant posing an acute health hazard.
- Any project that could emit an air contaminant not currently regulated by SCAQMD rule but that is on the federal or state air toxics list.

## PROJECT IMPACTS AND MITIGATION

Air Quality impacts are analyzed below according to topic. Mitigation measures directly correspond with an identified impact.

### ***VIOLATE AIR QUALITY STANDARDS (CONSTRUCTION)***

|                     |   |
|---------------------|---|
| <b>Impact 4.1-1</b> | <b>The Project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation during Project construction.</b> |
|---------------------|---|

Construction associated with the Project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern in the Project area include ozone-precursor pollutants (i.e., ROG and NO<sub>x</sub>) and PM<sub>10</sub>. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but have the potential to represent a significant air quality impact.

Construction results in the temporary generation of emissions ensuing from site grading and excavation, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water. Construction-related emissions are expected from site preparation, grading, building construction, paving, architectural coatings, and construction workers commuting. Grading of the Project site would be balanced and no soil import or export would be required. Architectural coatings (i.e., painting) would occur sporadically throughout the building phase, as needed.

The estimate for construction duration is primarily based upon California Emissions Estimator Model (CalEEMod) model defaults. For instance, the numbers and types of construction equipment are derived from CalEEMod model defaults. However, modeling parameters were refined in the case of construction phasing and duration. For instance, construction is anticipated to last 10 months beginning with the demolition and removal of all on-site structures and debris. Following this phase of construction the entire site would be mass graded, after which the actual building construction would commence. The building construction phase accounts for the simultaneous actions of carpentry, asphalt paving, and painting. Please refer to specific detailed modeling inputs/outputs, including construction equipment assumptions, contained in Appendix B.

*CONSTRUCTION-RELATED REGIONAL AIR QUALITY IMPACTS*

The estimated maximum daily construction emissions are summarized in Table 4.1-7, Construction-Related Emissions. As previously stated, all construction projects in the South Coast Air Basin are subject to SCAQMD rules and regulations in effect at the time of construction, including Rule 403 described above. The construction emissions summarized in Table 4.1-7 account for the quantifiable PM-reducing requirements of SCAQMD Rule 403.

**Table 4.1-7: Construction-Related Emissions**

| Construction Activities  | Maximum Emissions (pounds per day) <sup>1</sup> |                                   |   |  |                      |                                   |
|--|---|-----------------------------------|---|--|----------------------|-----------------------------------|
|  | Reactive Organic Gases (ROG)                    | Nitrogen Oxide (NO <sub>x</sub> ) | Coarse Particulate Matter (PM <sub>10</sub> ) | Fine Particulate Matter (PM <sub>2.5</sub> ) | Carbon Monoxide (CO) | Sulfur Dioxide (SO <sub>2</sub> ) |
| Year 1 (2017)  | 50.76   | 69.68                             | 11.90   | 6.83   | 93.93                | 0.18                              |
| SCAQMD Thresholds  | 75  | 100                               | 150   | 55   | 550                  | 150                               |
| Exceed Threshold?  | No  | No                                | No  | No   | No                   | No                                |
| Notes:<br>1. Emissions calculated using CalEEMod version 2013.2.2. Emission estimates account for the quantifiable PM-reducing requirements of SCAQMD Rule 403, including the quick replacement of ground cover in disturbed areas; watering exposed surfaces three times daily; covering stock piles with tarps; watering all haul roads twice daily; and limiting speeds on unpaved roads to 15 miles per hour. Site requirements for soil movement will balance (cut vs. fill). Architectural coatings are assumed to be applied sporadically throughout the duration of building construction.<br>2. Refer to Appendix B for daily emission model outputs. |   |                                   |   |  |                      |                                   |

As shown in Table 4.1-7, emissions resulting from Project construction will not exceed any applicable thresholds. Construction-related regional air quality impacts are considered **less than significant**.

*CONSTRUCTION-RELATED LOCALIZED AIR QUALITY IMPACTS*

Localized Significance Thresholds (LSTs) were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the Final Localized Significance Threshold Methodology (dated June 2003 [revised 2009]) for guidance. The LST methodology assists lead agencies in analyzing localized air quality impacts. Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, Table 4.1-8, Equipment-Specific Grading Rates, is used to determine the maximum daily disturbed acreage for comparison to LSTs.

**Table 4.1-8: Equipment-Specific Grading Rates**

| Construction Phase   | Equipment Type      | Equipment Quantity | Acres Graded per 8-Hour Day | Operating Hours per Day | Acres Graded per Day |
|--|---------------------|--------------------|-----------------------------|-------------------------|----------------------|
| Site Preparation   | Crawler Tractor     | 4                  | 0.5                         | 8                       | 2.0                  |
|  | Rubber-Tired Dozers | 3                  | 0.5                         | 8                       | 1.5                  |
| <b>Total Acres Graded per Day</b>  |                     |                    |                             |                         | <b>3.5</b>           |
| Grading  | Crawler Tractor     | 3                  | 0.5                         | 8                       | 1.5                  |
|  | Graders             | 1                  | 0.5                         | 8                       | 0.5                  |
|  | Rubber-Tired Dozers | 1                  | 0.5                         | 8                       | 0.5                  |
|  | Scrapers            | 1                  | 1.0                         | 8                       | 1.0                  |
| <b>Total Acres Graded per Day</b>  |                     |                    |                             |                         | <b>3.5</b>           |
| Source: CalEEMod version 2013.2.2; South Coast AQMD, "Fact Sheet for Applying CalEEMod to Localized Significance Thresholds."  |                     |                    |                             |                         |                      |
| Notes:   |                     |                    |                             |                         |                      |
| 1. The equipment specific grading rates are based on the SCAQMD's Fact Sheet for Applying CalEEMod to Localized Significance Thresholds guidance document. Consistent with SCAQMD's guidance, the identified equipment is used to determine the maximum daily soil disturbance area for the purposes of evaluating localized construction impacts and is not an exhaustive list of all equipment that would be used during project construction. Additionally, the acreage identified in this table is used for the purposes of identifying a conservative Localized Significance Threshold (i.e., smaller disturbed areas have lower Localized Significance Thresholds) and does not represent a daily limit on the grading allowed on the site. In summary, then, the LST methodology focuses on the equipment that may be operated and acreage that may be disturbed in areas immediate proximate to potential sensitive receptors, even if other equipment may be operated or other acreage may be disturbed in areas that are farther away from the sensitive receptor. |                     |                    |                             |                         |                      |

For this Project, the appropriate source receptor area (SRA) for the localized significance thresholds is the West San Bernardino Mountains area (SRA 36) since this area includes the Project site. LSTs apply to CO, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. The SCAQMD produced look-up tables for projects that disturb areas less than or equal to 5 acres in size. As shown in Table 4.1-8, Project construction is anticipated to disturb a maximum of 3.5 acres in a single day.

The SCAQMD's methodology clearly states that "off-site mobile emissions from the project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered. The nearest existing sensitive receptor to the development boundaries is

located 90 feet from the proposed development. Therefore, LSTs for receptors at 25 meters (82 feet) are used in this analysis.

Table 4.1-9, Localized Significance of Emissions, presents the results of localized emissions during construction activity. The LSTs have been adjusted to reflect a maximum disturbance of 3.5 acres daily assumed for the proposed Project. As shown in Table 4.1-9, air pollutant emissions resulting from Project construction would not exceed the applicable LST; therefore, this impact is **less than significant**.

**Table 4.1-9: Localized Significance of Emissions**

| Activity  | Nitrogen Oxide (NO <sub>x</sub> ) | Coarse Particulate Matter (PM <sub>10</sub> ) | Fine Particulate Matter (PM <sub>2.5</sub> ) | Carbon Monoxide (CO) |
|---|-----------------------------------|---|--|----------------------|
| Maximum Daily Emissions (on-site)   | 69.69                             | 10.47   | 6.77   | 93.93                |
| SCAQMD Localized Threshold (adjusted for 3.5 acres of disturbance)  | 221.5                             | 11  | 7  | 1,712.5              |
| Significant?  | No                                | No  | No   | No                   |
| <p>Source: CalEEMod version 2013.2.2.</p> <p>Notes: Emissions projections account for adherence to various components of SCAQMD Rule 403, including application of water on the project site, employment of wheel washing systems, sweeping adjacent streets daily, and reestablishing vegetation on inactive portions of the site.</p> |                                   |   |  |                      |

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less than significant impact.

#### ***VIOLATE AIR QUALITY STANDARDS (OPERATION)***

**Impact 4.1-2                      The Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation during Project operations.**

Operational activities associated with the proposed Project will result in emissions of ROG, NO<sub>x</sub>, CO, sulfur oxides (SO<sub>x</sub>), PM<sub>10</sub>, and PM<sub>2.5</sub>. Operational emissions would be expected from the following primary sources: vehicles, combustion emissions associated with natural gas and electricity, fugitive dust related to vehicular travel, landscape maintenance equipment, emissions from consumer products, and architectural coatings. CalEEMod modeling parameters



were refined to account for 1,137 average daily trips associated with the project, 20 percent of which are heavy-duty truck trips (Kunzman and Associates 2016a; 2016b).

The Project-related operational-related regional emissions burdens, along with a comparison of SCAQMD-recommended significance thresholds, are shown in Table 4.1-10, Long-Term Operational Emissions.

**Table 4.1-10: Long-Term Operational Emissions**

| Source   | Pollutant (pounds/day) <sup>1</sup> |                                   |   |  |                      |                                   |
|--|-------------------------------------|-----------------------------------|---|--|----------------------|-----------------------------------|
|  | Reactive Organic Gases (ROG)        | Nitrogen Oxide (NO <sub>x</sub> ) | Coarse Particulate Matter (PM <sub>10</sub> ) | Fine Particulate Matter (PM <sub>2.5</sub> ) | Carbon Monoxide (CO) | Sulfur Dioxide (SO <sub>2</sub> ) |
| <b>Summer Emissions</b>  |                                     |                                   |   |  |                      |                                   |
| Area Source  | 31.09                               | 0.00                              | 0.00  | 0.00   | 0.13                 | 0.00                              |
| Energy Use   | 0.04                                | 0.39                              | 0.03  | 0.03   | 0.33                 | 0.00                              |
| Mobile Source  | 5.43                                | 39.07                             | 11.06   | 3.33   | 75.16                | 0.20                              |
| <b>Total</b>   | <b>36.56</b>                        | <b>39.46</b>                      | <b>11.09</b>                                  | <b>3.36</b>                                  | <b>75.62</b>         | <b>0.20</b>                       |
| <b>Winter Emissions</b>  |                                     |                                   |   |  |                      |                                   |
| Area Source  | 31.09                               | 0.00                              | 0.00  | 0.00   | 0.13                 | 0.00                              |
| Energy Use   | 0.04                                | 0.39                              | 0.03  | 0.03   | 0.33                 | 0.00                              |
| Mobile Source  | 5.41                                | 40.57                             | 11.09   | 3033   | 74.62                | 0.19                              |
| <b>Total</b>   | <b>36.54</b>                        | <b>40.96</b>                      | <b>11.09</b>                                  | <b>3.36</b>                                  | <b>75.07</b>         | <b>0.19</b>                       |
| Potentially Significant Impact Threshold (Daily Emissions)   | 55                                  | 55                                | 550   | 150  | 150                  | 55                                |
| <b>Exceed Daily Threshold?</b>   | No                                  | No                                | No  | No   | No                   | No                                |
| Notes:<br>1. Emissions calculated using CalEEMod version 2013.2.2.<br>2. Refer to Appendix B for daily emission model outputs. |                                     |                                   |   |  |                      |                                   |

As shown in Table 4.1-10, emissions resulting from Project operations would not exceed any of the SCAQMD regional emissions thresholds for operational activity. Therefore, this impact would be considered **less than significant**.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less than significant impact.

---

***CONFLICT WITH AIR QUALITY PLAN***

---

---

**Impact 4.1-3                      The Project would conflict with or obstruct implementation of the applicable air quality plan.**

---

As part of its enforcement responsibilities, the EPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law, the California Clean Air Act requires an air quality attainment plan to be prepared for areas designated as nonattainment with regard to the federal and state ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

As previously mentioned, the Project site is located in the South Coast Air Basin, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the air basin is in nonattainment. In order to reduce such emissions, the SCAQMD drafted the 2012 Air Quality Management Plan. The 2012 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The 2012 AQMP pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including the 2016 Regional Transportation Plan/Sustainable Communities Strategy, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts (SCAQMD 2013). (SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans.)

Criteria for determining consistency with the AQMP are defined by the following indicators:

- Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
- Consistency Criterion No. 2: The proposed project will not exceed the assumptions in the AQMP or increments based on the years of the project buildout phase.

The violations to which Consistency Criterion No. 1 refer are the California ambient air quality standards (CAAQS) and the national ambient air quality standards (NAAQS). As previously described, the SCAQMD has established thresholds of significance for construction and operational activities of land use developments in order to determine whether a project would violate the CAAQS and NAAQS (see **Table 4.5-1**). As evaluated under Impact 4.1-2 above, the Project would not exceed SCAQMD operational thresholds and would therefore not violate air quality standards. Therefore, the impact is **less than significant**.

Concerning Consistency Criterion No. 2, the Air Quality Management Plan contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The proposed Project would change the General Plan designation on the site from Bloomington/Residential 1 Acre Minimum lot size-additional agricultural overlay (BL/RS-1AA) and Bloomington/Institutional (BL/IN) to Bloomington/Industrial (BL/IC). The development density and vehicle trip generation associated with the proposed Project are anticipated to be greater than what would occur under the General Plan's current land use designation. For instance, as described in Section 8.0, Alternatives, the intensity of development allowed on the Project site under the current General Plan land use designation would generate less than 300 vehicle trips per day, while the Project would generate over 1,400 trips (PCEs) per day. This increase in anticipated vehicle trips would result in an increased generation of air pollutants potentially exceeding the air pollutant inventory and assumptions in the AQMP. Therefore, the proposed Project would result in a significant impact to the second criterion.

While the Project is consistent with the first criterion, it conflicts with the second criterion as the proposed change to the current General Plan designation would result an increase of vehicle trips, and thus air pollutants, not anticipated in the AQMP. There is no feasible mitigation available to reduce these emissions to levels below the threshold. Therefore, this impact is **significant and unavoidable**.

**Mitigation Measures:** No feasible mitigation.

**Level of Significance:** Significant and Unavoidable.

#### ***EXPOSE SENSITIVE RECEPTORS***

---

|                     |  |
|---------------------|--|
| <b>Impact 4.1-4</b> | <b>The Project would not expose sensitive receptors to substantial pollutant concentrations.</b> |
|---------------------|--|

---

Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and

people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. The California Air Resources Board (CARB) has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

As previously stated, the Project site is located in an area of large-lot single family homes. The nearest residential land uses would be those surrounding the Project site at the western boundary at approximately 90 feet distant. Additionally, there are two public schools in the Project vicinity, one 260 feet to the northwest and the other approximately 860 feet to the east. Other sensitive land uses near the Project site include a church approximately 160 feet to the north and a park located approximately 380 feet to the southwest. (See Exhibits 3.0-2 through 3.0-4.)

#### *CONSTRUCTION-GENERATED AIR TOXICS*

Construction-generated diesel PM emissions contribute to negative health impacts when construction is extended over lengthy periods of time. Construction equipment would be staged on the project site near the southeastern site boundary and across from the existing heavy-duty diesel storage facility east of the site on Cedar Avenue, and the farthest from any sensitive receptor. The use of diesel-powered equipment during construction would be temporary and episodic and would occur over several locations isolated from one another. Furthermore, the proposed Project would be subject to and would comply with California regulations limiting idling to no more than 5 minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable diesel PM emissions. Project construction would not be a substantial source of other CARB-identified TACs. While the combustion of fossil fuels can result in other TACs, such as acetaldehyde, acrolein, benzene, 1,3-butadiene, formaldehyde (see Appendix B), these substances are actually contained within diesel PM. Diesel exhaust has many individual substances contained in it, including those just listed and others, such as nickel. The mixture of air toxics that constitute diesel PM have the potential to contribute to mutations in cells that can lead to cancer. Furthermore, the majority of the estimated health risk from TACs is attributable to diesel PM. Long-term exposure to diesel exhaust particles poses the highest cancer risk of any TAC evaluated by OEHHA.<sup>4</sup> CARB estimates that about 70 percent of the cancer risk that the average Californian faces from breathing toxic air pollutants stems from diesel PM. Thus, evaluation of TACs focusses on diesel PM.

---

<sup>4</sup> *Air Toxicology and Epidemiology: Air Pollution and Children's Health*, Office of Environmental Health Hazard Assessment, 2007. [online]: [http://oehha.ca.gov/public\\_info/facts/airkids.html](http://oehha.ca.gov/public_info/facts/airkids.html).

Construction projects contained in a site of less than 5 acres are generally considered to represent less than significant health risk impacts due to (1) limitations on the off-road diesel equipment able to operate and thus a reduced amount of generated diesel PM, (2) the reduced amount of dust-generating ground disturbance possible compared to larger construction sites, and (3) the reduced duration of construction activities compared to the development of larger sites. For these reasons and because diesel fumes disperse rapidly over relatively short distances, diesel PM generated by most construction activities, in and of itself, would not be expected to create conditions where the probability of contracting cancer is greater than 10 in 1 million for nearby receptors. (As shown in Table 4.1-8, Project construction is estimated to disturb up to 3.5 acres daily.) In addition, SCAQMD Rule 403 requires that basic construction mitigation measures are employed during all construction projects, including measures that would substantially reduce nuisance fugitive dust.

Furthermore, as discussed in the LST analysis previously presented, results indicate that the proposed Project would not exceed the SCAQMD LSTs, and a less than significant impact is expected during construction activity. LSTs were developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities, and apply to CO, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Therefore, sensitive receptors would not be subject to a significant air quality impact during Project construction. This impact is **less than significant**.

#### *CARBON MONOXIDE HOTSPOTS DURING PROJECT OPERATIONS*

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

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

The Basin is designated as an Unclassified/Attainment area for the Federal CO standards and an attainment area for State standards. There has been a decline in CO emissions even though vehicle miles traveled on U.S. urban and rural roads have increased. On-road mobile source CO emissions have declined 24 percent between 1989 and 1998, despite a 23 percent rise in motor vehicle miles traveled over the same 10 years. California trends have been consistent with national trends; CO emissions declined 20 percent in California from 1985 through 1997 while

vehicle miles traveled increased 18 percent in the 1990s. Three major control programs have contributed to the reduced per-vehicle CO emissions: exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

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

Of these locations, the Wilshire Boulevard/Veteran Avenue intersection in Los Angeles experienced the highest CO concentration (4.6 parts per million [ppm]), which is well below the 35-ppm 1-hr CO Federal standard. The Wilshire Boulevard/Veteran Avenue intersection is one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day. As the CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection, it can be reasonably inferred that CO hotspots would not be experienced at any intersections near the Project site due the addition of approximately 1,137 daily trips that would occur as a result of Project implementation. Therefore, impacts would be **less than significant** in this regard.

#### *OPERATIONAL CRITERIA AIR POLLUTANTS*

As shown in Table 4.1-10, emissions resulting from Project operations would not exceed any of the SCAQMD regional emissions thresholds for operational activity. However, the South Coast Air Basin is nonattainment for state ozone, PM<sub>10</sub>, and PM<sub>2.5</sub> standards as well as federal ozone and PM<sub>10</sub> standards. The proposed project would result in increased emissions of these pollutants. Ozone is a health threat to persons who already suffer from respiratory diseases, can cause severe ear, nose, and throat irritation, and increases susceptibility to respiratory infections. Particulate matter can adversely affect the human respiratory system. However, the correlation between resultant emissions and increases in the days in which state and federal ambient air quality standards are surpassed, or frequency or severity of related illnesses, cannot be accurately quantified.

The overall strategy for reducing air pollution for criteria pollutants in the Basin is contained in the SCAQMD AQMP. This plan addresses the Basin's nonattainment status with the national and state ozone standards as well as particulate matter by establishing a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. Pollutant control strategies are based on the latest scientific and technical information and planning assumptions, updated emission inventory methodologies

for various source categories, and the latest population growth projections and associated vehicle miles traveled projections for the region. No single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards.

#### *OPERATIONAL DIESEL PARTICULATE MATTER*

In order to analyze potential health risks resulting from project-generated diesel particulate matter, a health risk assessment (HRA) was prepared (see Appendix B). (As previously described, while the combustion of fossil fuels can result in other TACs, such as acetaldehyde, acrolein, benzene, 1,3-butadiene, formaldehyde, these substances are actually contained within diesel PM. The majority of the estimated health risk from TACs is attributable to diesel PM. Therefore, the HRA focuses on this TAC.) The HRA evaluated the increased potential for cancer risk and non-carcinogenic hazards as a result of the proposed Project. As depicted in Table 4.1-11, Operational Health Risk, the highest concentration at a sensitive receptor resulting from operation of the Project would result in a risk of 4.92 in one million over the 70-year exposure period, which is below the threshold of 10 in one million. The calculated risk is also below the threshold for the 30- and 9-year exposure periods. Therefore, impacts related to cancer risk and PM<sub>2.5</sub> concentrations from heavy trucks would be **less than significant**.

**Table 4.1-11: Operational Health Risk**

| Exposure Scenario             | Maximum Cancer Risk<br>(Risk per Million) <sup>1</sup> | Significance Threshold<br>(Risk Per Million) | Exceeds SCAQMD<br>Significance Threshold? |
|-------------------------------|--|--|---|
| 70-Year Exposure              | 4.92   | 10   | No  |
| 30-Year Exposure              | 4.14   | 10   | No  |
| 9-Year Exposure               | 2.98   | 10   | No  |
| Notes:                        |  |  |   |
| 1. Refer to Appendix B (HRA). |  |  |   |

The maximum operational health risk depicted in [Table 4.1-11](#) represents the highest pollutant concentration at a sensitive receptor. However, the model was run to obtain the peak 24-hour and annual average concentration in micrograms per cubic meter (µg/m<sup>3</sup>), which is a conservative methodology since actual 24-hour and annual average and concentrations are dependent on many variables, particularly the number and type of equipment working at specific distances during time periods of adverse meteorology. Additionally, the diesel exhaust Unit Risk Factor (URF) employed in the risk estimate is based upon the upper 95 percentile of estimated risk for each of the epidemiological studies utilized to develop the URF, and is therefore conservative. The risk estimates assume sensitive receptors will be subject to diesel

PM for 24 hours a day, 350 days a year, which is conservative considering research conducted by CARB that indicated adults and adolescents in California spent almost 15 hours per day inside their homes, and six hours in other indoor locations, for a total of 21 hours (87% of the day).<sup>5</sup> As an additional conservative measure, the emissions derived assume that every truck accessing the project site will idle for 15 minutes, which is an overestimation of actual idling times since California regulations limiting idling to no more than 5 minutes.

As previously described, there are two schools in the Project vicinity and the calculated carcinogenic risk at these locations as a result of the Project is depicted in [Table 4.1-12](#), Operational Health Risk at Project Vicinity Schools. Cancer risk calculations for schools are based on a 9-year exposure period. As shown, impacts related to cancer risk and PM<sub>2.5</sub> concentrations from heavy trucks would also be **less than significant** at each of the Project vicinity school sites.

**Table 4.1-12: Maximum Operational Health Risk at Project Vicinity Schools**

| Exposure Scenario   | Maximum Cancer Risk<br>(Risk per Million) <sup>1</sup> | Significance Threshold<br>(Risk per Million) | Exceeds SCAQMD<br>Significance Threshold? |
|---|--|--|---|
| Crestmore Elementary<br>(9-Year Exposure)                         | 2.98   | 10   | No  |
| Walter Zimmerman<br>Elementary<br>(9-Year Exposure)               | 0.30   | 10   | No  |
| Notes:<br>1. Refer to <a href="#">Appendix A, Modeling Data</a> . |  |  |   |

It is further noted that there are measures currently employed statewide to reduce the risk impacts of heavy trucks. In 1984, as a result of public concern for exposure to airborne carcinogens, the CARB adopted regulations to reduce the amount of air toxic contaminant emissions resulting from mobile sources, such as trucks. According to CARB, between 1990-2012 ambient concentration and emission trends for diesel particulate matter has declined significantly. The decline in ambient concentration and emission trends of diesel particulate matter are a result of various regulations CARB has implemented to address cancer risk. For instance, in 2000 CARB's Diesel Risk Reduction Plan (DRRP) recommended the replacement and retrofit of diesel-fueled engines and the use of ultra-low-sulfur (<15ppm) diesel fuel. As a result of these measures, diesel particulate matter concentrations have declined 68 percent, even

<sup>5</sup> *Activity Patterns of California Residents*, California Air Resources Board, UC Berkeley, 1991.



though the state's population increased 31 percent and the amount of diesel vehicles miles traveled increased 81 percent. With the implementation of these diesel-related control regulations, CARB expects a decline in diesel particulate matter of 71 percent for 2000-2020.

A review of the project Site Plan shows the driveway entrance to the project site that is designated for inbound heavy duty truck access directly across from residential front yards and outdoor activity areas. Therefore, while the increased cancer risk from heavy trucks would be below the applicable significance threshold Mitigation Measure AQ-1 is recommended in order to enforce existing regulation and reduce the generation of diesel particulate matter. Trucks that run at least partially on electricity are projected by the SCAQMD to become available during the life of the project as discussed in SCAQMD's 2012 Regional Transportation Plan. Mitigation Measure AQ-1 requires the project to make this electrical infrastructure available when the project is built so that it is ready when this technology becomes commercially available. Additionally, Mitigation Measure AQ-1 enforces existing regulation and provides incentives for alternative fuel use, both of which will reduce the generation of diesel particulate matter. Mitigation Measure AQ-1 also requires the Project to promote and support clean truck fleets by providing information on the CARB Carl Moyer retrofit program and information on idling limits and nearby alternative fueling stations.

#### *NON-CARCINOGENIC HAZARDS*

##### CHRONIC NON-CANCER HAZARD & ACUTE NON-CANCER HAZARD

Non-cancer chronic impacts are calculated by dividing the annual average concentration by the Reference Exposure Level (REL) for that substance. The REL is defined as the concentration at which no adverse non-cancer health effects are anticipated. The potential for acute non-cancer hazards is evaluated by comparing the maximum short-term exposure level to an acute REL. RELs are designed to protect sensitive individuals within the population. The calculation of acute non-cancer impacts is similar to the procedure for chronic non-cancer impacts.

The significance thresholds for TAC exposure also require an evaluation of non-cancer risk stated in terms of a hazard index. An acute or chronic hazard index of 1.0 is considered individually significant. The hazard index is calculated by dividing the acute or chronic exposure by the reference exposure level. The chronic and acute hazard index associated with the emissions from the Project would be 0.002 and 0.052, respectively (see Appendix B). Therefore, non-carcinogenic hazards are calculated to be within acceptable limits and a **less than significant** impact would occur.

## MITIGATION MEASURES

- AQ-1 Prior to the certificate of occupancy issuance, the Project Applicant shall demonstrate to the satisfaction of the County Planning that the below measures would be implemented. The Project Applicant shall submit for review, and obtain approval from County Planning, a signed letter agreeing to include as a condition of all construction contracts, tenant agreements, etc. of the following measures:
- The proposed warehouse shall be constructed with the appropriate infrastructure (e.g. service tie-in, dedicated panel or panel space, and wiring or conduit for future outlets) to facilitate future electric charging for trucks in anticipation of technology allowing trucks to operate partially on electricity.
  - At least 3 percent of all vehicle parking spaces (including for trucks) shall include EV charging stations.
  - Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than five (5) minutes; and 3) telephone numbers of the building facilities manager and CARB to report violations.
  - In order to promote alternative fuels, and help support “clean” truck fleets, the developer/successor-in-interest shall provide building occupants with information related to SCAQMD’s Carl Moyer Program, or other such programs that promote truck retrofits or “clean” vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. Tenants shall be notified by the property owner, in writing, about the availability of: 1) alternatively fueled cargo handling equipment; 2) grant programs for diesel fueled vehicle engine retrofit and/or replacement; 3) designated truck parking locations in the Project vicinity; 4) access to alternative fueling stations proximate to the site that supply compressed natural gas; and 5) the United States Environmental Protection Agency’s SmartWay program.

**Mitigation Measures:** Implementation of Mitigation Measure AQ-1.

**Level of Significance:** Less than Significant impact.

---

**OBJECTIONABLE ODORS**

---

---

**Impact 4.1-5                    The Project would not create objectionable odors affecting a substantial number of people.**

---

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals have the ability to smell minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; in fact, an odor that is offensive to one person (e.g., from a fast-food restaurant) may be perfectly acceptable to another. It is also important to note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word "strong" to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air. When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

According to the *SCAQMD CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed Project does not include any uses identified by the SCAQMD as being associated with odors. While the Project would include the construction of stormwater detention basins which can be associated with odors due to anaerobic decomposition of biomass from natural nitrification and denitrification processes, the detention basins would be engineered for

temporary floodwater storage,<sup>6</sup> which would preclude the buildup of plant matter biomass. Thus, substantial anaerobic decomposition that results in odors would not occur.

Construction activities associated with the Project may generate detectable odors from heavy-duty equipment exhaust. Construction-related odors would be short-term in nature and cease upon Project completion. Additionally, construction-related odors dissipate rapidly as the nature of construction necessitates the need to move equipment around the construction site throughout a work day. Any impacts to existing adjacent land uses would be short-term and are **less than significant**.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less than significant impact.

### CUMULATIVE IMPACTS

---

|                      |   |
|----------------------|---|
| <b>Impact 4.1-6:</b> | <b>The Project would result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).</b> |
|----------------------|---|

---

As previously described, the significance criteria established SCAQMD is relied upon to make air quality-related impact determinations. The SCAQMD's approach to assessing cumulative impacts is a regional approach based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and California Clean Air Acts. The SCAQMD has established thresholds of significance for construction and operational activities of land use developments in order to determine whether a project would violate the CAAQS and NAAQS (see **Table 4.5-1**). As discussed earlier, the proposed Project would conflict with the Air Quality Management Plan, which is intended to bring the Basin into attainment for all criteria pollutants, since the development density and vehicle trip generation associated with the proposed Project are anticipated to be greater than what would occur under the General Plan's current land use designation. This increase in anticipated vehicle trips would result in an increased generation of air pollutants potentially exceeding the air pollutant inventory and assumptions in the AQMP. As such, cumulative impacts would be cumulatively considerable.

**Mitigation Measures:** No feasible mitigation.

**Level of Significance:** Significant and Unavoidable.

---

<sup>6</sup> Stormwater detention basins are designed for the purpose of attenuation of peak volume stormwater flows which requires a steady outflow of stormwater. Therefore, stormwater detention basins do not maintain long-term standing water associated with natural wetlands.

## **Section 4.2**

# **Cultural Resources**

**BLOOMINGTON INDUSTRIAL FACILITY**  
Draft  
**ENVIRONMENTAL IMPACT REPORT**



## SECTION 4.2

### CULTURAL RESOURCES

---

This section discusses the environmental setting, existing conditions, regulatory context and potential impacts of the Project Area in relation to cultural, paleontological, and historic resources. Cultural resources include places, objects, and settlements that reflect group or individual religious, archaeological, architectural, or paleontological activities. Such resources provide information on scientific progress, environmental adaptations, group ideology, or other human advancements. By statute, the California Environmental Quality Act (CEQA) is primarily concerned with two classes of cultural resources: “historical resources,” which are defined in Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5 and “unique archaeological resources,” which are defined in Public Resources Code Section 21083.2. The information and analysis presented in this section is based on an initial *Cultural Resources Study* (Dorrler and Hale 2015), followed by a Cultural Resources Evaluation (Brunzell and Brunzell 2016) focusing on the historic structures on-site; the *Bloomington Community Plan (2007)*, and the *County of San Bernardino General Plan (2007)*. See Appendix C for the site-specific reports.

#### ENVIRONMENTAL SETTING

The Project site is in the San Bernardino valley with the San Bernardino Mountains approximately 9 miles to the north, La Loma Hills 2.7 miles to the southeast, Rattlesnake Mountain 0.6 mile to the south, and Mount Jurupa 1 mile to the southwest. The main water body in the vicinity is the Santa Ana River, which flows northeast to southwest approximately 2.5 miles southeast from the Project site. The site is relatively flat with elevation ranging from 1,005 to 1,030 feet above mean sea level. There is no primary drainage on site.

Tujunga gravelly sandy loam and Tujunga loamy sand soils are mapped within the Project site. The Tujunga series soils are located on alluvial flood plains derived from granitic sources and consist of deep and drained soils. Slopes with this soil range from 0 to 9%, with an annual mean temperature of 62°F and an annual mean precipitation of 16 inches. Tujunga soils occur at an elevation ranging from 5 to 4,300 feet. Geographically associated soils include Delhi soils as well as the Hanford, Soboba, and Grangeville soils.

Bloomington experiences a Mediterranean type climate with cool, wet winters and dry, hot summers. Average yearly precipitation is 10.7 inches. Average summer highs are around 92° Fahrenheit (°F) with average lows around 61°F. In the winter, average highs are 67°F with lows around 42°F.

There are three land covers/vegetation communities within the Project site: nonnative grassland, agricultural, and developed/disturbed land. Non-native grassland typically occurs adjacent to roads or other developed areas where there has been some historic disturbance. Agricultural land is similar to non-native grassland and often contains some of the same weedy, introduced annuals including wild oat, bromes, black mustard, filaree, and Russian-thistle. Developed land consists of buildings, structures, homes, parking lots, paved roads, and maintained areas. Developed areas do not support native vegetation. Disturbed land refers to areas that are not developed yet lack vegetation, and generally are the result of severe or repeated mechanical perturbation.

There are 6.5 acres characterized as non-native grassland within the Project site. This vegetation community has a dense vegetative cover dominated by common fiddleneck (*Amsinckia intermedia*), bromes, and London rocket (*Sisymbrium irio*). Agricultural land comprises 7.0 acres of the Project site and serves as grazing fields for various livestock species inhabiting the area. Developed/disturbed land occurs within a majority the Project site for a total of 21.3 acres. Multiple residential homes and a junk yard are located within the Project boundary. The residential yards contain ornamental trees including tamarisk (*Tamarix aphylla*), Peruvian pepper trees (*Schinus molle*), eucalyptus trees (*Eucalyptus spp.*), and tree tobacco (*Nicotiana glauca*).

## PREHISTORIC CULTURAL SETTING

Evidence for continuous human occupation in Southern California spans the last 10,000 years. Various attempts to parse out variability in archaeological assemblages over this broad time frame have led to the development of several cultural chronologies; some of these are based on geologic time, most are based on temporal trends in archaeological assemblages, and others are interpretive reconstructions. Each of these reconstructions describes essentially similar trends in assemblage composition in more or less detail. This research employs a common set of generalized terms used to describe chronological trends in assemblage composition: Paleoindian (pre-5500 BC), Archaic (8000 BC–AD 500), Late Prehistoric (AD 500–1769), and Ethnohistoric (post-AD 1769).

### *PALEOINDIAN (PRE-5500 BC)*

Evidence for Paleoindian occupation in the region is tenuous; our knowledge of associated cultural pattern(s) informed by a relatively sparse body of data that has been collected from within an area extending from coastal San Diego, through the Mojave Desert, and beyond. One of the earliest dated archaeological assemblages in coastal Southern California (excluding the Channel Islands) derives from site SDI-4669/W-12, in La Jolla. A human burial from site SDI-



4669 was radiocarbon dated to 9,590–9,920 years before present (95.4% probability). The burial is part of a larger site complex that contained more than 29 human burials associated with an assemblage that fits the Archaic profile (i.e., large amounts of ground stone, battered cobbles, and expedient flake tools). In contrast, typical Paleoindian assemblages include large stemmed projectile points, high proportions of formal lithic tools, bifacial lithic reduction strategies, and relatively small proportions of ground stone tools. Prime examples of this pattern are sites that were studied by Emma Lou Davis (1978) on Naval Air Weapons Station China Lake near Ridgecrest, California. These sites contained fluted and unfluted stemmed points and large numbers of formal flake tools (e.g., shaped scrapers, blades). Other typical Paleoindian sites include the Komodo site (MNO-679)—a multicomponent fluted point site, and MNO-680—a single component Great Basined Stemmed point site. At MNO-679 and -680, ground stone tools were rare while finely made projectile points were common.

San Dieguito assemblages at the Harris site are qualitatively distinct from most others in the San Diego region because the site has large numbers of finely made bifaces (including projectile points), formal flake tools, a biface reduction trajectory, and relatively small amounts of processing tools. Despite the unique assemblage composition, the definition of San Dieguito as a separate cultural tradition is hotly debated. It is suggested that the San Dieguito pattern is simply an inland manifestation of a broader economic pattern. Gallegos' interpretation of San Dieguito has been widely accepted in recent years, in part because of the difficulty in distinguishing San Dieguito components from other assemblage constituents. In other words, it is easier to ignore San Dieguito as a distinct socioeconomic pattern than it is to draw it out of mixed assemblages.

The large number of finished bifaces (i.e., projectile points and non-projectile blades), along with large numbers of formal flake tools at the Harris site complex, is very different than nearly all other assemblages throughout the San Diego region, regardless of age. Producing finely made bifaces and formal flake tools implies that relatively large amounts of time were spent for tool manufacture. Such a strategy contrasts with the expedient flake-based tools and cobble-core reduction strategy that typifies non-San Dieguito Archaic sites. It can be inferred from the uniquely high degree of San Dieguito assemblage formality that the Harris site complex represents a distinct economic strategy from non-San Dieguito assemblages.

San Dieguito sites are rare in the inland valleys, with one possible candidate, RIV-2798/H, located on the shore of Lake Elsinore. Excavations at Locus B at RIV-2798/H produced a toolkit consisting predominately of flaked stone tools, including crescents, points, and bifaces, and lesser amounts of groundstone tools, among other items. A calibrated and reservoir corrected radiocarbon date from a shell produced a date of 6630 BC. It is suggested this site represents

seasonal exploitation of lacustrine resources and small game, and resembles coastal San Dieguito assemblages and spatial patterning.

If San Dieguito truly represents a distinct socioeconomic strategy from the non-San Dieguito Archaic processing regime, its rarity implies that it was not only short-lived, but that it was not as economically successful as the Archaic strategy. Such a conclusion would fit with other trends in Southern California deserts, wherein hunting-related tools are replaced by processing tools during the early Holocene.

#### *ARCHAIC (8000 BC-AD 500)*

The more than 2,500-year overlap between the presumed age of Paleoindian occupations and the Archaic period highlights the difficulty in defining a cultural chronology in southern California. If San Dieguito is the only recognized Paleoindian component in the coastal southern California, then the dominance of hunting tools implies that it derives from Great Basin adaptive strategies and is not necessarily a local adaptation.

The Archaic pattern, which has also been termed the Millingstone Horizon (among others), is relatively easy to define with assemblages that consist primarily of processing tools: millingstones, handstones, battered cobbles, heavy crude scrapers, incipient flake-based tools, and cobble-core reduction. These assemblages occur in all environments across the region with little variability in tool composition. Low assemblage variability over time and space among Archaic sites has been equated with cultural conservatism. Despite enormous amounts of archaeological work at Archaic sites, little change in assemblage composition occurred until the bow and arrow was adopted at around AD 500, as well as ceramics at approximately the same time. Even then, assemblage formality remained low. After the bow was adopted, small arrow points appear in large quantities and already low amounts of formal flake tools are replaced by increasing amounts of expedient flake tools. Similarly, shaped millingstones and handstones decreased in proportion relative to expedient, unshaped ground stone tools. Thus, the terminus of the Archaic period is equally as hard to define as its beginning because basic assemblage constituents and patterns of manufacturing investment remain stable, complimented only by the addition of the bow and ceramics.

#### *LATE PREHISTORIC (AD 500-1769)*

The period of time following the Archaic and prior to Ethnohistoric times (AD 1769) is commonly referred to as the Late Prehistoric; however, several other subdivisions continue to be used to describe various shifts in assemblage composition. In general this period is defined by the addition of arrow points and ceramics, and the widespread use of bedrock mortars. The fundamental Late Prehistoric assemblage is very similar to the Archaic pattern, but includes

arrow points and large quantities of fine debitage from producing arrow points, ceramics, and cremations. The appearance of mortars and pestles is difficult to place in time because most mortars are on bedrock surfaces. Some argue that the Ethnohistoric intensive acorn economy extends as far back as AD 500. However, there is no substantial evidence that reliance on acorns, and the accompanying use of mortars and pestles, occurred prior to AD 1400.

#### *ETHNOHISTORIC*

The history of the Native American communities prior to the mid-1700s has largely been reconstructed through later mission-period and early ethnographic accounts. The first records of the Native American inhabitants of the region come predominantly from European merchants, missionaries, military personnel, and explorers. These brief, and generally peripheral, accounts were prepared with the intent of furthering respective colonial and economic aims and were combined with observations of the landscape. They were not intended to be unbiased accounts regarding the cultural structures and community practices of the newly encountered cultural groups. The establishment of the missions in the region brought more extensive documentation of Native American communities, though these groups did not become the focus of formal and in-depth ethnographic study until the early twentieth century. The principal intent of these researchers was to record the precontact, culturally specific practices, ideologies, and languages that had survived the destabilizing effects of missionization and colonialism. This research, often understood as “salvage ethnography,” was driven by the understanding that traditional knowledge was being lost due to the impacts of modernization and cultural assimilation. Alfred Kroeber applied his “memory culture” approach by recording languages and oral histories within the region.

It is important to note that even though there were many informants for these early ethnographies who were able to provide information from personal experiences about native life before the Europeans, a significantly large proportion of these informants were born after 1850; therefore, the documentation of pre-contact, aboriginal culture was being increasingly supplied by individuals born in California after considerable contact with Europeans.

Based on ethnographic information, it is believed that at least 88 different languages were spoken from Baja California Sur to the southern Oregon state border at the time of Spanish contact. The distribution of recorded Native American languages has been dispersed as a geographic mosaic across California through six primary language families. As the Project site is in the San Bernardino area, the Native American inhabitants of the region would have generally spoken the Gabrieleño variety of Takic, although the Serrano variety would have likely been spoken as well, as the traditional boundary between the Serrano and Gabrielino groups is near the Project site.

A large amount of variation within the language of a group represents a greater time depth than a group's language with less internal diversity. One method that he has employed is by drawing comparisons with historically documented changes in Germanic and Romantic language groups.

The tribes of this area have traditionally spoken Takic languages that may be assigned to the larger Uto–Aztecan family. These groups include the Gabrielino and Serrano.

The Project site is located with the area associated with the Gabrielino, a name derived from the association with the San Gabriel Mission, who are also known as the Tongva. According to the archaeological record, they were not the first inhabitants of the Los Angeles basin but displaced indigenous Hokan speakers around 500 B.C. The Gabrielino shared boundaries with the Chumash to the west, the Tataviam to the north, Serrano to the northeast, the Cahuilla to the east, and the Luiseño and Juaneño to the southwest.

As with many Native groups, it is quite difficult to make population estimates for the Gabrielino, although one estimate gives village population ranges between 50 and 200 people for possibly more than 50 or 100 villages. The arrival of the Spanish decimated Native peoples through disease and changed living conditions, leaving few Gabrielinos by the time ethnographic studies were conducted. This makes it difficult to make definitive statements about their culture. The tribes of the region were organized into patrilineal clans or bands centered on a chief, each of which had their own territorial land or range where food and other resources were collected at different locations throughout the year. Landmarks, or cosmological elements that were understood as being related to that location. Marriages were sometimes arranged by parents or guardians, and chiefs occasionally had multiple wives.

Shamanism was a major component in tribal life. Shamans, who derived their power through dreams or visions, served individual villages. They cured illness, using a variety of tools and plants. Some locations and natural resources were of cultural significance. Springs and other water-related features were thought to be related with spirits. These resources, often a component of origin stories, had power that came with a variety of risks and properties to those who became affected. Mourning ceremonies were similar throughout the region, generally involving and burning of the deceased's possessions, dancing and ritual wailing, followed by the burning of the deceased's remaining items a year after death.

## **HISTORIC SETTING**

The first European settlers to the San Bernardino Valley were missionaries from the Mission of San Gabriel, near the location of modern Los Angeles, who established the Mission San

Bernardino in 1819, though undocumented references indicate an earlier founding date of 1810. The location, chosen by the missionaries due to its signs of agricultural fertility, was located in the southern portion of the San Bernardino Valley at the last slopes of the foothills of the San Bernardino Mountains. Assisted by the Natives, the missionaries erected an “adobe building some eighty by forty yards in size, having substantial walls three feet in thickness, with floors of burnt brick, and thatched roofs of tules and flags”. With the help of the Native Americans in the area they diverted water from Mill Creek in the mountains giving the mission greater agricultural fertility.

*RANCHO PERIOD (1824-1848)*

Mexico established its independence from Spain in 1821, secured California as a Mexican territory in 1822, and became a federal republic in 1824. The Franciscan missions of California by this time had amassed considerable wealth in horses and livestock. Too valuable to be left to the missions, the Mexican Republic secularized the mission property in 1834 and confiscated their wealth. Juan B. Alvarado became Governor of the Territory in 1836 and began the process of subdividing the valley into large ranchos. It was then given to the Diego Sepulveda and three brothers named Lugo in 1842. They transformed it into “Rancho San Bernardino” and used around twenty acres for agriculture and used the rest of the deeded land, which amounted to eight square leagues (35,000 acres), for cattle raising. During this period the population did not grow dramatically but the cattle raising industry became huge throughout the county. San Bernardino soon became an important trade post on the Spanish Trail.

*MORMON PERIOD (1848-1857)*

In 1848 California joined the U.S. The head of the Lugo brothers, Don Antonio Maira Lugo, who had been discouraged the past few years from Native Americans and outlaws raiding and cattle stealing, sold the rancho to two leaders, Amasa Lyman and Charles Rich, of an approximately 500 person Mormon settlement expedition. Rich and Lyman in turn sold the land to the Mormon settlers collectively in for the price of \$77,500. The settlers were sent to California by Mormon leader Brigham Young in order to create a Mormon outpost. Young desired to create a Mormon outpost closer to the Pacific coast, hoping that a Pacific route to Salt Lake City would be more efficient for European converts than the overland route from New York City. Fearing further Native and outlaws attacks, the Mormons fortified the rancho, renamed it “Fort San Bernardino,” and created a stockade centered at the location of the current San Bernardino County Courthouse. No attacks came and the stockade was dismantled after a year. The Mormon town adhered to strict temperance, no drinking or gambling. The Mormons increased agriculture in the area planting 3,000 acres of grain. They also increased infrastructure including

a gristmill and a road to the mountains leading to a saw mill. The city grew rapidly until it was incorporated as the City of San Bernardino with a population of 1,200 in 1857.

*POST-MORMON PERIOD (1857-PRESENT)*

In the same year San Bernardino was incorporated as a city, the Utah War broke out between the Mormon settlers in Utah and the U.S. Government forcing Brigham Young to recall many of the Mormons in San Bernardino back to Utah. Approximately 60 percent of the Mormon population left including many of the older leadership leaving the city in leadership disarray. Prices for plots of land dropped and enticed many other settlers from the east with the promise of land for sale as cheap as a horse and wagon. The cheap land and settlers using it as a starting point to travel to gold mines along the Colorado River during the 1862-1864 gold rush cause the population to rise slowly but steadily. The years following 1870 were marked by the beginnings of fruit farms in the San Bernardino Valley as a new profitable industry. The Santa Fe, Union Pacific, and Southern Pacific Railways made San Bernardino a major transportation hub for Southern California in the last years of the 19th Century and further invigorated the city. In 1886, the Santa Fe Railway connected the city to the transcontinental railways causing a population explosion from eastern settlers travelling west. The population of 7,786 recorded in 1880 increased to 29,415 by 1888. While the last years of the 19th Century display substantial growth for the city, it suffered a catastrophic fire on December 29, 1897. The fire started from a workman tipping a lamp in a lumber mill in the city. Almost immediately the blaze became uncontrollable and high winds spread the fire throughout downtown. The city recovered quickly after the fire and from 1900 to 1910 the population doubled. The population continued to rise throughout the 20th Century and more commercial enterprises, especially in the second half of the century. Richard and Maurice McDonald, immigrants from Ireland, found the first McDonald's restaurant chain establishment in the city in 1940. A large boost occurred during World War II when Norton Air Force Base was established near downtown San Bernardino. By the summer of 1941 it began training the needs for a 30,000 pilot training program. It became a repair and maintenance facility for aircraft as the war continued. After the war ended it continued to be used for maintenance and also support logistics for missile programs until its closure in 1994.

The following historical information is adopted from the Bloomington Community Plan (County of San Bernardino 2007). The Community Plan presents the history of Bloomington and includes the important periods, events, and patterns of development for this community.

“Bloomington was originally developed as part of the land holdings of the Semi-Tropic Land and Water Company which was formed in 1887. In 1907, the Riverside Portland Cement Company built a large plant near Crestmore and to

provide transportation for employees built a standard gauge railroad to Riverside. On May 20th, 1911 the line was opened to Bloomington. The original community, known as Crestmore, is generally located between Locust Avenue and Larch Avenue, south of Jurupa Avenue, extending to the County line. The Pacific-Electric Crestmore Line (Riverside-Rialto) provided local service for many years. The Semi-Tropic Land and Water Company laid out the town sites of Bloomington, Rialto, Fontana, and San Sevaine. The town site for Bloomington, after being surveyed in April, 1888, was bounded on the north by Valley Boulevard, on the south by Slover Avenue, on the east by Larch Avenue, and on the west by Linden Avenue. Presently, part of the community is still rural and many residents continue to keep and raise animals.”

#### *BLOOMINGTON HISTORY*

The Semi-Tropic Water and Land Company incorporated in 1887 in order to sell real estate and water rights. The company acquired 285,000 acres of land along ten miles of Lytle Creek, giving it riparian rights and allowing it to control and sell the water. The company laid out small towns including Fontana, Rialto, San Sevaine, and Bloomington on its land holdings. In 1891, the company subdivided most of the land surrounding the town sites into 20-acre parcels it called “farm lots.” The Project site is directly south of the original Bloomington plat, near the southern border of the company’s holdings. The Riverside Cement Company built a plant just to the south in Crestmore around the turn of the century. In 1904, a subsidiary of the Union Pacific constructed a railway line from Bloomington to Crestmore that ran through the center of lots 387 and 394, which comprise the current Project site.

#### *LOT 387 WEST*

Lot 387 was subdivided into 10-acre parcels with an easement between for the railway after the turn of the 20th century. The western half of lot 387 was originally subdivided into a single 10-acre parcel that comprises the current addresses of 11109, 11141, and 11191 Linden Avenue. By 1915, Edward A. and Anne Featherstone owned the property and built the Craftsman house that still occupies its northwestern corner. A Chicago native, Featherstone was born in 1876, the youngest child of Ruth and John Featherstone. John Featherstone ran a foundry, and the family was wealthy. In 1897, Featherstone married Anne Robinson, who was a year younger. Anne was a member of a socially prominent Chicago family and a Daughter of the American Revolution. The young couple lived in Chicago, where Featherstone listed his occupation as “broker.” Shortly after the turn of the century, they relocated to Los Angeles, where Featherstone operated automobile-related businesses. They lived in the fashionable neighborhood near the University of Southern California campus southwest of downtown. He

was an investor in Durocar (a company that began manufacturing cars in Los Angeles in 1907), and owned a tire company and an oil company as well as a company that manufactured and sold automobile accessories. Their son Edward Allyn was born in 1916.

Featherstone's auto-related investments were apparently successful, and Anne and Edward continued to enjoy the privilege they had grown up with in Chicago. In 1920, it was still common for families of means to have a live-in maid, but the Featherstone family of three had a live-in staff of four to cook, clean, drive, and care for young Edward Allyn.

Featherstone also invested in a yacht-building company, and purchased a racing yacht that he would sail to Catalina. The subject parcel is likely to have been the wealthy family's "country home," where they raised poultry and bred dogs for competitions. Except for the original house and some sheds and small outbuildings, the property was planted in orchards. In 1928, E.A. Featherstone appears in the San Bernardino County telephone directory for the Bloomington area, but no address is listed. The outbuildings appear to date from the same era as the house, and were probably associated with agriculture and animal husbandry on the property.

About 1932, the Citizens' National Savings Bank of Los Angeles acquired the parcel, and held onto it for the next decade. The house and orchard on the property were presumably rented or leased during this period. In 1942, Ely and Laura C. Johnson, aged 45 and 40, purchased the parcel. The Johnsons were African-Americans from Louisiana. In 1930, Ely worked as a chauffeur and Laura as a cook in Los Angeles. By 1938, the couple lived in a home they owned in Los Angeles with a teenage niece. They also owned and co-operated a liquor store. Research has not revealed if they moved to the Bloomington farm after their purchase, but they owned other property and resold the Linden Avenue parcel two years later, so it is likely to have been an investment rather than a home.

Werner and Elizabeth Hofmann bought the property in 1944. Werner was an engineer who designed tools and the Hofmanns lived in Montebello before moving to Bloomington. The couple, who were in their mid to late twenties when they bought the house, resided on the property until at least 1965. A daughter, Doris Elizabeth, was born to the couple in the 1940s. Voter registration documents show Werner and Elizabeth Hofmann living on South Linden Street in Bloomington from 1946 to 1964. The Hofmanns removed the orchards from the parcel during the 1950s, and in the early 1960s subdivided the parcel into 11109, 11141, and 11191 Linden Avenue. After subdividing, the Hofmanns retained 11109 and 11141, and sold the southern-most parcel at 11191 to Eugene and Virginia Patterson.

While under the Patterson ownership, the current house that occupies 11191 was built in 1965. The Pattersons sold to Walter Keinle, who resold to Sharon and Paul Beaulieu. The Beaulieus



were living in the house when their son was born in 1974. Two years later, they sold the house to Wanda Bouchelle, who almost immediately resold to current owners Roger and Mary Jaynes. Roger Jaynes grew up in Riverside, and he married fellow Riverside native Mary Tino in 1962. The couple has lived in the house and they operate an apiary on the property.

In the 1970s, John and Sharon Heydenreich owned and lived at the original house at 11109 Linden Avenue, and also owned 11141 Linden Avenue. After 1975, city directories show the house at 11109 vacant most years, although it may have been occupied and its residents were not listed. Donal and Barbara Howell owned 11109 and 11141 from 1980 to 1998. Donal Howell appears as a resident at the address in 1992, and the couple apparently resided there during the entire 18 years they owned the property. Aerial photographs indicate that the Howells moved two houses to 11141 Linden Avenue. In 1998, they sold both parcels to current owners George and Betty Walters. The Walters lived at 11109 until about 2008, but the house is currently unoccupied.

#### *LOT 387 EAST*

Like its western counterpart, the eastern half of lot 387 was originally subdivided into a single 10-acre parcel that comprises the current addresses of 11134, 11138, 11150, 11166, 11174, and 11188 Cedar Avenue. Research has not revealed any significant development to this portion of lot 387 prior to 1928. By 1928, Louis Rapellin owned the northeast portion of Lot 387 (which included today's 11134 and 11138) and Rene Rapellin the southeast portion (today's 11150, 11166, 11174, and 11188). Unlike most of the surrounding land, the five-acre parcels were not planted in orchards during this period. Based on improvement values recorded in Block Books, a house or small farm building on the north parcel (at 11134 -no longer present) was constructed in 1930. By 1938, there was also a house on Rene's parcel to the south, also no longer present. Wendell C. and Elizabeth Pynch acquired the northeast portion of Lot 387 in 1937.

Wendell was born in 1905 in Wisconsin to Jenner and Joan Pynch. Jenner taught at Wesleyan in Mitchell South Dakota when Wendell was a young child. In the 1920s, Pynch married Elizabeth Shay. Elizabeth was three years younger and a Kansas native. Her father, Joseph Shay, was a blacksmith, and her mother's name was Mary. Wendell and Elizabeth had seven children between 1925 and 1935, moving around Colorado and Montana before settling in Bloomington. House numbers have changed since the 1930s, so it is difficult to connect people definitively to particular houses. By 1938, there were two houses in the northern portion the parcel, neither of which remains. The family lived in one, and rented the other to Elizabeth's mother Mary Shay and her sister Rosetta. Mary Shay was 60 at the time, and worked as a seamstress for a federal relief program.

Wendell worked the ranch and also worked as a carpenter to make ends meet. The family suffered a tragic loss at the end of 1939, when Wendell turned his car into the driveway and hit Michel, the youngest child. The toddler was struck and killed. In 1943, the family sold the property to Thomas and Ellen O' Brien.

No biographical information is available about the O'Briens, who sold to Jim and Ruby Pound in 1946. Jim was born in Texas and Ruby in Oklahoma, both shortly after the turn of the century. Their son James was born in 1927 and their daughter Lottie in 1933, and later sons Cleburn and David. Jim was a pipe-fitter and later a cement worker, and the family lived in Texas through 1930s, moving to Riverside about 1939. They moved to Bloomington, first living on Commercial Street before purchasing the northeastern portion of Lot 387. The Pounds may have built the first house on the southern portion of the parcel at 11138 Cedar Street, which appears on aerial photographs by 1948. The family was living on the property in 1955 when 14-year-old David Pound died, and was still there in 1958. The house currently at 11138 Cedar Street took shape by 1959. It is likely that an addition to the small original house brought the house to its current L-shaped form, although the original house may have been demolished. If the original house was retained, subsequent remodels have removed any remaining historic fabric. In 1958, Leslie and Mary Rodgers were living at 11138 Cedar Avenue, possibly in the new house. The Pounds also continued to reside on the property, although it is not known who lived in which house. The Pound family held onto the rest of the property until 2003, when James Pound, Jr. sold to present owners Tomas and Karen Araujo. The Araujos also purchased the house at 11138 Cedar Street, but they resold that parcel to Juan Estudillo in 2005. In 1937, Rene Rapellin sold the southeast portion of Lot 387 to Jenner and Joan Beebe Pynch (spelled Pinch on some documents). Jenner was a ranch foreman and Joan was a teacher during this era. The couple lived in Los Angeles in 1940. They appear to have purchased the lot in order to invest in son Wendell's ranching venture (Wendell purchased the northeast quarter of Lot 387 about the same time). The Pynch family built the house near the southern parcel boundary (11188 Cedar Avenue) in 1938, although the original address was 872 South Cedar Avenue. Jenner and Joan Pinch moved into the house in the 1940s, living there until at least 1948.

The Pynch family began subdividing the parcel in 1946, selling the 132-foot-wide strip of land at the south end of the parcel (11188) on which the original house was sited to Notie and John R. Berry. The Berrys were both Midwesterners, and reaching retirement age when they moved to Bloomington. They had lived and raised their children in Alhambra and later the San Fernando Valley, where John Berry was a farm foreman. The Berrys planted a small orchard at the southeastern corner of the parcel. About 1948, they built a second house on the property, to the north of the original house and closer to the street. In 1958, voter registration documents show John Rescum Berry and Mrs. Notie Agnes Berry living at 11188 Cedar Avenue, probably in

the newer house. They lived on the property until at least 1964. The property changed hands several times beginning in the 1980s.

Current owners George and Betty Walters purchased it in 2000. In 1947, the Pynchs sold the 66-foot-wide strip of land at 11150 Cedar Avenue to Lee and Exia Shinn. The Shinns constructed the current house the same year. Although the current building is in the same general location as the 1947 house, it has clearly been altered and enlarged over the years. The side-gabled central wing of the house with its more steeply pitched roof is probably original. The couple almost immediately resold to Martin T. Pflueger. Research has not revealed evidence of Pflueger living in Bloomington, although he owned the house through at least 1950. Bernard and Mary Schlosser lived in the house by 1958. Bernard was born in Nebraska in 1902, and came to Bloomington to work for Kaiser Steel in the 1940s. He died in 1967, while Mary Schlosser lived until 1990. Mary left the property soon after Bernard's death and by the 1970s, Bertha and Ray Latham owned 11150 Cedar Avenue. They did not reside in Bloomington, however, and sold to Anastacio and Anita Garcia in 1981. The Garcias lived in the house. Research has not revealed when the back house and ancillary dwellings were built, but based on construction details they probably date from the 1980s when the Garcias owned the house. They appear to have altered the main house in the 1990s, adding the front-gabled wing near the street and replacing windows. Anastacio died in 2000, and in 2003 Richard Linares acquired the property. He sold to current owner Jose Marmolejo in 2005.

Also in 1947, the Pynchs sold the large center portion of the parcel (11166 and 11174 Cedar Avenue) to Bock and Edna Mae Bleeker. Edna Mae and Exia Shinn were sisters. Born in 1904 and 1905, Bock and Edna Mae Bleeker farmed in Texas (where their son Vernon was born) until the 1940s. The Bleekers built the house to the south at 11174 Cedar Avenue about 1956. The house at 11166 on the north half of the Bleeker property was constructed about 1960. The Bleekers were members of the Rialto Jehovah's Witness church. Bock Bleeker died in 1969, and Edna Mae in 1973. She lived at 11166 Cedar Avenue until her death. Vernon and Lola Bleeker inherited the two houses after Edna Mae's death. Vernon lived in Rialto. They split the parcel and sold the house at 11174 Cedar Avenue in 1977. It changed hands many times before current owners George and Betty Walters purchased it in 2007.

#### *Lot 394*

The Bloomington Land Company (a real estate company) owned much of the land in the neighborhood in the years after the turn of the twentieth century. By the 1910s, an entity named the Bloomington Improvement Company (probably the same company with a new name) owned the land. Lot 394 was subdivided in 1917, when E.A. Featherstone purchased the roughly nine acres east of the railroad, currently designated 11260 Cedar Avenue. Ruth P.

McKinley purchased the parcel in 1927. McKinley was a Missouri native, where she was born about 1860. The McKinley family built the house at 11260 Cedar Avenue about 1929. (The original address was 894 Cedar, current address numbers on Cedar Avenue date from the 1950s). By 1930, 70-year old Ruth was living on the property with adult children Neal and Gertrude as well as Gertrude's husband Dewey. Neal, a farmer, raised chickens on the property. Matriarch Ruth died in 1931, and the family sold the property the following year.

Martha P. and Ritner (Ratner) Sayles bought the house and chicken ranch in 1932. The Pennsylvania natives were both born about 1890. Martha Preston married Ritner Sayles about 1925, and the couple relocated to California. Their son, Ritner Preston Sayles, was born in Riverside in 1927. They had a dairy in Bloomington on a rented property before buying the McKinley place. The family attended Bloomington's First Congregational Church, where Martha played piano. Martha worked in mental health care. Ritner planted a citrus orchard on the north half of the property. By the late 1940s, the whole property was devoted to the orchard. He continued to list his occupation as "dairyman," so may have continued to operate the rented dairy. In 1936, nine-year-old Ritner Preston Sayles Jr. contracted pneumonia and died after five days in the hospital. The second house on the parcel, which fronts onto Jurupa Avenue east of the railroad tracks, was constructed about 1939 after the Sayles family purchased the property. They lived in the house on Jurupa and used the older house as a rental. Originally, it shared the address 894 Cedar Avenue with the McKinley house, although it faced Jurupa Avenue. Martha died in 1940, and Ritner continued living on the property. He was an avid amateur archaeologist, and participated in uncovering significant San Bernardino County sites in the 1930s and 1940s. He was a cofounder of the San Bernardino County Museum, and became its director emeritus after he retired from farming. The museum was located near the Sayles' property in Bloomington for decades before moving to Redlands in 1975. Sayles owned and lived on the property through at least 1958, and he died in 1982.

Sayles rented the McKinley house to Gerald A. Smith in the 1940s, who lived there with his wife Maxine and young daughter. Maxine Smith was a psychiatrist, and Gerald an educator and superintendent of Bloomington schools. Like Sayles, Smith was an avocational archaeologist. In 1952, he helped launch the San Bernardino County Museum, which later moved to Redlands. The family was living in the old McKinley house on Cedar Avenue when their son was born in July of 1946 until at least 1949. After 1952, the McKinley house was rented to a succession of short-term residents. Current owners Ami and Phoebe Deckel acquired the property in the early 1980s. The majority of the western half of Lot 394 was not developed during the historic era.

Citizens National Bank acquired the small irregularly-shaped lot west of the railroad tracks in 1932. An entity called Properties, Inc. bought that property in 1933, and sold to Ely and Laura

Johnson in 1941. They sold to William and Amy Miller in 1945. The property remained undeveloped through the 1950s, and during this period was owned and farmed by the successive owners of the west half of Lot 394. In the early 1960s, the building at 18604 Jurupa was constructed. It was built to be Bloomington's second fire station. When the San Bernardino Freeway was constructed a few years later, however, it cut the neighborhood off from the northern part of Bloomington, so it was no longer a practical location for a fire station. By the 1970s, the building housed the Bloomington Contact Station, also called Bloomington Neighborhood Services Center, where low-income residents could get blood pressure checks and take advantage of other health and social services. In 2014, the building opened as a recreation center, offering after-school children's enrichment classes and other activities.

## REGULATORY FRAMEWORK

### FEDERAL

#### *ARCHAEOLOGICAL RESOURCES PROTECTION ACT*

The Archaeological Resources Protection Act of 1979 regulates the protection of archeological sites and resources that are on Native American lands or Federal lands.

#### *SECTION 106 FOR THE NATIONAL HISTORICAL PRESERVATION ACT (NHPA) OF 1966*

Federal regulations for cultural resources are governed primarily by Section 106 of the NHPA of 1966. Section 106 of the NHPA requires Federal agencies to take into account the effects of their undertakings on historic properties and affords the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. The Council's implementing regulations, "Protection of Historic Properties," are found in 36 Code of Federal Regulations (CFR) §800. The goal of the Section 106 review process is to offer a measure of protection to sites, which are determined eligible for listing on the National Register of Historic Places (NRHP). The criteria for determining NRHP eligibility are found in 36 CFR 60. Amendments to the Act (1986 and 1992) and subsequent revisions to the implementing regulations have, among other things, strengthened the provisions for Native American consultation and participation in the Section 106 review process. While Federal agencies must follow Federal regulations, most projects by private developers and landowners do not require this level of compliance. Federal regulations only come into play in the private sector if a project requires a Federal permit or if it uses Federal funding.

*NATIONAL REGISTER OF HISTORIC PLACES (NRHP)*

The NRHP is “an authoritative guide to be used by Federal, State, and local governments, private groups, and citizens to identify the Nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment.” However, the Federal regulations explicitly provide that a listing of private property on the NRHP “does not prohibit under Federal law or regulation any actions which may otherwise be taken by the property owner with respect to the property.”

“Historic properties,” as defined by the Advisory Council on Historic Preservation, include any “prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the NRHP maintained by the Secretary of the Interior” (36 CFR §800.16(I)). Eligibility for inclusion in the NRHP is determined by applying the following criteria, developed by the National Park Service in accordance with the NHPA:

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and

- 1) that are associated with events that have made a significant contribution to the broad patterns of our history; or
- 2) that are associated with the lives of persons significant in our past; or
- 3) that embody distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- 4) that have yielded, or may be likely to yield, information important in prehistory or history (36 CFR 60.4).

**STATE**

State historic preservation regulations affecting the Project include the statutes and guidelines contained in CEQA, Public Resources Code [PRC] §20183.2 and §21084.1 and §15064.5 of CEQA Guidelines. CEQA requires lead agencies to carefully consider the potential effects of a project on historical resources. An “historical resource” includes, but is not limited to, any object, building, structure, site, area, place, record or manuscript, which is historically or archaeologically significant (PRC §5020.1). Section 15064.5 of the CEQA Guidelines specifies criteria for evaluating the significance or importance of cultural resources, including:

- The resource is associated with events that have made a contribution to the broad patterns of California history;
- The resource is associated with the lives of important persons from our past;
- The resource embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important individual or possesses high artistic values; or
- The resource has yielded, or may be likely to yield, important information in prehistory or history.

Advice on procedures to identify such resources, evaluate their importance and estimate potential effects is given in several agency publications such as the series produced by the Governor's Office of Planning and Research (OPR). The technical advice series produced by OPR strongly recommends that Native American concerns and the concerns of other interested persons and corporate entities, including, but not limited to, museums, historical commissions, associates and societies be solicited as part of the process of cultural resources inventory. In addition, California law protects Native American burials, skeletal remains and associated grave goods regardless of the antiquity and provides for the sensitive treatment and disposition of those remains.

#### *SENATE BILL 18*

California Senate Bill (SB) 18, effective September 2004, requires local government to notify and consult with California Native American tribes when the local government is considering adoption or amendment of a general or specific plan. Prior to adoption of a specific plan, a local government must refer the proposed action to those tribes that are on the Native American Heritage Commission contact list and have traditional lands located within the city or county's jurisdiction. The referral must allow a 45-day comment period as per Government Code § 65453.

#### *ASSEMBLY BILL 52*

On September 25, 2014 Governor Brown signed Assembly Bill No. 52 (AB 52), which creates a new category of environmental resources that must be considered under the California Environmental Quality Act: "tribal cultural resources." The legislation imposes new requirements for consultation regarding projects that may affect a tribal cultural resource, includes a broad definition of what may be considered to be a tribal cultural resource, and includes a list of recommended mitigation measures.

AB 52 adds tribal cultural resources to the categories of cultural resources in CEQA, which had formerly been limited to historic, archaeological, and paleontological resources. “Tribal cultural resources” are defined as either (1) “sites, features, places cultural landscapes, sacred places and objects with cultural value to a California Native American tribe” that are included in the state register of historical resources or a local register of historical resources, or that are determined to be eligible for inclusion in the state register; or (2) resources determined by the lead agency, in its discretion, to be significant based on the criteria for listing in the state register.

*CALIFORNIA REGISTER OF HISTORICAL RESOURCES (CRHR)*

In 1992, the Governor signed Assembly Bill (AB) 2881 into law, establishing the California Register of Historical Resources (CRHR). The CRHR is an authoritative guide in California used by State and local agencies, private groups, and citizens to identify the State’s historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change. The criteria for eligibility for the CRHR are based upon NRHP criteria. Certain resources are determined by the statute to be included on the CRHR, including California properties formally determined eligible for, or listed in, the NRHP, State Landmarks, and State Points of Interest.

The State Office of Historic Preservation (OHP) has broad authority under Federal and State law for the implementation of historic preservation programs in the State of California. The State Historic Preservation Officer (SHPO) makes determinations of eligibility for listing on the NRHP and the CRHR.

The appropriate standard for evaluating “substantial adverse effect” is defined in PRC §5020.1(q) and 21084.1. Substantial adverse change means demolition, destruction, relocation, or alteration such that the significance of an historical resource would be impaired. Such impairment of significance would be an adverse impact on the environment.

Cultural resources consist of buildings, structures, objects, or archeological sites. Each of these entities may have historic, architectural, archaeological, cultural, or scientific importance. Under CEQA Guidelines, a significant impact would result if the significance of a cultural resource would be changed by project area activities. Activities that could potentially result in a significant impact consist of demolition, replacement, substantial alteration, and relocation of the resource. The significance of a resource is required to be determined prior to analysis of the level of significance of project activities. The steps required to be implemented to determine significance in order to comply with CEQA Guidelines are:

- Identify cultural resources;



- Evaluate the significance of the cultural resources based on established thresholds of significance;
- Evaluate the effects of a project on all cultural resources; and
- Develop and implement measures to mitigate the effects of the project on significant cultural resources.

Sections 6253, 6254, and 6254.10 of the California Code authorize State agencies to exclude archaeological site information from public disclosure under the Public Records Act. In addition, the California Public Records Act (CPRA; Government Code [GC] §6250 et. seq.) and California's open meeting laws (The Brown Act, GC §54950 et. seq.) protect the confidentiality of Native American cultural place information. The CPRA (as amended, 2005) contains two exemptions that aid in the protection of records relating to Native American cultural places by permitting any state or local agency to deny a CPRA request and withhold from public disclosure:

- "records of Native American graves, cemeteries, and sacred places and records of Native American places, features, and objects described in §5097.9 and §5097.993 of the Public Resources Code maintained by, or in the possession of, the Native American Heritage Commission, another state agency, or a local agency" (GC §6254(r)); and
- "records that relate to archaeological site information and reports maintained by, or in the possession of, the Department of Parks and Recreation, the State Historical Resources Commission, the State Lands Commission, another state agency, or a local agency, including the records that the agency obtains through a consultation process between a California Native American tribe and a state or local agency" (GC §6254.10).

Likewise, the Information Centers of the California Historical Resources Information System (CHRIS) maintained by the OHP prohibit public dissemination of records and site location information. In compliance with these requirements, and those of the Code of Ethics of the Society for California Archaeology and the Register of Professional Archaeologists, the locations of cultural resources are considered restricted information with highly restricted distribution and are not publicly accessible.

Any project site located on non-Federal land in California is also required to comply with State laws pertaining to the inadvertent discovery of Native American human remains.

#### *CALIFORNIA HEALTH AND SAFETY CODE §7050.5, §7051, AND §7054*

California Health and Safety Code §7050.5, §7051, and §7054 collectively address the illegality of interference with human burial remains as well as the disposition of Native American burials

in archaeological sites. The law protects such remains from disturbance, vandalism, or inadvertent destruction, and establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project, including the treatment of remains prior to, during, and after evaluation, and reburial procedures.

## LOCAL

### *COUNTY OF SAN BERNARDINO GENERAL PLAN*

The Conservation Element of the General Plan includes concepts and guidelines to manage, preserve, and utilize natural resources. The following goals, policies, and programs are applicable to the proposed project:

**Goal CO 3:** The County will preserve and promote its historic and prehistoric cultural heritage.

**Policy CO 3.1:** Identify and protect important archaeological and historic cultural resources in areas of the County that have been determined to have known cultural resource sensitivity.

**Programs:**

1. Require a cultural resources field survey and evaluation prepared by a qualified professional for projects located within the mapped Cultural Resource Overlay area.
2. Mitigation of impacts to important cultural resources will follow the standards established in Article 9 of the California Environmental Quality Act Guidelines, as amended to date.

**Policy CO 3.2:** Identify and protect important archaeological and historic cultural resources in all lands that involves disturbance of previously undisturbed ground.

**Programs:**

1. Require the Archaeological Information Center at the San Bernardino County Museum to conduct a preliminary cultural resource review prior to the County's application acceptance for all land use applications in planning regions lacking Cultural Resource Overlays and in lands located outside of planning regions.
2. Should the County's preliminary review indicate the presence of known cultural resources or moderate to high sensitivity for the

potential presence of cultural resources, a field survey and evaluation prepared by a qualified professional will be required with project submittal. The format of the report and standards for evaluation will follow the “Guidelines for Cultural Resource Management Reports” on file with the San Bernardino County Land Use Services Department.

*Policy CO 3.3:* Establish programs to preserve the information and heritage value of cultural and historical resources.

*Policy CO 3.4:* The County will comply with Government Code Section 65352.2 (SB 18) by consulting with tribes as identified by the California Native American Heritage Commission on all General Plan and specific plan actions.

Programs:

3. Site record forms and reports of surveys, test excavations, and data recovery programs will be filed with the Archaeological Information Center at the San Bernardino County Museum, and will be reviewed and approved in consultation with that office.
  - a) Preliminary reports verifying that all necessary archaeological or historical fieldwork has been completed will be required prior to project grading and/or building permits.
  - b) Final reports will be submitted and approved prior to project occupancy permits.
4. Any artifacts collected or recovered as a result of cultural resource investigations will be catalogued per County Museum guidelines and adequately curated in an institution with appropriate staff and facilities for their scientific information potential to be preserved. This shall not preclude the local tribes from seeking the return of certain artifacts as agreed to in a consultation process with the developer/project archaeologist.
5. When avoidance or preservation of an archaeological site or historic structure is proposed as a form of mitigation, a program detailing how such long-term avoidance or preservation is assured will be developed and approved prior to conditional approval.

6. In areas of potential but unknown sensitivity, field surveys prior to grading will be required to establish the need for paleontologic monitoring.
7. Projects requiring grading plans that are located in areas of known fossil occurrences, or demonstrated in a field survey to have fossils present, will have all rough grading (cuts greater than 3 feet) monitored by trained paleontologic crews working under the direction of a qualified professional, so that fossils exposed during grading can be recovered and preserved. Fossils include large and small vertebrate fossils, the latter recovered by screen washing of bulk samples.
8. A report of findings with an itemized accession inventory will be prepared as evidence that monitoring has been successfully completed. A preliminary report will be submitted and approved prior to granting of building permits, and a final report will be submitted and approved prior to granting of occupancy permits. The adequacy of paleontologic reports will be determined in consultation with the Curator of Earth Science, San Bernardino County Museum.

*Policy CO 3.5:* Ensure that important cultural resources are avoided or minimized to protect Native American beliefs and traditions.

Programs:

1. Consistent with SB 18, as well as possible mitigation measures identified through the CEQA process, the County will work and consult with local tribes to identify, protect and preserve “traditional cultural properties” (TCPs). TCPs include both manmade sites and resources as well as natural landscapes that contribute to the cultural significance of areas.
2. The County will protect confidential information concerning Native American cultural resources with internal procedures, per the requirements of SB 922, an addendum to SB 18. The purpose of SB 922 is to exempt cultural site information from public review as provided for in the Public Records Act. Information provided by tribes to the County shall be considered confidential or sacred.

3. The County will work in good faith with the local tribes, developers/applicants and other parties if the local affected tribes request the return of certain Native American artifacts from private development proposed projects. The developer is expected to act in good faith when considering the local tribe's request for artifacts. Artifacts not desired by the local tribe will be placed in a qualified repository as established by the California State Historical Resources Commission. If no facility is available, then all artifacts will be donated to the local tribe.
4. The County will work with the developer of any "gated community" to ensure that the Native Americans are allowed future access, under reasonable conditions, to view and/or visit known sites within the "gated community." If a site is identified within a gated community proposed project, and preferably preserved as open space, the development will be conditioned by the County allow future access to Native Americans to view and/or visit that site.
5. Because contemporary Native Americans have expressed concern over the handling of the remains of their ancestors, particularly with respect to archaeological sites containing human burials or cremations, artifacts of ceremonial or spiritual significance, and rock art, the following actions will be taken when decisions are made regarding the disposition of archaeological sites that are the result of prehistoric or historic Native American cultural activity:
  - a) The Native American Heritage Commission and local reservation, museum, and other concerned Native American leaders will be notified in writing of any proposed evaluation or mitigation activities that involve excavation of Native American archaeological sites, and their comments and concerns solicited.
  - b) The concerns of the Native American community will be fully considered in the planning process.
  - c) If human remains are encountered during grading and other construction excavation, work in the immediate vicinity will cease and the County Coroner will be contacted pursuant to the state Health and Safety Code.

- d) In the event that Native American cultural resources are discovered during project development and/or construction, all work in the immediate vicinity of the find will cease and a qualified archaeologist meeting U.S. Secretary of Interior standards will be hired to assess the find. Work on the overall project may continue during this assessment period.
- e) If Native American cultural resources are discovered, the County will contact the local tribe. If requested by the tribe, the County will, in good faith, consult on the discovery and its disposition with the tribe.

*COUNTY OF SAN BERNARDINO DEVELOPMENT CODE*

Chapter 82.12, Cultural Resources Preservation (CP) Overlay, of the County of San Bernardino Development Code, includes regulations pertaining to the identification and preservation of important archaeological and historical resources. The CP Overlay may be applied to areas where archaeological and historic sites that warrant preservation are known or are likely to be present. The Chapter outlines application requirements for a project proposed within a CP Overlay, as well as development standards and explanation of need for a Native American monitor.

The Development Code states that the CP Overlay may be applied to areas where archaeological and historic sites that warrant preservation are known or are likely to be present. Specific identification of known cultural resources is indicated by listing in one (1) or more of the following inventories:

- (a) California Archaeological Inventory;
- (b) California Historic Resources Inventory;
- (c) California Historical Landmarks;
- (d) California Points of Historic Interest; and/or
- (e) National Register of Historic Places.<sup>1</sup>

---

<sup>1</sup> County of San Bernardino Development Code, Chapter 82.12, 2007.

## IMPACT ANALYSIS AND MITIGATION MEASURES

### METHODOLOGY

#### *RESEARCH*

As part of the Cultural Resources Evaluation, a California Historical Resources Information System (CHRIS) records search was conducted at the South Central Coastal Information Center (SCCIC) on October 22, 2015 for the proposed Project site and surrounding one-mile radius (Confidential Appendix A). This search included their collection of mapped prehistoric, historical and built environment resources, Department of Parks and Recreation (DPR) Site Records, technical reports, archival resources, and ethnographic references. Additional consulted sources included the NRHP, California Inventory of Historical Resources/CRHR and listed OHP Archaeological Determinations of Eligibility, California Points of Historical Interest, California Historical Landmarks, and Caltrans Bridge Survey information.

Historic maps and aerial photos were consulted to further understand the development of the Project site. Two roads characterize the Project site as reviewed on the 1901 through 1938 USGS San Bernardino 15-minute series quadrangle. The roads are not seen on the 1938 historic aerial photograph – the earliest available aerial photograph of the Project site.

Further research was conducted to provide the land use history of the Project site and historic context for any historic-period cultural resources within its boundaries, and included land-use history research through records of the San Bernardino County Historical Archives, the office of the San Bernardino County Assessor and Recorder, records of the Bureau of Land Management and General Land Office, the Bloomington Preservation Foundation and Historical Society, the Fontana Historical Society, the Bloomington Branch of the San Bernardino County Library, and various Internet resources.

#### *FIELD SURVEY*

An intensive-level pedestrian survey was conducted on the Project site on October 22, 2015 using standard archaeological procedures and techniques. All field practices met the Secretary of Interior's standards and guidelines for a cultural resources inventory. The intensive-level survey methods consisted of a pedestrian survey conducted in parallel transects spaced no more than 10 meters apart over the accessible areas of the Project site. Areas that were inaccessible due to private residences and fenced in junk yards and agriculture fields were visually inspected from a distance. Within each transect, the ground surface was examined for prehistoric artifacts (e.g., flaked stone tools, tool-making debris, stone milling tools, ceramics, fire-affected rock), soil discoloration that might indicate the presence of a cultural midden, soil

depressions, features indicative of the current or former presence of structures or buildings (e.g., standing exterior walls, post holes, foundations), and historic artifacts (e.g., metal, glass, ceramics, building materials). Ground disturbances such as burrows, cut banks, and drainages were also visually inspected for exposed subsurface materials. The location of previously recorded site P-36-060213 was intensively surveyed in an attempt to relocate the artifact.

Historic-architectural resource fieldwork included the inventory and evaluation of the Project site for historic-period (i.e. over 45 years old) buildings. Digital photographs were taken at various points within the Project site. These included overviews as well as detail photographs of all cultural resources. Cultural resources were recorded per the California OHP Instructions for Recording Historical Resources in the field using:

- Detailed note taking for entry on DPR Forms
- Hand-held Garmin Global Positioning systems for mapping purposes
- Digital photography of all cultural resources

#### *RESULTS*

The location of previously recorded prehistoric isolate P-36-060213 was inspected in an attempt to relocate the artifact. No evidence of the isolate was uncovered during the intensive-level pedestrian survey. The isolate was originally recorded in 1939, and the location of the isolate as mapped has been extensively tilled for nearly a century. As a result of this study, P-36-060213 is presumed displaced from its original location, destroyed, or collected upon its initial discovery in 1939.

The location of the previously extant Pacific Electric Railway Line, Riverside-Rialto segment (currently a dirt road) was inspected for any evidence of the existing railway. The Pacific Electric Railway was created in 1901 and serviced southern California as a privately owned mass transit system until 1961. The Riverside-Rialto segment (the Crestmore Line) crossed through the Project site from 1911 until 1940 to “serve the large Riverside Portland Cement Company plant near Crestmore.” A review of historic aerial photographs and topographic maps shows that the integrity of the railway line has been compromised. By 1980, the original alignment was altered and modern improvements were made to the line through grading, widening, and maintenance for use as an access road. The pedestrian survey of the alignment uncovered no evidence of the railway line. The portion of the Pacific Electric Railway Line, Riverside-Rialto segment that runs through the Project site is presumed destroyed.

Additional surveys and research was conducted to further evaluate historic-era buildings and features associated with the Project site. Ten of the 14 parcels associated with the Project site



contain historic-period cultural resources that require evaluation for California Register of Historic Resources eligibility under CEQA; see Table 4.2-1 for a summary. Based on research and evaluation, none of the 10 properties contained historic age resources eligible for listing in the California Register of Historic Places.

**Table 4.2-1: Historic Architecture Summary**

| Property                            | Key Features  | Significant Cultural Resource? |
|-------------------------------------|---|--------------------------------|
| 11109 Linden Avenue                 | Craftsman dwelling from the 1910s.  | No                             |
| 1141 Linden Avenue                  | Rectangular dwelling featuring stucco, board siding, and composition shingle.<br><br>A pair of gabled buildings.<br><br>A large skeletal structure. | No                             |
| 11191 Linden Avenue                 | Ranch style dwelling constructed in the 1960s.  | No                             |
| 1138 Cedar Avenue                   | Mid-century house constructed in the 1950s; heavily modified.   | No                             |
| 1150 Cedar Avenue                   | Mid-century house constructed in the 1940s; heavily modified.   | No                             |
| 11166 Cedar Avenue                  | 1938 dwelling with cross-gable and composition shingle roof; detached garage.   | No                             |
| 11174 Cedar Avenue                  | Mid-century Ranch house; heavily modified.  | No                             |
| 11188 Cedar Avenue                  | Two modest dwellings constructed in the 1930s and 1940s with no architectural distinction; heavily modified.  | No                             |
| 11260 Cedar Avenue                  | Primary dwelling with elements from differing architectural styles.<br><br>Secondary modest dwelling in Minimal Traditional style.                  | No                             |
| 18604 Jurupa Avenue                 | Utilitarian example of a mid-century fire station.  | No                             |
| Source: Brunzell and Brunzell 2016. |   |                                |

#### *NATIVE AMERICAN CONSULTATION*

A Sacred Lands search was initiated through the Native American Heritage Commission (NAHC) in October 2015. The NAHC responded in November 2015 indicating that the Sacred Lands search failed to indicate the presence of Native America cultural resources in the immediate Project area.

In 2016, the County initiated tribal consultation consistent with AB52. The County received requests for consultations from the San Manuel Band of Mission Indians (San Manuel) and

Soboba Band of Luiseno Indians (Soboba). Consultation to both entities occurred in September 2016. Soboba reviewed the cultural resource documents and decided to defer the project to San Manuel, ending the consultation.

San Manuel reviewed the cultural resources reports and requested monitoring of the land disturbance/grading activities. The San Manuel staff noted that the project area was a concern to the tribe, and that portions of the project site were unavailable at the time of the cultural site visit. Thus, mitigation measures during grading and construction activities were suggested by San Manuel, and are included under Impact 4.4-5.

### THRESHOLDS OF SIGNIFICANCE

The following thresholds of significance are based on CEQA Guidelines Appendix G. For purposes of this Draft EIR, implementation of the Project would be considered to have a significant impact on cultural resources if it would do any of the following:

- Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5;
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5;
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, or contain rock formations indicating potential paleontological resources;
- Disturb any human remains, including those interred outside of formal cemeteries.
- Cause a substantial adverse change in the significance of a tribal cultural resource;

### PROJECT IMPACTS AND MITIGATION

#### *HISTORIC RESOURCES*

|                     |   |
|---------------------|---|
| <b>Impact 4.4-1</b> | <b>The Project would not cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5. This impact would be less than significant with mitigation.</b> |
|---------------------|---|

The location of the previously extant Pacific Electric Railway Line, Riverside-Rialto segment (currently a dirt road) was inspected for any evidence of the existing railway. The Pacific Electric Railway was created in 1901 and serviced southern California as a privately owned mass transit

system until 1961. The Riverside-Rialto segment (the Crestmore Line) crossed through the Project site from 1911 until 1940 to “serve the large Riverside Portland Cement Company plant near Crestmore.” A review of historic aerial photographs and topographic maps shows that the integrity of the railway line has been compromised. By 1980, the original alignment was altered and modern improvements were made to the line through grading, widening, and maintenance for use as an access road. The pedestrian survey of the alignment uncovered no evidence of the railway line. The portion of the Pacific Electric Railway Line, Riverside-Rialto segment that runs through the Project site is presumed destroyed, and therefore, would not be impacted by the Project.

Based on research and evaluation for historical significance, none of the 10 properties contained historic age resources eligible for listing in the California Register of Historic Places, or are likely to provide important information about history. The technical report identifies these properties as code 6Z. According to the California Register of Historical Resources Status Codes, Code 6Z refers to properties found ineligible for National Register, California Register or local designation through survey evaluation. As a result, the Project is not likely to impact any significant historical resources.

However, there may be artifacts associated with the Ritner Sayles buildings at 11260 Cedar Avenue. These artifacts are likely to be out of context, and would not require official curation, but may still be of historical interest. Thus, Mitigation Measure CR-1 would be imposed to require that any artifacts present be salvaged and offered to the Bloomington Historical Society for display.

In addition, the Project may reveal unknown cultural resources in the course of construction. In order to protect potentially significant unknown resources, Mitigation Measure CR-2 would be imposed to require a qualified cultural resource professional to be consulted upon discovery.

**Mitigation Measures:**

- CR-1        Prior to demolition, the interior of the Ritner Sayles buildings at 11250 Cedar Avenue shall be examined for any artifacts associated with their archaeological discoveries. Any artifacts shall be offered to the Bloomington Historical Society.
- CR-2        If previously undocumented cultural resources are identified during Project development, construction in this area shall cease, and a qualified cultural resource professional shall be contacted to assessment the nature and significance of the find, diverting construction, if necessary.

**Level of Significance:** Less than significant impact with mitigation.

---

**ARCHAEOLOGICAL RESOURCES**

---

|                     |  |
|---------------------|--|
| <b>Impact 4.4-2</b> | <b>The Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. Impacts would be less than significant with mitigation.</b> |
|---------------------|--|

---

Based on the literature and records search conducted for the Project site, only one previously recorded prehistoric feature was known to occur on the site, prehistoric isolate P-36-060213. The location of the isolate was inspected in an attempt to relocate the artifact. No evidence of the isolate was uncovered during the intensive-level pedestrian survey. The isolate was originally recorded in 1939, and the location of the isolate as mapped has been extensively tilled for nearly a century. As a result of this study, P-36-060213 is presumed displaced from its original location, destroyed, or collected upon its initial discovery in 1939. A pedestrian level survey revealed no new archaeological resources associated with the Project site. In addition, the Project site is highly disturbed, partially developed, and not known to be associated with any significant archaeological resources.

In addition, the Project may reveal unknown cultural resources in the course of construction. In order to protect potentially significant unknown resources, Mitigation Measure CR-2 shall be imposed to require a qualified cultural resource professional will be consulted upon discovery, and an assessment of the nature and significance of the find would be conducted; thus diverting construction and or halting it if necessary, in order to preserve any significant artifact found.

**Mitigation Measures:** Mitigation Measure CR-2.

**Level of Significance:** Less than significant impact with mitigation.

---

**PALEONTOLOGICAL RESOURCE OR GEOLOGIC FEATURE**

---

|                     |  |
|---------------------|--|
| <b>Impact 4.4-3</b> | <b>The Project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, or contain rock formations indicating potential paleontological resources. Impacts would be less than significant.</b> |
|---------------------|--|

---

The Project site is fairly level and does not contain any unique geologic features. In addition, the site is partially developed and highly disturbed, and is not known to contain fossil bearing soils. Therefore, impacts to paleontological resources would be **less than significant**.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less than significant impact.

---

***HUMAN REMAINS***

---

|                     |  |
|---------------------|--|
| <b>Impact 4.4-4</b> | <b>The Project would not disturb any human remains, including those interred outside of formal cemeteries. Impacts would be less than significant.</b> |
|---------------------|--|

---

There are no existing or known cemeteries on or adjacent to the Project site. As a result, Project implementation is not anticipated to impact human remains associated with a cemetery. In the event that any human remains or related resources are discovered, such resources would be treated in accordance with all applicable federal, State, and local regulations and guidelines for disclosure, recovery, relocation, and preservation, including State Health and Safety Code Section 7050.57.98, which states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. Under these provisions, the County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. Therefore, with compliance with State Health and Safety Code Section 7050.57.98, impacts associated with human remains would be **less than significant**.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less than significant impact.

---

***TRIBAL CULTURAL RESOURCE***

---

|                     |  |
|---------------------|--|
| <b>Impact 4.4-5</b> | <b>The Project would not cause a substantial adverse change in the significance of a tribal cultural resource. Impacts would be less than significant with mitigation.</b> |
|---------------------|--|

---

In early 2016, the County initiated tribal consultation with NAHC and interested California Native American tribes consistent with AB52. The County had request for consultations from the San Manuel Band of Mission Indians (San Manuel) and Soboba Band of Luiseno Indians (Soboba). Consultation to both entities occurred on September 2016. Soboba reviewed the cultural resource documents and decided to defer the project to San Manuel, ending the consultation.

San Manuel reviewed the cultural resources reports and requested monitoring of the land disturbance/grading activities. The San Manuel staff noted that portions of the project site

were unavailable at the time of the cultural site visit and noted that the project area was a concern to the tribe. Thus, mitigation measures during grading and construction activities would be imposed to address the discovery of cultural resources of interest to San Manuel. Mitigation measures CR-3 and CR-4 would provide for a certified archeologist during ground disturbing activity, and also to ensure that the archeologist coordinates with San Manuel Cultural Resources Monitoring Department on when initial ground disturbances should occur and facilitate tribal monitoring during construction activities.

## MITIGATION MEASURES

CR-3        Archeologist Retainer. Prior to initial ground disturbance or the issuance of a Building Permit, the applicant shall provide written verification that the services of a certified archeologist, meeting Secretary of the Interior Standards have been retained. The verification shall be presented in a letter from the project archeologist to the County of San Bernardino – Land Use Services Department, Planning Division, stating their services have been retained and they will be present during initial ground disturbance.

CR-4        Archeological and Native American Monitoring. The Project archeologist must contact the Cultural Resources Monitoring (CRM) Department of the San Manuel Band of Mission Indians to coordinate when initial ground disturbance and monitoring may begin. The Archeological and Native American monitors must be present during initial ground-disturbing activities, including grading, filing, drilling and trenching. If actual subsurface archeological deposits or cultural resources are discovered, archeological and Native American monitoring will continue until both parties determine daily monitoring can be shifted to periodic spot checks or concluded.

If potential significant archeological deposits are encountered, all ground disturbance near the find shall halt and the archeologist and Native American monitor shall develop and implement a plan that would reduce potential impacts through avoidance or, if avoidance is not practicable, data recovery. Discovery of potentially significant archeological deposits and subsequent investigations may result in the preparation of additional archeological technical reports. After ground-disturbing construction activities have been completed, an archeological construction monitoring report shall be completed if significant cultural resources are discovered. Technical reports, the monitoring report, collected artifacts and other necessary archeological documentation shall be submitted to the San Manuel Band of Mission Indians for permanent curation.

Therefore, impacts to tribal cultural resources would be **less than significant with mitigation** incorporated.

**Mitigation Measures:** Mitigation Measures CR-3 and CR-4.

**Level of Significance:** Less than significant impact with mitigation.

### **CUMULATIVE IMPACTS**

Cumulative impacts refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. Table 4.0-1 in Section 4.0 identifies the cumulative projects considered in this evaluation.

The cumulative effect of projects located in the County would have the potential to result in the loss of historical resources through the physical demolition, destruction, relocation, or alteration of a resource or its immediate surroundings such that the significance of a cultural resource would be materially impaired. However, development projects in the County are regulated by Federal, State, and local regulations as discussed the regulatory section of this chapter. Specifically, these regulations include the Mills Act, PRC Section 5097, State Health and Safety Code 18950-1896, and the Secretary of the Interior's Standards for Rehabilitation and Standards for the Treatment of Historic Properties. To comply with these requirements, cultural investigations, including records searches and physical surveys, as well as tribal consultation, is routinely conducted as part of the planning and environmental review process to determine the extent of cultural resources that would be affected by a project, and identify avoidance of mitigation measures to reduce impacts to a less than significant level.

Because the Project does not have a significant and unavoidable impact on cultural resources the project's contribution to cumulative impacts would not be considerable. In addition, because the Project and other cumulative projects in the County would be required to comply with the above mentioned regulations, the proposed Project, in combination with cumulative projects, would have a less than significant cumulative impact on cultural resources.

In the event of an unanticipated discovery of historic, archeological, or paleontological resources during construction of the proposed Project, Mitigation Measures CR-2 ensure that impacts would be mitigated to a less than significant level. Public Resources Code and the California Health and Safety Code mandate the process of how to handle the discovery of any human remains and would reduce impacts to a less than significant level.

**Mitigation Measures:** Refer to Mitigation Measure CR-1, CR-2, CR-3 and CR-4.

**Level of Significance:** Less than significant impact with mitigation.

---

*This page was intentionally left blank.*



## **Section 4.3**

# **Greenhouse Gas Emissions**

**BLOOMINGTON INDUSTRIAL FACILITY**  
Draft  
**ENVIRONMENTAL IMPACT REPORT**



## SECTION 4.3

### GREENHOUSE GAS EMISSIONS

---

This section evaluates greenhouse gas (GHG) emissions associated with the proposed Project and analyzes Project compliance with applicable regulations. The Project's consistency with applicable plans, policies, and regulations, as well as the introduction of new sources of GHGs, are analyzed in this section. GHG technical data is included as see Appendix B, *Greenhouse Gas Emissions Data*.

#### ENVIRONMENTAL SETTING

The Project site lies within the southern portion of the South Coast Air Basin (Basin). The Basin is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Geronimo Pass area in Riverside County. The Basin's terrain and geographical location (i.e., a coastal plain with connecting broad valleys and low hills) determine its distinctive climate.

The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. The climate is mild and tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The extent and severity of the air pollution problem in the Basin is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and/or dispersion of pollutants throughout the Basin.

#### SCOPE OF ANALYSIS FOR CLIMATE CHANGE

The study area for climate change and the analysis of GHG emissions is broad as climate change is influenced by world-wide emissions and their global effects. However, the study area is also limited by the CEQA Guidelines [Section 15064(d)], which directs lead agencies to consider an "indirect physical change" only if that change is a reasonably foreseeable impact which may be caused by the project.

California is a substantial contributor of global GHGs, emitting over 400 million tons of carbon dioxide (CO<sub>2</sub>) per year.<sup>1</sup> Climate studies indicate that California is likely to see an increase of three to four degrees Fahrenheit (°F) over the next century. Methane is also an important GHG

---

<sup>1</sup> California Air Resources Board, *California Greenhouse Gas Emission Inventory – 2016 Edition*, <http://www.arb.ca.gov/cc/inventory/data/data.htm>, accessed July 14, 2016.

that potentially contributes to global climate change. GHGs are global in their effect, which is to increase the earth's ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission.

The impact of human activities on global climate change is apparent in the observational record. Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of CO<sub>2</sub>, methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O) from before the start of industrialization (approximately 1750), to over 650,000 years ago. For that period, it was found that CO<sub>2</sub> concentrations ranged from 180 parts per million (ppm) to 300 ppm. For the period from approximately 1750 to the present, global CO<sub>2</sub> concentrations increased from a pre-industrialization period concentration of 280 ppm to 379 ppm in 2005, with the 2005 value far exceeding the upper end of the pre-industrial period range.

#### *GREENHOUSE GAS EMISSIONS*

The natural process through which heat is retained in the troposphere is called the "greenhouse effect."<sup>2</sup> The greenhouse effect traps heat in the troposphere through a threefold process as follows: Short wave radiation emitted by the Sun is absorbed by the Earth; the Earth emits a portion of this energy in the form of long wave radiation; and GHG in the upper atmosphere absorb this long wave radiation and emit this long wave radiation into space and toward the Earth. This "trapping" of the long wave (thermal) radiation emitted back toward the Earth is the underlying process of the greenhouse effect.

The most abundant GHGs are water vapor and carbon dioxide. Many other trace gases have greater ability to absorb and re-radiate long wave radiation; however, these gases are not as plentiful. For this reason, and to gauge the potency of GHGs, scientists have established a Global Warming Potential for each GHG based on its ability to absorb and re-radiate long wave radiation. GHGs normally associated with the proposed Project include the following:<sup>3</sup>

- Water Vapor (H<sub>2</sub>O). Although water vapor has not received the scrutiny of other GHGs, it is the primary contributor to the greenhouse effect. Natural processes, such as evaporation from oceans and rivers, and transpiration from plants, contribute 90 percent and 10 percent of the water vapor in our atmosphere, respectively. The

---

<sup>2</sup> The troposphere is the bottom layer of the atmosphere, which varies in height from the Earth's surface to 10 to 12 kilometers.

<sup>3</sup> All Global Warming Potentials are given as 100 year GWP. Unless noted otherwise, all Global Warming Potentials were obtained from the Intergovernmental Panel on Climate Change. Climate Change (Intergovernmental Panel on Climate Change, *Climate Change, The Science of Climate Change – Contribution of Working Group I to the Second Assessment Report of the IPCC*, 1996).

primary human related source of water vapor comes from fuel combustion in motor vehicles; however, this is not believed to contribute a significant amount (less than one percent) to atmospheric concentrations of water vapor. The Intergovernmental Panel on Climate Change (IPCC) has not determined a Global Warming Potential for water vapor.

- Carbon Dioxide (CO<sub>2</sub>). CO<sub>2</sub> is primarily generated by fossil fuel combustion in stationary and mobile sources. Due to the emergence of industrial facilities and mobile sources in the past 250 years, CO<sub>2</sub> emissions from fossil fuel combustion increased by 8.8 percent between 1990 and 2013.<sup>4</sup> CO<sub>2</sub> is the most widely emitted GHG and is the reference gas (Global Warming Potential of 1) for determining Global Warming Potentials for other GHGs.
- Methane (CH<sub>4</sub>). CH<sub>4</sub> is emitted from biogenic sources, incomplete combustion in forest fires, landfills, manure management, and leaks in natural gas pipelines. In the United States, the top three sources of CH<sub>4</sub> are landfills, natural gas systems, and enteric fermentation. CH<sub>4</sub> is the primary component of natural gas, which is used for space and water heating, steam production, and power generation. The Global Warming Potential of CH<sub>4</sub> is 25.
- Nitrous Oxide (N<sub>2</sub>O). N<sub>2</sub>O is produced by both natural and human related sources. Primary human-related sources include agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuel, adipic acid production, and nitric acid production. The Global Warming Potential of N<sub>2</sub>O is 298.
- Hydrofluorocarbons (HFCs). HFCs are typically used as refrigerants for both stationary refrigeration and mobile air conditioning. The use of HFCs for cooling and foam blowing is growing, as the continued phase out of chlorofluorocarbons (CFCs) and hydrochlorofluorocarbons (HCFCs) gains momentum. The Global Warming Potential of HFCs range from 140 for HFC-152a to 11,700 for HFC-23.<sup>5</sup>
- Perfluorocarbons (PFCs). PFCs are compounds consisting of carbon and fluorine. They are primarily created as a byproduct of aluminum production and semiconductor manufacturing. PFCs are potent GHGs with a Global Warming Potential several thousand times that of CO<sub>2</sub>, depending on the specific PFC. Another area of concern

---

<sup>4</sup> U.S. Environmental Protection Agency, *Inventory of United States Greenhouse Gas Emissions and Sinks 1990 to 2013*, April 15, 2015.

<sup>5</sup> U.S. Environmental Protection Agency, *Overview of Greenhouse Gas Emissions*, <http://epa.gov/climatechange/ghgemissions/gases/fgases.html>, accessed March 22, 2016.

regarding PFCs is their long atmospheric lifetime (up to 50,000 years). The Global Warming Potential of PFCs range from 6,500 to 9,200.<sup>6</sup>

- Sulfur hexafluoride (SF<sub>6</sub>). SF<sub>6</sub> is a colorless, odorless, nontoxic, nonflammable gas. It is most commonly used as an electrical insulator in high voltage equipment that transmits and distributes electricity. SF<sub>6</sub> is the most potent GHG that has been evaluated by the IPCC with a Global Warming Potential of 23,900. However, its global warming contribution is not as high as the Global Warming Potential would indicate due to its low mixing ratio compared to carbon dioxide (4 parts per trillion [ppt] in 1990 versus 365 parts per million [ppm], respectively).<sup>7</sup>

In addition to the six major GHGs discussed above (excluding water vapor), many other compounds have the potential to contribute to the greenhouse effect. Some of these substances were previously identified as stratospheric ozone (O<sub>3</sub>) depletors; therefore, their gradual phase out is currently in effect. The following is a listing of these compounds:

- Hydrochlorofluorocarbons (HCFCs). HCFCs are solvents, similar in use and chemical composition to CFCs. The main uses of HCFCs are for refrigerant products and air conditioning systems. As part of the Montreal Protocol, all developed countries that adhere to the Montreal Protocol are subject to a consumption cap and gradual phase out of HCFCs. The United States is scheduled to achieve a 100 percent reduction to the cap by 2030. The Global Warming Potentials of HCFCs range from 77 for HCFC-123 to 2,310 for HCFC-142b.<sup>8</sup>
- 1,1,1 trichloroethane. 1,1,1 trichloroethane or methyl chloroform is a solvent and degreasing agent commonly used by manufacturers. The Global Warming Potential of methyl chloroform is 146 times that of CO<sub>2</sub>.<sup>9</sup>
- Chlorofluorocarbons (CFCs). CFCs are used as refrigerants, cleaning solvents, and aerosols spray propellants. CFCs were also part of the U.S. Environmental Protection Agency's (EPA) Final Rule (57 FR 3374) for the phase out of O<sub>3</sub> depleting substances. Currently, CFCs have been replaced by HFCs in cooling systems and a variety of alternatives for cleaning solvents. Nevertheless, CFCs remain suspended in the atmosphere contributing to the greenhouse effect. CFCs are potent GHGs with Global Warming Potentials ranging from 4,750 for CFC 11 to 14,420 for CFC 13.<sup>10</sup>

---

<sup>6</sup> Ibid.

<sup>7</sup> Ibid.

<sup>8</sup> U.S. Environmental Protection Agency, *Class II Ozone-depleting Substances*, <https://www.epa.gov/ozone-layer-protection/ozone-depleting-substances>, accessed March 22, 2016.

<sup>9</sup> Ibid.

<sup>10</sup> Ibid.

## REGULATORY FRAMEWORK

### FEDERAL

The Federal government is extensively engaged in international climate change activities in areas such as science, mitigation, and environmental monitoring. The EPA actively participates in multilateral and bilateral activities by establishing partnerships and providing leadership and technical expertise. Multilaterally, the United States is a strong supporter of activities under the United Nations Framework Convention on Climate Change (UNFCCC) and the IPCC.

In 1988, the United Nations and the World Meteorological Organization established the IPCC to assess the scientific, technical, and socioeconomic information relevant to understanding the scientific basis of human-induced climate change, its potential impacts, and options for adaptation and mitigation. The most recent reports of the IPCC have emphasized the scientific consensus around the evidence that real and measurable changes to the climate are occurring, that they are caused by human activity, and that significant adverse impacts on the environment, the economy, and human health and welfare are unavoidable.

In December 2007, Congress passed the first increase in corporate average fleet fuel economy (CAFE) standards. The new CAFE standards represent an increase to 35 miles per gallon (mpg) by 2020. In March 2009, the Obama Administration announced that for the 2011 model year, the standard for cars and light trucks will be 27.3 mpg, the standard for cars will be 30.2 mpg; and standard for trucks would be 24.1 mpg. Additionally, in May 2009 President Barack Obama announced plans for a national fuel-economy and GHG emissions standard that would significantly increase mileage requirements for cars and trucks by 2016. The new requirements represent an average standard of 39 mpg for cars and 30 mpg for trucks in 2016.

Currently, the EPA is moving forward with two key climate change regulatory proposals, one to establish a mandatory GHG reporting system. Under the Federal Clean Air Act (FCAA), the EPA is now obligated to issue rules regulating global warming pollution from all major sources. In April 2009, the EPA concluded that GHGs are a danger to public health and welfare, establishing the basis for GHG regulation. However, as of the date of this study there are no Federal regulations or policies regarding GHG emissions applicable to the proposed Project.

### STATE

Various statewide and local initiatives to reduce the state's contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is under way, and there is a

real potential for severe adverse environmental, social, and economic effects in the long term. Every nation emits GHGs and as a result makes an incremental cumulative contribution to global climate change; therefore, global cooperation will be required to reduce the rate of GHG emissions enough to slow or stop the human-caused increase in average global temperatures and associated changes in climatic conditions.

Executive Order S-1-07. Executive Order S-1-07 proclaims that the transportation sector is the main source of GHG emissions in California, generating more than 40 percent of statewide emissions. It establishes a goal to reduce the carbon intensity of transportation fuels sold in California by at least ten percent by 2020. This order also directs CARB to determine whether this Low Carbon Fuel Standard (LCFS) could be adopted as a discrete early-action measure as part of the effort to meet the mandates in AB 32.

Executive Order S-3-05. Executive Order S-3-05 set forth a series of target dates by which statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The Executive Order directed the secretary of the California Environmental Protection Agency (Cal/EPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The secretary will also submit biannual reports to the governor and California Legislature describing the progress made toward the emissions targets, the impacts of global climate change on California's resources, and mitigation and adaptation plans to combat these impacts. To comply with the executive order, the secretary of Cal/EPA created the California Climate Action Team (CAT), made up of members from various State agencies and commissions. The team released its first report in March 2006. The report proposed to achieve the targets by building on the voluntary actions of California businesses, local governments, and communities and through State incentive and regulatory programs.

Executive Order S-13-08. Executive Order S-13-08 seeks to enhance the State's management of climate impacts including sea level rise, increased temperatures, shifting precipitation, and extreme weather events by facilitating the development of State's first climate adaptation strategy. This will result in consistent guidance from experts on how to address climate change impacts in the State of California.

Executive Order S-14-08. Executive Order S-14-08 expands the State's Renewable Energy Standard to 33 percent renewable power by 2020. Additionally, Executive Order S-21-09



(signed on September 15, 2009) directs CARB to adopt regulations requiring 33 percent of electricity sold in the State come from renewable energy by 2020. CARB adopted the “Renewable Electricity Standard” on September 23, 2010, which requires 33 percent renewable energy by 2020 for most publicly owned electricity retailers.

Executive Order S-20-04. Executive Order S-20-04, the California Green Building Initiative, (signed into law on December 14, 2004), establishes a goal of reducing energy use in State-owned buildings by 20 percent from a 2003 baseline by 2015. It also encourages the private commercial sector to set the same goal. The initiative places the California Energy Commission (CEC) in charge of developing a building efficiency benchmarking system, commissioning and retro-commissioning (commissioning for existing commercial buildings) guidelines, and developing and refining building energy efficiency standards under Title 24 to meet this goal.

Executive Order S-21-09. Executive Order S-21-09, 33 percent Renewable Energy for California, directs CARB to adopt regulations to increase California’s Renewable Portfolio Standard (RPS) to 33 percent by 2020. This builds upon SB 1078 (2002) which established the California RPS program, requiring 20 percent renewable energy by 2017, and SB 107 (2006) which advanced the 20 percent deadline to 2010, a goal which was expanded to 33 percent by 2020 in the 2005 Energy Action Plan II.

Executive Order B-30-15. Executive Order B-30-15 added the interim target to reduce statewide GHG emissions 40 percent below 1990 levels by 2030, and requires CARB to update its current AB 32 Scoping Plan to identify measures to meet the 2030 target.

Assembly Bill 32 (California Global Warming Solutions Act of 2006). California passed the California Global Warming Solutions Act of 2006 (AB 32; *California Health and Safety Code* Division 25.5, Sections 38500 - 38599). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

Assembly Bill 1493. AB 1493 (also known as the Pavley Bill) requires that CARB develop and adopt, by January 1, 2005, regulations that achieve “the maximum feasible reduction of GHG emitted by passenger vehicles and light-duty trucks and other vehicles determined by CARB to be vehicles whose primary use is noncommercial personal transportation in the State.”

To meet the requirements of AB 1493, CARB approved amendments to the California Code of Regulations (CCR) in 2004 by adding GHG emissions standards to California's existing standards for motor vehicle emissions. Amendments to CCR Title 13, Sections 1900 and 1961 and adoption of 13 CCR Section 1961.1 require automobile manufacturers to meet fleet-average GHG emissions limits for all passenger cars, light-duty trucks within various weight criteria, and medium-duty weight classes for passenger vehicles (i.e., any medium-duty vehicle with a gross vehicle weight rating less than 10,000 pounds that is designed primarily to transport people), beginning with the 2009 model year. Emissions limits are reduced further in each model year through 2016. When fully phased in, the near-term standards will result in a reduction of about 22 percent in GHG emissions compared to the emissions from the 2002 fleet, while the mid-term standards will result in a reduction of about 30 percent.

Senate Bill 97. SB 97, signed in August 2007 (Chapter 185, Statutes of 2007; PRC Sections 21083.05 and 21097), acknowledges that climate change is a prominent environmental issue that requires analysis under CEQA. This bill directs the Governor's Office of Planning and Research (OPR), which is part of the State Natural Resources Agency, to prepare, develop, and transmit to CARB guidelines for the feasible mitigation of GHG emissions (or the effects of GHG emissions), as required by CEQA.

OPR published a technical advisory recommending that CEQA lead agencies make a good-faith effort to estimate the quantity of GHG emissions that would be generated by a proposed project. Specifically, based on available information, CEQA lead agencies should estimate the emissions associated with project-related vehicular traffic, energy consumption, water usage, and construction activities to determine whether project-level or cumulative impacts could occur, and should mitigate the impacts where feasible. OPR requested CARB technical staff to recommend a method for setting CEQA thresholds of significance as described in CEQA Guidelines Section 15064.7 that will encourage consistency and uniformity in the CEQA analysis of GHG emissions throughout the State.

The Natural Resources Agency adopted the CEQA Guidelines Amendments prepared by OPR, as directed by SB 97. On February 16, 2010, the Office of Administration Law approved the CEQA Guidelines Amendments, and filed them with the Secretary of State for inclusion in the California Code of Regulations. The CEQA Guidelines Amendments became effective on March 18, 2010.

Senate Bill 375. SB 375, signed in September 2008 (Chapter 728, Statutes of 2008), aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a sustainable communities strategy (SCS) or alternative planning strategy (APS) that will prescribe

land use allocation in that MPOs regional transportation plan. CARB, in consultation with MPOs, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets will be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each MPO's SCS or APS for consistency with its assigned targets. If MPOs do not meet the GHG reduction targets, transportation projects may not be eligible for funding programmed after January 1, 2012.

Senate Bills 1078 and 107. SB 1078 (Chapter 516, Statutes of 2002) requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017. SB 107 (Chapter 464, Statutes of 2006) changed the target date to 2010.

Senate Bill 1368. SB 1368 (Chapter 598, Statutes of 2006) is the companion bill of AB 32 and was signed into law in September 2006. SB 1368 required the California Public Utilities Commission (CPUC) to establish a performance standard for baseload generation of GHG emissions by investor-owned utilities by February 1, 2007. SB 1368 also required the CEC to establish a similar standard for local publicly owned utilities by June 30, 2007. These standards could not exceed the GHG emissions rate from a baseload combined-cycle, natural gas fired plant. Furthermore, the legislation states that all electricity provided to California, including imported electricity, must be generated by plants that meet the standards set by CPUC and CEC.

CARB Scoping Plan. On December 11, 2008, CARB adopted its Scoping Plan, which functions as a roadmap to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. CARB's Scoping Plan contains the main strategies California will implement to reduce CO<sub>2</sub>eq<sup>11</sup> emissions by 174 million MT, or approximately 30 percent, from the State's projected 2020 emissions level of 596 million MT CO<sub>2</sub>eq under a business as usual (BAU)<sup>12</sup> scenario. This is a reduction of 42 million MT CO<sub>2</sub>eq, or almost ten percent, from 2002 to 2004 average emissions, but requires the reductions in the face of population and economic growth through 2020.

---

<sup>11</sup> Carbon Dioxide Equivalent (CO<sub>2</sub>eq) - A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

<sup>12</sup> "Business as Usual" refers to emissions that would be expected to occur in the absence of GHG reductions. See <http://www.arb.ca.gov/cc/inventory/data/forecast.htm>. Note that there is significant controversy as to what BAU means. In determining the GHG 2020 limit, CARB used the above as the "definition." It is broad enough to allow for design features to be counted as reductions.

CARB's Scoping Plan calculates 2020 BAU emissions as the emissions that would be expected to occur in the absence of any GHG reduction measures. The 2020 BAU emissions estimate was derived by projecting emissions from a past baseline year using growth factors specific to each of the different economic sectors (e.g., transportation, electrical power, commercial and residential, industrial, etc.). CARB used three-year average emissions, by sector, for 2002 to 2004 to forecast emissions to 2020. At the time CARB's Scoping Plan process was initiated, 2004 was the most recent year for which actual data was available. The measures described in CARB's Scoping Plan are intended to reduce the projected 2020 BAU to 1990 levels, as required by AB 32.

AB 32 requires CARB to update the Scoping Plan at least once every five years. CARB adopted the first major update to the Scoping Plan on May 22, 2014. The updated Scoping Plan summarizes the most recent science related to climate change, including anticipated impacts to California and the levels of GHG reduction necessary to likely avoid risking irreparable damage. It identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32. The Scoping Plan update also looks beyond 2020 toward the 2050 goal established in Executive Order S-3-05, though not yet adopted as state law, and observes that "a mid-term statewide emission limit will ensure that the State stays on course to meet our long-term goal." The Scoping Plan update does not establish or propose any specific post-2020 goals, but identifies such goals adopted by other governments or recommended by various scientific and policy organizations.

## LOCAL

### *SAN BERNARDINO COUNTY GENERAL PLAN*

The *County of San Bernardino 2007 General Plan (April 2007)* Conservation Element and Land Use Element includes the following goals and policies related to reducing GHGs.

#### CONSERVATION ELEMENT

- Policy CO 4.5:* Reduce emissions through reduced energy consumption.
- Policy CO 4.12:* Provide incentives to promote siting or use of clean air technologies (e.g., fuel cell technologies, renewable energy sources, UV coatings, and hydrogen fuel).
- Policy CO 4.13:* Reduce Greenhouse Gas (GHG) emissions within the County boundaries.

**Goal CO 8:** The County will minimize energy consumption and promote safe energy extraction, uses and systems to benefit local regional and global environmental goals.

*Policy CO 8.1:* Maximize the beneficial effects and minimize the adverse effects associated with the siting of major energy facilities. The County will site energy facilities equitably in order to minimize net energy use and consumption of natural resources, and avoid inappropriately burdening certain communities. Energy planning should conserve energy and reduce peak load demands, reduce natural resource consumption, minimize environmental impacts, and treat local communities fairly in providing energy efficiency programs and locating energy facilities.

*Policy CO 8.2:* Conserve energy and minimize peak load demands through the efficient production, distribution and use of energy.

*COUNTY OF SAN BERNARDINO GREENHOUSE GAS EMISSIONS REDUCTION PLAN*

In 2011, the County of San Bernardino adopted the *San Bernardino GHG Reduction Plan* (GHG Plan) based on the premise that the County and the community it represents are uniquely capable of addressing emissions associated with sources under the County's jurisdiction and that the County's emission reduction efforts should coordinate with the state strategies of reducing emissions in order to reduce emissions in an efficient and cost-effective manner. Potential environmental effects associated with implementation of the GHG Plan were analyzed in the *County of San Bernardino General Plan Amendment and Greenhouse Gas Reduction Plan EIR (SCH# 2005101038)* (2011). This GHG Plan presents a comprehensive set of actions to reduce the County's internal and external GHG emissions to 15 percent below current levels by 2020, consistent with the AB 32 Scoping Plan. The GHG Plan identifies GHG emissions reduction goals, objectives, and strategies categorized in six sectors including Building Energy (addressing energy efficiency and alternative energy in buildings and renewable energy generation facilities), Transportation and Land Use, Solid Waste/Landfills, Stationary Sources, Agriculture and Resource Conservation, and Water Conservation. For each sector, reduction strategies have been developed to achieve the County's 2020 emissions reduction target. The plan confirms that compliance with the County's GHG Plan will provide county consistency with state measures to reduce greenhouse gas emissions, and thereby reduce countywide greenhouse gases-related impacts to a less than significant level.<sup>13</sup>

---

<sup>13</sup> *County of San Bernardino General Plan Amendment and Greenhouse Gas Reduction Plan EIR (SCH# 2005101038)*, County of San Bernardino, 2011.

---

*MODEL WATER EFFICIENT LANDSCAPE ORDINANCE*

On February 8, 2011, the Board of Supervisors adopted a comprehensive landscaping ordinance (Development Code Sections 83.10.010 et seq.) whose provisions meet or exceed the water conservation requirements development by the Department of Water Resources pursuant to Government Code Sections 64491 et seq. The County landscaping ordinance implements standards that manage outdoor water use through various conservation measures which include using a water budget and low impact development design strategies such as impervious surface reduction, pollution prevention measures to reduce the introduction of pollutants to the environment, and other integrated practices to reduce and cleanse runoff.

*WATER CONSERVATION PROGRAMS*

The County of San Bernardino adopted a water conservation program on June 23, 2015, which establishes mandatory water use restrictions, regulations, and administrative fines, and/or penalties to be implemented during declared water conservation stages. The purpose of the water conservation program is to assure the highest beneficial use of County Service Area and Zone water supplies and to provide sufficient water supplies to meet the basic needs of human consumption, sanitation, and fire protection within the County Service Areas and Zones. As the water conservation program complies with the statewide drought regulations, the County of San Bernardino also observes watering schedule and end user restrictions to reduce and conserve use of irrigation and potable water.

Additionally, the State Water Resources Control Board (SWRCB) has allocated reduction percentages for each district to achieve a 25 percent reduction in California's overall water usage by 2016. Reduction percentages were determined based on the total residential water usage for each area in 2013 and separated by urban and rural areas.<sup>14</sup>

---

<sup>14</sup> *Water Scheduling and Ordinance Restrictions*, County of San Bernardino, <http://www.specialdistricts.org/index.aspx?page=548>, accessed March 22, 2016.

## IMPACT ANALYSIS AND MITIGATION MEASURES

### METHODOLOGY

The proposed Project's GHG emissions were calculated using the California Emissions Estimator Model (CalEEMod), version 2013.2.2, computer program (refer to Appendix B). CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for the use of government agencies, land use planners, and environmental professionals. This model was developed in coordination with the South Coast Air Quality Management District (SCAQMD) and is the most current emissions model approved for use in California by various other air districts. Based on SCAQMD's 2008 *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold* document, total Project construction GHG emissions should be amortized over a 30-year period and added to its operational emission estimates. Emissions modeling is based on Project-specific data (e.g., size and type of proposed use) and vehicle trip information from the project's Traffic Impact Analysis (*Bloomington Option C Traffic Impact Analysis*, prepared by Kunzman Associates, May 6, 2016).

### THRESHOLDS OF SIGNIFICANCE

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. As described in Chapter 4.0 of the GHG Plan, all new development is required to quantify a project's GHG emissions and adopt feasible mitigation to reduce project emissions below a level of significance. The GHG Plan identifies a review standard of 3,000 metric tons of carbon dioxide equivalent per year (MTCO<sub>2</sub>eq/yr) to identify and mitigate project emissions.

For projects exceeding 3,000 MTCO<sub>2</sub>eq/yr of GHG emissions, the developer may use the GHG Plan Screening Tables in the GHG Plan as a tool to assist with calculating GHG reduction measures and the determination of a significance finding. Projects that garner 100 or more points on the Screening Tables do not require quantification of project-specific GHG emissions. The point system was devised to ensure project compliance with the reduction measures in the GHG Plan such that the GHG emissions from new development, when considered together with those from existing development, would allow the County to meet its year 2020 target and support longer-term reductions in GHG emissions beyond year 2020.

Projects exceeding 3,000 MTCO<sub>2</sub>eq/yr of GHG emissions that do not use the Screening Tables are required to quantify the project specific GHG emissions or otherwise demonstrate that project specific GHG emissions achieve the equivalent level of GHG emissions efficiency as a 100-point project. Consistent with the CEQA Guidelines, such projects are consistent with the

GHG Plan and, therefore, would be determined to have a less than significant individual and cumulative impact for GHG emissions.

The following thresholds of significance are based, in part, on CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the proposed Plan may have a significant adverse impact related to land use if it would do any of the following:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment (refer to Impact Statement 4.3-1);
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases (refer to Impact Statement 4.3-2).

Based on these significance thresholds and criteria, the Project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

## PROJECT IMPACTS AND MITIGATION

### **GREENHOUSE GAS EMISSIONS**

|                     |   |
|---------------------|---|
| <b>Impact 4.3-1</b> | <b>The Project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.</b> |
|---------------------|---|

#### **Project Related Greenhouse Gas Emissions**

Project-related GHG emissions would include emissions from direct and indirect sources. For the purposes of this analysis, emissions of CO<sub>2</sub>, N<sub>2</sub>O, and CH<sub>4</sub> were evaluated because these gasses are the primary contributors to global climate change from development projects. Although other substances such as fluorinated gases also contribute to global climate change, sources of fluorinated gases are not well-defined and no accepted emissions factors or methodology exist to accurately calculate these gases. Therefore, this analysis focuses on CO<sub>2</sub>, N<sub>2</sub>O, and CH<sub>4</sub>, which also happen to be the only gases addressed by the CARB-approved emissions modeling software. Direct Project-related GHG emissions include emissions from construction activities, area sources, and mobile sources, while indirect sources include emissions from electricity consumption, water demand, and solid waste generation. Operational GHG estimations are based on energy emissions from natural gas usage and



automobile emissions. Project GHG emissions were calculated using the California Emissions Estimator Model (CalEEMod), which relies on trip generation data, and specific land use information to calculate emissions.

Table 4.3-1, *Existing and Proposed Greenhouse Gas Emissions*, presents the estimated CO<sub>2</sub>, N<sub>2</sub>O, and CH<sub>4</sub> emissions. The CalEEMod outputs contained within the Appendix B, *Greenhouse Gas Emissions Data*, outline the assumptions used to calculate mobile source, area source, and construction GHG emissions. Operational GHG estimations are based on energy sources, area sources, and automobile emissions. CalEEMod relies upon trip data within the *Traffic Impact Analysis* and Project specific land use data to calculate emissions. Total existing operational emissions that would be removed equate to 232.32 MTCO<sub>2</sub>eq/yr, while the total Project-related proposed direct emissions would result in 4,210.02 MTCO<sub>2</sub>eq/yr.

**Table 4.3-1: Existing and Proposed Greenhouse Gas Emissions**

| Source  | CO <sub>2</sub>                     | CH <sub>4</sub>                |  | N <sub>2</sub> O <sup>4</sup>  |  | Total  |
|---|-------------------------------------|--------------------------------|--|--------------------------------|--|--|
|   | Metric<br>Tons/yr <sup>1</sup>      | Metric<br>Tons/yr <sup>1</sup> | Metric<br>Tons of<br>CO <sub>2</sub> eq <sup>2</sup> | Metric<br>Tons/yr <sup>1</sup> | Metric<br>Tons of<br>CO <sub>2</sub> eq <sup>2</sup> | Metric<br>Tons of<br>CO <sub>2</sub> eq <sup>3</sup> |
| EXISTING GHG EMISSIONS TO BE REMOVED (12 Dwelling Units)  |                                     |                                |  |                                |  |  |
| Direct Emissions  |                                     |                                |  |                                |  |  |
| ▪ Mobile Source   | 168.11                              | 0.01                           | 0.16   | 0.00                           | 0.00   | 168.24   |
| <b>Total Unmitigated Direct Emissions<sup>3</sup></b>     | <b>168.11</b>                       | <b>0.01</b>                    | <b>0.16</b>  | <b>0.00</b>                    | <b>0.00</b>  | <b>168.24</b>  |
| Indirect Emissions  |                                     |                                |  |                                |  |  |
| ▪ Area  | 3.93                                | 0.00                           | 0.10   | 0.00                           | 0.03   | 4.04   |
| ▪ Energy  | 48.00                               | 0.00                           | 0.04   | 0.00                           | 0.19   | 48.23  |
| ▪ Waste   | 2.83                                | 0.17                           | 4.18   | 0.00                           | 0.00   | 6.34   |
| ▪ Water Demand  | 4.73                                | 0.03                           | 0.64   | 0.00                           | 0.19   | 5.47   |
| <b>Total Unmitigated Indirect Emissions<sup>3</sup></b>   | <b>59.48</b>                        | <b>0.20</b>                    | <b>4.96</b>  | <b>0.00</b>                    | <b>0.41</b>  | <b>64.08</b>   |
| <b>Total Existing To Be Removed Emissions<sup>3</sup></b> | <b>232.32 MTCO<sub>2</sub>eq/yr</b> |                                |  |                                |  |  |
| PROJECT GHG EMISSIONS                                     |                                     |                                |  |                                |  |  |
| Direct Emissions  |                                     |                                |  |                                |  |  |
| ▪ Construction (amortized over 30 years)                  | 39.36                               | 0.00                           | 0.00   | 0.00                           | 0.00   | 39.36  |
| ▪ Mobile Source   | 2,852.52                            | 0.06                           | 1.26   | 0.00                           | 0.00   | 2,853.96   |
| <b>Total Unmitigated Direct Emissions<sup>3</sup></b>     | <b>2,891.88</b>                     | <b>0.06</b>                    | <b>1.26</b>  | <b>0.00</b>                    | <b>0.00</b>  | <b>2,893.35</b>                                      |

| Source   | CO <sub>2</sub>                       | CH <sub>4</sub>                |  | N <sub>2</sub> O <sup>4</sup>  |  | Total<br>Metric<br>Tons of<br>CO <sub>2</sub> eq <sup>3</sup> |
|--|---------------------------------------|--------------------------------|--|--------------------------------|--|---|
|  | Metric<br>Tons/yr <sup>1</sup>        | Metric<br>Tons/yr <sup>1</sup> | Metric<br>Tons of<br>CO <sub>2</sub> eq <sup>2</sup> | Metric<br>Tons/yr <sup>1</sup> | Metric<br>Tons of<br>CO <sub>2</sub> eq <sup>2</sup> |   |
| Indirect Emissions   |                                       |                                |  |                                |  |   |
| ▪ Area   | 0.03                                  | 0.00                           | 0.00   | 0.00                           | 0.00   | 0.03  |
| ▪ Energy   | 662.38                                | 0.03                           | 0.71   | 0.01                           | 2.08   | 665.14  |
| ▪ Waste  | 129.18                                | 7.63                           | 190.85   | 0.00                           | 0.00   | 289.49  |
| ▪ Water Demand   | 13.38                                 | 0.11                           | 2.71   | 0.00                           | 0.79   | 16.48   |
| ▪ Off-Road (Forklifts)   | 345.53                                | 0                              | 0  | 0                              | 0  | 345.53  |
| <b>Total Unmitigated Indirect Emissions<sup>3</sup></b>  | <b>1,150.50</b>                       | <b>7.77</b>                    | <b>194.27</b>  | <b>0.01</b>                    | <b>2.87</b>  | <b>1,316.67</b>   |
| <b>Total Project-Related Emissions<sup>3</sup></b>   | <b>4,210.02 MTCO<sub>2</sub>eq/yr</b> |                                |  |                                |  |   |
| <b>TOTAL NET GHG EMISSIONS</b>   | <b>3,977.70 MTCO<sub>2</sub>eq/yr</b> |                                |  |                                |  |   |
| Notes:   |                                       |                                |  |                                |  |   |
| 1. Emissions calculated using CalEEMod computer model.   |                                       |                                |  |                                |  |   |
| 2. CO <sub>2</sub> Equivalent values calculated using the U.S. EPA Website, <i>Greenhouse Gas Equivalencies Calculator</i> , <a href="http://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator">www.epa.gov/energy/greenhouse-gas-equivalencies-calculator</a> , accessed May 17, 2016. |                                       |                                |  |                                |  |   |
| 3. Totals may be slightly off due to rounding.   |                                       |                                |  |                                |  |   |
| Refer to <u>Appendix B, Greenhouse Gas Emissions Data</u> , for detailed model input/output data.  |                                       |                                |  |                                |  |   |

### Direct Proposed Project-Related Sources of Greenhouse Gases

- **Construction Emissions.** Construction related GHG emissions would result in 1,181 MTCO<sub>2</sub>eq/yr. Construction related GHG emissions are typically summed and amortized over the lifetime of the Project (assumed to be 30 years), then added to the operational emissions.<sup>15</sup> The estimate for construction duration is primarily based upon CalEEMod model defaults. For instance, the numbers and types of construction equipment are derived from CalEEMod model defaults. However, modeling parameters were refined in the case of construction phasing and duration. For instance, construction is anticipated to last 10 months beginning with the demolition and removal of all on-site structures and debris. Following this phase of construction the entire site would be mass graded, after which the actual building construction would commence. The building construction phase accounts for the simultaneous actions of carpentry, asphalt paving, and painting. Please refer to specific detailed

<sup>15</sup> The project lifetime is based on the standard 30 year assumption of the South Coast Air Quality Management District, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, October 2008.

modeling inputs/outputs, including construction equipment assumptions, contained in Appendix B.

- Area Source. Area source emissions, which includes GHG emissions from the combustion emissions associated with on-site natural gas use (i.e. natural gas-powered forklifts), landscape maintenance equipment, and emissions from consumer products were calculated using CalEEMod and Project -specific land use data. As noted in Table 4.3-1, the proposed Project would result in 0.03 MTCO<sub>2</sub>eq/yr of area source GHG emissions.
- Mobile Source. CalEEMod relies upon trip data within the Project *Traffic Impact Analysis* and Project specific land use data to calculate mobile source emissions. For instance, modeling parameters were refined to account for 1,137 average daily trips associated with the project, 20 percent of which are heavy-duty truck trips (Kunzman and Associates 2016a; 2016b). The proposed Project would directly result in approximately 2,853.96 MTCO<sub>2</sub>eq/yr of mobile source-generated GHG emissions; refer to Table 4.4-1.

#### ***Indirect Project Related Sources of Greenhouse Gases***

- Energy Consumption. Energy Consumption emissions were calculated using CalEEMod and Project -specific land use data. Electricity would be provided to the Project site via Southern California Edison. The Project's proposed operations would indirectly result in 665.14 MTCO<sub>2</sub>eq/yr due to energy consumption; refer to Table 4.3-1.
- Solid Waste. Project operations would result in 289.49 MTCO<sub>2</sub>eq/yr; refer to Table 4.3-1.
- Water Demand. Project operations would result in a demand of approximately 3.3 million gallons of water per year. The Project's operations would result in 16.48 MTCO<sub>2</sub>eq/yr from indirect energy impacts due to water consumption.
- Off-Road Emissions. Project operations would include the use of propane fueled forklifts within the warehouse and would result in 345.43 MTCO<sub>2</sub>eq/yr; refer to Table 4.3-1.

#### ***Total Project-Related Sources of Greenhouse Gases***

As shown in Table 4.3-1, the total GHG emissions from the existing single family dwelling units are 232.32 MTCO<sub>2</sub>eq/yr. The total amount of proposed GHG emissions from direct and indirect sources combined would total 4,210.02 MTCO<sub>2</sub>eq/yr. The net increase in proposed GHG emissions above the existing condition is 3,977.70 MTCO<sub>2</sub>eq/yr, which exceeds the County's

3,000 MTCO<sub>2</sub>eq/yr screening threshold. Projects that exceed 3,000 MTCO<sub>2</sub>eq/yr of GHG emissions may use the Screening Tables in the County's GHG Plan as a tool to calculate GHG reduction measures and the determination of a significance finding. Further discussion of the Project design features and the County's GHG emissions Screening Table is provided below.

### ***Project Screening Table Analysis***

As Project emissions would exceed the County's 3,000 MTCO<sub>2</sub>eq/yr screening threshold, this analysis uses the Screening Tables in the County's GHG Plan. The purpose of the Screening Tables is to provide CEQA-related guidance in measuring the reduction of GHG emissions attributable to certain design and construction measures incorporated into development projects. The analysis and methodology is based upon the GHG Plan, which includes GHG emission inventories, a reduction target, and goals and policies to reach the County's emissions reduction target. As described above, projects that garner 100 points using the Screening Tables would provide the "fair share" contribution of reductions and are considered consistent with the GHG Plan, and thus less than significant. Table 4.3-2, *Greenhouse Gas Emissions Screening Table*, depicts which performance standards the Project would meet in order to exceed the minimum requirement of 100 points.

**Table 4.3-2: Greenhouse Gas Emissions Screening Table**

| Feature   | Description   | Project Points |
|---|---|----------------|
| <b>BUILDING ENVELOPE</b>  |   |                |
| Windows   | Modestly Enhanced Window Insulation (0.4 U-factor, 0.32 SHGC)             | 7              |
| <b>INDOOR SPACE EFFICIENCIES</b>  |   |                |
| Heating/Cooling Distribution System   | Enhanced Duct Insulation (R-8)  | 10             |
| Space Heating/Cooling Equipment   | Improved Efficiency HVAC (EER 14/+6% AFUE or 8 HSPF)                      | 7              |
| Water Heaters   | Very High Efficiency Water Heater (0.92 Energy Factor)                    | 19             |
| Daylighting   | All peripheral rooms within building have at least one window or skylight | 1              |
| Artificial Lighting   | Very High Efficiency Lights (10% of in-unit fixtures are high efficacy)   | 14             |
| <b>REDUCTION MEASURE R2E9 AND R2E10: NEW COMMERCIAL/INDUSTRIAL RENEWABLE ENERGY</b> |   |                |
| Photovoltaic  | Solar Ready Roofs (sturdy roof and electric hookups)                      | 2              |

| Feature  | Description  | Project Points |
|--|--|----------------|
| <b>REDUCTION MEASURE R2WC1: R2WC-1: PER CAPITA WATER USE REDUCTION COMMERCIAL/INDUSTRIAL</b>   |  |                |
| <b>Irrigation and Landscaping</b>  |  |                |
| Water Efficient Landscaping  | Only low water using plants  | 4              |
| Water Efficient Irrigation Systems   | Weather based irrigation control systems combined with drip irrigation (demonstrate 20 percent reduced water use   | 5              |
| <b>Potable Water</b>   |  |                |
| Toilets  | Water Efficient Toilets/Urinals (1.5 gpm)  | 3              |
| Faucets  | Water Efficient Faucets (1.28 gpm)   | 3              |
| <b>REDUCTION MEASURE R2T2: EMPLOYMENT BASED TRIP AND VMT REDUCTION POLICY</b>  |  |                |
| Car/Vanpools   | Car/Vanpool Program with Preferred Parking   | 2              |
| Employee Bicycle/Pedestrian Programs   | Complete sidewalk to residential within ½ mile   | 1              |
|  | Bike Lockers and Secure Racks  | 1              |
| Shuttle/Transit Programs   | Local transit within ¼ mile  | 1              |
| <b>REDUCTION MEASURE R2T5: RENEWABLE FUEL/LOW EMISSIONS VEHICLES (EV CHARGING STATIONS)</b>  |  |                |
| Electric Vehicles  | Provide public charging station for use by an electric vehicle (ten points for each charging station within the facility)  | 40             |
| <b>REDUCTION MEASURE R2W5: CONSTRUCTION AND DEMOLITION DEBRIS DIVERSION PROGRAM</b>  |  |                |
| Recycling of Construction/Demolition Debris  | Recycle 20% of debris  | 6              |
| <b>Reduction Measure R2W6: 75 Percent Solid Waste Diversion Program</b>  |  |                |
| Recycling  | Provide separated recycling bins within each commercial building/floor and provide large external recycling collection bins at central location for collection truck pick-up | 2              |
| <b>TOTAL POINTS</b>  |  | <b>128</b>     |
| Source: Screening Tables from the County of San Bernardino, <i>Greenhouse Gas Emissions Reduction Plan</i> , September 2011 and <i>Greenhouse Gas Emissions Development Review Processes</i> , updated March 2015. |  |                |

### Project Design Features

Table 4.3-2 describes Applicant identified Project includes design features that would reduce Project-related GHG emissions. The Project would enhance window efficiency, apply interior space efficiencies, provide a solar ready roof, include water efficient landscaping, install water efficient fixtures, provide car/vanpool parking and bike lockers, provide public electric vehicle

charging stations, and recycle construction and operational waste. Table 4.3-2 indicates that implementation of the Project design features would achieve 128 points per the County's applicable GHG Screening Table.

### **Conclusion**

The Screening Table assigns points for each option incorporated into a project as mitigation or a project design feature (collectively referred to as "feature"). The point values correspond to the minimum emissions reduction expected from each feature. The menu of features allows maximum flexibility and options for how development projects can implement the GHG reduction measures. Projects that garner at least 100 points will be consistent with the reduction quantities anticipated in the County's GHG Plan. As such, those projects that garner a total of 100 points or greater would not require quantification of project specific GHG emissions reductions. Consistent with CEQA Guidelines, such projects would be determined to have a less than significant individual and cumulative impact for GHG emissions. As shown in Table 4.3-2, the proposed Project would achieve 128 points on the County's Screening Tables. Therefore, the Project's GHG emissions would be **less than significant**.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less than significant impact.

### **GREENHOUSE GAS REDUCTION PLANS**

|                     |  |
|---------------------|--|
| <b>Impact 4.3-2</b> | <b>The Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.</b> |
|---------------------|--|

The County of San Bernardino GHG Reduction Plan (GHG Plan) was adopted at the end of 2011 and became effective on January 6, 2012. The GHG Plan establishes a GHG emissions reduction target for the year 2020 that is 15 percent below year 2007 emission levels. The GHG Plan is consistent with AB 32 and sets the County on a path to achieve a more substantial long-term reduction in the post-2020 period. Achieving this level of emissions would ensure that the contribution to greenhouse gas emissions from activities covered by the GHG Plan would not be cumulatively considerable.<sup>16, 17</sup>

Implementation of the County's GHG Plan is achieved through the Development Review Process by applying appropriate reduction requirements to projects, which reduce GHG

<sup>16</sup> County of San Bernardino Greenhouse Gas Emissions Reduction Plan, County of San Bernardino, 2011, page 4-5.

<sup>17</sup> Greenhouse Gas Emissions Development Review Process, County of San Bernardino, March 2015, pages 1 and 2.

emissions. All new development is required to quantify a project's GHG emissions and adopt feasible mitigation to reduce project emissions below a level of significance. A review standard of 3,000 metric tons of carbon dioxide equivalent per year (MTCO<sub>2</sub>eq/yr<sup>18</sup>) is used to identify and mitigate project emissions.

For projects exceeding 3,000 MTCO<sub>2</sub>eq/yr of GHG emissions, the developer may use the Screening Tables in the GHG Plan as a tool to assist with calculating GHG reduction measures and the determination of a significance finding. Projects that garner 100 or more points on the Screening Tables do not require quantification of project-specific GHG emissions and would result in a less than significant impact. The point system was devised to ensure project compliance with the reduction measures in the GHG Plan such that the GHG emissions from new development, when considered together with those from existing development, would allow the County to meet its year 2020 target and support longer-term reductions in GHG emissions beyond year 2020.

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

As shown above in Table 4.3-2, the proposed Project would achieve 128 points on the County's Screening Tables and would not conflict with the GHG Plan. Therefore, the Project would comply with the emissions reduction targets in the County's GHG Plan. A less than significant impact would occur in this regard.

Statewide goals for GHG reductions in the years beyond 2020 have been recently codified into State law with the passage of Senate Bill (SB) 32. Signed into law on September 2016, SB 32 codifies the 2030 target in the recent Executive Order B 30 15 (40 percent below 1990 levels by 2030). The bill authorizes the state board to adopt an interim GHG emissions level target to be achieved by 2030. SB 32 states that the intent is for the Legislature and appropriate agencies to adopt complementary policies which ensure that the long-term emissions reductions advance specified criteria. However, at the time of writing this EIR, no specific policies or emissions reduction mechanisms have been established. Therefore, while project design can contribute to reducing potential GHG emissions from the proposed project, achievement of future GHG efficiency standards is also dependent on regulatory controls applied to all sectors of the

---

<sup>18</sup> Carbon Dioxide Equivalent (CO<sub>2</sub>eq) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

California economy. Thus, the ability of this project—and all land use development—to achieve GHG reduction goals beyond 2020 is partially out of the control of the project and its proponents.

Nonetheless, the GHG Plan does provide GHG-reducing policy provisions targeted at reducing GHG emissions beyond the year 2020; therefore, project compliance with GHG Plan not only adequately establishes project compliance with Statewide GHG-reduction goals for the year 2020 associated with AB 32, but also Statewide GHG-reduction goals for the years beyond 2020 associated with SB 32. The GHG Plan specifically addresses Statewide post-2020 GHG-reduction targets by seeking to reduce GHG emissions in the city consistent with the Statewide GHG-reduction targets established under SB 375. SB 375 took effect in 2008 and provides a planning process to coordinate land use planning, regional transportation plans, and funding priorities in order to help California meet the GHG reduction goals established for the year 2020 and beyond 2020. SB 375 requires metropolitan planning organizations (MPOs) to incorporate a Sustainable Communities Strategy in their Regional Transportation Plans that will achieve GHG emissions reduction targets by reducing vehicle miles traveled from light-duty vehicles through the development of more compact, complete, and efficient communities. The MPO with jurisdiction in Bloomington is the San Bernardino Association of Governments (SANBAG), which worked with the larger Southern California Association of Governments (SCAG) to develop the *2016–2040 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS).

The *2016–2040 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS), adopted April 7, 2016, is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. The RTP/SCS establishes greenhouse emissions goals for automobiles and light-duty trucks for 2020 (GHG per capita emissions reductions of 8 percent in 2020 compared with emissions in 2005) and 2035 (GHG per capita emissions reductions of 13 percent in 2035 compared with emissions in 2005), and establishes an overall GHG target for the region consistent with both the target date of AB 32 (2020) and the post-2020 GHG reduction goals of Executive Orders S-03-05 and B-30-15. The 2016 RTP/SCS contains over 4,000 transportation projects, including highway improvements, railroad grade separations, bicycle lanes, new transit hubs, and replacement bridges. These future investments were included in county plans developed by the six county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices. The RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal



funding. In addition, the RTP/SCS is supported by a combination of transportation and land use strategies that help the region achieve state GHG emission reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support the vital goods movement industry, and utilize resources more efficiently. The proposed project's consistency with the RTP/SCS goals is analyzed in detail in Table 4.3-3, *Consistency with SCAG's Regional Transportation Plan/Sustainable Communities Strategy Goals*. As shown in Table 4.3-3, GHG emissions resulting from development-related mobile sources are a major source of emission. Therefore, project comparison to the RTP/SCS is an appropriate indicator of whether the proposed project would inhibit the post-2020 GHG reduction goals promulgated by the State.

**Table 4.3-3: Consistency with SCAG's Regional Transportation Plan/Sustainable Communities Strategy Goals**

| SCAG Goal   | Compliance with Goal   |
|---|--|
| GOAL 1: Align the plan investments and policies with improving regional economic development and competitiveness. | Not Applicable: This is not a project-specific policy and is therefore not applicable.   |
| GOAL 2: Maximize mobility and accessibility for all people and goods in the region.                               | Consistent: Improvements to the transportation network in the County are developed and maintained to meet the needs of local and regional transportation and to ensure efficient mobility. A number of regional and local plans and programs are used to guide development and maintenance of transportation networks, including but not limited to: <ul style="list-style-type: none"> <li>• Congestion Management Program for San Bernardino County</li> <li>• Caltrans Traffic Impact Studies Guidelines</li> <li>• Caltrans Highway Capacity Manual</li> <li>• SCAG RTP/SCS</li> </ul> |
| GOAL 3: Ensure travel safety and reliability for all people and goods in the region.                              | Consistent: All modes of transit in the County are required to follow safety standards set by corresponding regulatory documents. Pedestrian walkways and bicycle routes must follow safety precautions and standards established by local (e.g., San Bernardino County) and regional (e.g., SCAG, Caltrans) agencies. Roadways for motorists must follow safety standards established for the local and regional plans.   |
| GOAL 4: Preserve and ensure a sustainable regional transportation system.   | Consistent: All new roadway developments and improvements to the existing transportation network must be assessed with some level of traffic analysis (e.g., traffic assessments, traffic impact studies) to determine how the developments would impact existing traffic capacities and to determine the needs for improving future traffic capacities.   |

| SCAG Goal  | Compliance with Goal   |
|--|--|
| GOAL 5: Maximize the productivity of our transportation system.  | Consistent: The local and regional transportation system would be improved and maintained to encourage efficiency and productivity. The County's Public Works Department oversees the improvement and maintenance of all aspects of the public right-of-way on an as-needed basis. The County also strives to maximize productivity of the region's public transportation system for residents, visitors, and workers coming into and out of the San Bernardino County.  |
| GOAL 6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).              | Consistent: The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development are encouraged through the development of alternative transportation methods, green design techniques for buildings, and other energy-reducing techniques. For example, development projects are required to comply with the provisions of the California Building and Energy Efficiency Standards and the Green Building Standards Code (CALGreen). The County also strives to maximize the protection of the environment and improvement of air quality by encouraging and improving the use of the region's public transportation system for residents, visitors, and workers. |
| GOAL 7: Actively encourage and create incentives for energy efficiency, where possible.  | Not Applicable: This is not a project-specific policy and is therefore not applicable.   |
| GOAL 8: Encourage land use and growth patterns that facilitate transit and non-motorized transportation.   | Consistent: See response to Goal 6. Additionally, the Project does not result in sprawl by introducing a new development in an undeveloped area. To the contrary, the proposed Project is an infill project that uses already developed land adjacent to existing regional transportation corridors. Thus, it will not result in increased sprawl-related trips, but instead will meet regional goods movement needs through existing goods movement pathways.   |
| GOAL 9: Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies. | Consistent: The County monitors existing and newly constructed roadways and transit routes to determine the adequacy and safety of these systems. Other local and regional agencies (i.e., Caltrans and SCAG) work with the County to manage these systems. Security situations involving roadways and evacuations would be addressed in the County of San Bernardino's emergency management plans (e.g., San Bernardino County Emergency Operations Plan) developed in accordance with the state and federal mandated emergency management regulations.   |

As shown in Table 4.3-3, the proposed project does not conflict with the stated goals of the RTP/SCS. For these reasons, the proposed project would not interfere with SCAG's ability to achieve the region's post-2020 mobile source GHG reduction targets outlined in the 2016

RTP/SCS. Therefore, impacts associated with the proposed project construction and operations would be **less than significant**.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less than significant impact.

### **CUMULATIVE IMPACTS**

It is generally the case that an individual project of this size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory.<sup>19</sup> GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective.<sup>20</sup> The additive effect of Project-related GHGs would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. In addition, the proposed Project as well as other cumulative related projects would also be subject to all applicable regulatory requirements, which would further reduce GHG emissions. As shown above in Table 4.3-2, the proposed Project would achieve 128 points on the County's Screening Tables and would not conflict with the GHG Plan. Therefore, the Project's cumulative contribution of GHG emissions would be less than significant and the Project's cumulative GHG impacts would also be **less than significant**.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less than significant impact.

---

<sup>19</sup> California Air Pollution Control Officers Association, *CEQA & Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*, 2008.

<sup>20</sup> Ibid.

---

*This page was intentionally left blank.*

## **Section 4.4**

# **Hazards and Hazardous Materials**

**BLOOMINGTON INDUSTRIAL FACILITY**  
Draft  
**ENVIRONMENTAL IMPACT REPORT**



**HAZARDS AND HAZARDOUS MATERIALS**

---

This section describes the environmental and regulatory setting and potential environmental impacts related to hazards and hazardous materials, as they pertain to implementation of the Project. This section also describes existing conditions on the site and regulations that relate to hazardous materials and fire hazards. Information in this section is based primarily on the site specific Phase I Environmental Site Assessment (Hazard Management Consulting 2014, Appendix D), Results of Subsurface Investigation (Hazard Management Consulting 2016, Appendix D).

Hazardous materials, as defined by the California Health and Safety Code Section 25501(n) and (o), are substances with certain physical properties that could pose a substantial present or future hazard to human health or the environment when improperly handled, disposed, or otherwise managed.

Hazardous materials are grouped into the following four categories, based on their properties:

- Toxic - causes human health effects
- Ignitable - has the ability to burn
- Corrosive - causes severe burns or damage to materials
- Reactive - causes explosions or generates toxic gases

A hazardous waste is any hazardous material that is discarded, abandoned, or slated to be recycled. When improperly handled, hazardous materials and hazardous waste can result in public health hazards if released into the environment through releases into soil or groundwater, or via airborne releases in the form of vapors, fumes, or dust. Contaminated soil and groundwater containing concentrations of hazardous constituents that exceed regulatory threshold must be handled and disposed of as hazardous waste when excavated or pumped. The California Code of Regulations, Title 22, Sections 66261.20-.24 contains technical descriptions of toxic characteristics that could cause soil or groundwater to be classified as hazardous waste.

## ENVIRONMENTAL SETTING

### SITE HISTORY AND DESCRIPTION

As early as 1938 the Project site and vicinity was in agricultural use, primarily orchards, with approximately 6 residences located on the site. Cedar, Linden and Jurupa Avenues were also established. By 1966 the orchards were largely converted to open field, cleared land, and additional residences along Cedar Avenue. The substation adjacent to the Project site at Linden and Jurupa Avenues was developed in 1977. By 2009 additional residential structures, outbuildings, and metal buildings were developed, and surface storage, truck repair, and truck storage uses were in place.

The Project site is currently a collection of former orchards with residences. Commercial uses include a bee keeping operation, truck maintenance, and storage.

The Project site is located within the northwestern portion of the Riverside North groundwater basin which is recharged by streams and creeks that carry surface water from nearby highlands to the Santa Ana River and its tributaries. Groundwater in the area occurs within unconsolidated alluvial sediments and within fractured batholithic units. The depth to groundwater has been found at a depth of approximately 170 feet below ground surface at a landfill in the site vicinity. Historical water level data suggest that groundwater in the alluvial aquifer flows to the southeast. Groundwater beneath the site vicinity occurs primarily within fractured granitic bedrock and overlying alluvium.

The Project site is not within or near a Very High Fire Hazard Severity Zone, or an area that would be considered a wildland (CAL Fire 2008).

### RECORDS SEARCH

As part of the Phase I Environmental Site Assessment (Hazard Management Consulting 2014, Appendix D), a standard radius database search of over 70 federal, state, local, and proprietary records was conducted using Environmental Data Resources, Inc. The Project site was the center of the search, with radius distances were from one-quarter to one mile consistent with ASTM E1527-13 standard, and inclusive of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

The sites identified in Table 4.4-1 were found to be on the Project site, or within a sufficient distance to potentially affect the Project site and thus, were further evaluated in the Phase I report.



**Table 4.4-1: Regulatory Database Search Summary**

| Name/Location   | Distance,<br>Direction from Site | Database                               | REC? Yes or No.<br>Remarks   |
|---|----------------------------------|--|--|
| 11134 and 11138 Cedar Avenue  | On site                          | Sweeps UST, H-UST, SB co. Permit       | <b>Yes.</b>  |
| Jim's Pipeline Service, Inc.<br>11118 Cedar Avenue  | On site                          | Sweeps UST, H-UST                      | <b>Yes.</b>  |
| -   | On site                          | SB co. Permit                          | <b>Yes.</b> Records indicate 8 USTs were removed.                                    |
| Verizon Wireless-Larch<br>10974 Cedar Avenue  | 806 feet NNE                     | SB co. Permit                          | No. No indications of a release.   |
| Cedar and Santa Ana Station   | 1385 feet NNE                    | LUST, H-UST, Sweeps UST, SB co. Permit | No. The case was closed by the lead agency.  |
| Bloomington aka S and E Pipe<br>11311 Cedar Avenue  | 124 feet SE                      | H-UST, Sweeps UST                      | No. No indications of a release in records. Facility would be down gradient to site. |
| SCE Bloomington Substation<br>NE corner of Jurupa and Linden Avenues  | Adjacent SW                      | AST, SB co. Permit                     | No. No evidence of a release was noted.  |
| Notes:<br>Source: Dudek 2015.<br>REC=recognized environmental condition, UST=underground storage tank, NE=northeast, NNE=north northeast, SE=southeast, aka=also known as |                                  |  |  |

The Phase I Environmental Site Assessment identified Recognized Environmental Conditions (RECs) within the Project site that warranted further investigation, and determined that off-site regulatory sites posed no concern for the Project.

In addition, based on comments raised by nearby residents at a public scoping meeting held on April 13, 2016, Hazard Management Consulting evaluated potential chromium discharges from the Riverside Cement Company Crestmore Plant, located at 1500 Rubidoux Blvd. in Riverside, which may have been aerially deposited on the Project site. The evaluation revealed the following:

- According to the Cerclis database a potential release at the Plant was investigated and no further action required.
- Local soil remediation efforts at the Plant have been overseen by Riverside County Health Department, and limited to facility boundaries.
- South Coast Air Quality Management District notices/violations have all been resolved.
- No record of concerns regarding aerial deposition of contaminants has been identified.
- The Project site is over a half mile upwind from the Cement Plant and the Cement Plant is not likely to impact the Project site.

Based on these findings, the evaluation determined there was no basis to conclude that aerial contamination has occurred and impacted the Project site.

### **SOIL INVESTIGATIONS**

Based on the recommendations in the Phase I Environmental Site Assessment, the identified RECs were further investigated and documented in a soil investigation report (Hazard Management Consulting 2016, Appendix D). The objectives of the soil investigation were as follows:

- Assess whether elevated concentrations of volatile organic compounds (VOCs) were present in soil gas in the vicinity of the former USTs and fuel dispenser island;
- Assess whether elevated concentrations of VOCs and petroleum hydrocarbons were present in shallow soil in areas of surficial staining; and
- Assess whether elevated concentrations of VOCs were present throughout the Site that might indicate an unknown area of concern.

The results of soil sampling and testing indicated that no detectable concentrations of the parameters analyzed. No hot spots indicative of a release were noted in soil gas throughout the site. Based on the results, the areas of concern noted during the Phase I are no longer considered an environmental issue.

## REGULATORY FRAMEWORK

### STATE

#### *PUBLIC RESOURCES CODE 4291*

Public Resources Code 4291 requires property owners in mountainous and forest environments to: (1) Maintain defensible space no greater than 100 feet from each side of the structure, but not beyond the property line unless allowed by state law, local ordinance, or regulation. Defensible space is a property's front line defense against wildfires. Defensible space includes and is not limited to the following: removing all dead plants, grasses, dry leaves, and weeds near or on the structures; creating horizontal spacing between shrubs and trees; and creating vertical spacing between grass, shrubs, and trees. Creating and maintaining defensible space around a property can dramatically increase the property's chance of surviving a wildfire and improves the safety of firefighters defending the property. The amount of fuel modification necessary shall take into account the flammability of the structure as affected by building material, building standards, location, and type of vegetation. Fuels shall be maintained in a condition so that a wildfire burning under average weather conditions would be unlikely to ignite the structure. This paragraph does not apply to single specimens of trees or other vegetation that are well-pruned and maintained so as to effectively manage fuels and not form a means of rapidly transmitting fire from other nearby vegetation to a structure or from a structure to other nearby vegetation. The intensity of fuels management may vary within the 100-foot perimeter of the structure, the most intense being within the first 30 feet around the structure. Consistent with fuels management objectives, steps should be taken to minimize erosion.

#### *CALIFORNIA DEPARTMENT OF TOXIC SUBSTANCES CONTROL (DTSC)*

The DTSC is a regulatory agency under the California Environmental Protection Act (CEPA) that follows the Toxic Substances Control Act of 1976. The DTSC regulates chemicals that pose a risk to the environment or health of the people as well as clean up toxic materials and hazardous waste in California. The mission of DTSC is to "restore contaminated resources, enforce hazardous waste laws, reduce hazardous waste generation, and encourage the manufacture of chemically safer products."

## ***San Bernardino County General Plan***

### ***BLOOMINGTON COMMUNITY PLAN***

Within the plan area, the following roadways have been designated as potential evacuation routes: Valley Boulevard, Slover Avenue and the San Bernardino Freeway (I-10). This does not mean that other roadways within the community cannot be used as evacuation routes. Specific evacuation routes will be designated by evacuation authorities during an emergency in order to respond to the specific needs of the situation and circumstances surrounding the disaster. This will be communicated to residents at the time of the emergency and will be handled in accordance with the evacuation procedures contained within the County Emergency Management Plan.

**Goal BL/S 2:** Ensure that emergency evacuation routes will adequately evacuate all residents and visitors in the event of a natural disaster.

**Policy BL/S 2.1:** Work with the Public Works Department and Caltrans to ensure that an adequate road system and proper access are provided to ensure safe and efficient evacuation for residents and visitors of the Bloomington community.

## **IMPACT ANALYSIS AND MITIGATION MEASURES**

### **METHODOLOGY**

An evaluation of the significance of potential impacts on hazards and hazardous materials must consider both direct effects to the resource as well as indirect effects in a local or regional context. Potentially significant impacts would generally result in the loss or degradation of public health and safety or conflict with local, state, or federal agency conservation plans, goals, policies, or regulations.

### **THRESHOLDS OF SIGNIFICANCE**

The following thresholds of significance are based, in part, on CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the proposed Project may have a significant adverse impact on hazards/hazardous materials if it would do any of the following:

- Create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials;

- 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;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses;
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment;
- 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 for people residing or working in the project area;
- For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area;
- Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan;
- Expose people or structures to a significant risk of loss, injury or death involving fires, including where wildlands are adjacent to urbanized areas and where residences are intermixed with wildlands.

## PROJECT IMPACTS AND MITIGATION

### *ROUTINE USE*

|                     |  |
|---------------------|--|
| <b>Impact 4.4-1</b> | <b>The Project would not create a significant hazard to the public or the environment through the routine transport, storage, use and disposal of hazardous materials. Impacts would be less than significant.</b> |
|---------------------|--|

### *Short-Term Impacts*

During construction of the Project, hazardous and potentially hazardous materials would be routinely transported, used, and disposed of at the Project site. These materials would include gasoline, diesel fuel, lubricants, and other petroleum-based products used to operate and maintain construction equipment and vehicles. This handling of hazardous materials will be a temporary activity coinciding with the short-term construction phase of the Project. Any handling of hazardous materials would be limited in both quantity and concentrations. Hazardous materials associated with operation and maintenance of construction equipment

and vehicles may be stored on the Project site, although only the amounts needed are expected to be kept onsite; excessive amounts are not expected to be stored onsite.

Removal and disposal of hazardous materials from the Project site would be conducted by a permitted and licensed service provider. Any handling, transporting, use, or disposal would comply with all applicable federal, State, and local agencies and regulations, including the U.S. Environmental Protection Agency (EPA), the Resource Conservation and Recovery Act (RCRA), the California Department of Transportation (Caltrans), and the San Bernardino County Fire Department (the Certified Unified Program Agency [CUPA] for San Bernardino County). Therefore, short-term construction impacts associated with hazardous materials would be less than significant.

### ***Long-Term Impacts***

During operation of the Project, hazardous materials may be transported, used, and disposed of at the Project site. However, light industrial land uses such as the Project typically do not generate, store, or dispose of large quantities of hazardous materials. In addition, such land uses generally do not involve dangerous or volatile operational activity that may expose persons to large quantities of hazardous materials. Because of the nature of the Project, hazardous materials used on the Project site may vary, but are likely to be limited to fertilizers, herbicides, pesticides, lubricants, solvents, cleaning agents, and similar materials used for daily operation and maintenance activities.

The San Bernardino County Fire Department regulates and enforces the provisions of the Uniform Fire Code relating to hazardous materials, including the use and storage of hazardous materials that are ignitable, reactive, corrosive, or toxic. Businesses using such materials are subject to permitting and inspection. In addition, a FFPD permit is required for above ground storage tanks (ASTs), propane tanks holding more than 125-gallon water capacity, and for the installation or removal of USTs. The County of San Bernardino requires any new business that will handle hazardous materials to inventory their hazardous materials, as well as allow Fire Department review of their hazardous materials processes and procedures, prior to the execution of various required business permits. Businesses that use or store hazardous materials in excess of exempt amounts as defined by the Uniform Fire Code are also subject to County review and approval of additional permits.

Compliance with these provisions ensures that new projects will not pose a risk to either the environment or the public. Therefore, long-term operational impacts would be **less than significant**.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less than significant impact.

---

**ACCIDENT CONDITIONS**

---

|                     |   |
|---------------------|---|
| <b>Impact 4.4-2</b> | <b>The Project would not 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. Impacts would be less than significant.</b> |
|---------------------|---|

---

As addressed in Impact 4.4-1, any transport, use, or disposal activities associated with hazardous or potentially hazardous materials would comply with all applicable federal, State, and local agencies and regulations. Both short-term construction and long-term operation of the Project would comply with the policies and programs established by agencies such as the U.S. EPA, RCRA, Caltrans, and the San Bernardino County Fire Department. Adherence with the applicable policies and programs of these agencies will ensure that any interaction with hazardous materials would occur in the safest possible manner, reducing the opportunity for the accidental release of hazardous materials into the environment.

Any handling of hazardous materials would be limited in both quantities and concentrations. Although hazardous materials such as fertilizers, herbicides, pesticides, and similar materials could be stored onsite, only the amounts needed will be stored; excessive amounts would not be stored onsite. In addition, as mandated by the U.S. Occupational Safety and Health Administration (OSHA), all hazardous materials stored onsite would be accompanied by a Material Safety Data Sheet (MSDS), which, in the case of accidental release, would inform personnel as to the necessary remediation procedures.

Further, a Phase I Environmental Site Assessment and soil investigations indicate there are no recognized environmental conditions associated with the Project site, or on nearby properties with the potential to affect the Project. Therefore, impacts associated with the release of hazardous materials will be **less than significant**.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less than significant impact.

---

**SCHOOLS**

---

|                     |   |
|---------------------|---|
| <b>Impact 4.4-3</b> | <b>Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Impacts would be less than significant.</b> |
|---------------------|---|

---

There are two schools within 0.25 mile of the Project site:

- Walter Zimmerman Elementary School at 11050 Linden Avenue is located approximately 70 feet northwest across Linden Avenue.
- Crestmore Elementary School at 18870 Jurupa Avenue is located approximately 750 feet east.

Hazardous materials associated with Project operation would be limited to those associated with routine maintenance of the industrial facility, and would not pose an acute hazard to nearby schools.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less than significant impact.

#### ***HAZARDOUS MATERIALS SITE LISTING***

|                     |   |
|---------------------|---|
| <b>Impact 4.4-4</b> | <b>The Project would not 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 create a significant hazard to the public or the environment. Impacts would be less than significant.</b> |
|---------------------|---|

The Phase I Environmental Site Assessment identified Recognized Environmental Conditions (RECs) within the Project site that warranted further investigation, and determined that off-site regulatory sites posed no concern for the Project. The 4 sites of concern are identified in Table 4.4-1.

Based on the recommendations in the Phase I Environmental Site Assessment, the identified RECs were further investigated and documented in a soil investigation report. The soil sampling objectives were as follows:

- Assess whether elevated concentrations of volatile organic compounds (VOCs) were present in soil gas in the vicinity of the former USTs and fuel dispenser island;
- Assess whether elevated concentrations of VOCs and petroleum hydrocarbons were present in shallow soil in areas of surficial staining; and
- Assess whether elevated concentrations of VOCs were present throughout the Site that might indicate an unknown area of concern.

The results of soil sampling and testing indicated that no detectable concentrations of the parameters analyzed. No hot spots indicative of a release was noted in soil gas throughout the



site. Based on the results, the areas of concern noted during the Phase I are no longer considered an environmental issue. Therefore, the conditions on the Project site would not create a significant hazard to the public or the environment.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less than significant impact.

---

**AIRPORTS**

---

|                     |   |
|---------------------|---|
| <b>Impact 4.8-5</b> | <b>The Project is not located within an airport land use plan, or within two miles of a public airport or public use airport, where the Project would result in a safety hazard for people residing or working in the Project area. No impacts would occur.</b> |
|---------------------|---|

---

Although the Project site is located approximately 9.5 miles northeast within the vicinity of the San Bernardino International Airport, but it is not within the boundaries of the airport land use plan, nor is it within two miles of a public airport or public use airport and would not result in safety hazards for people residing or working in the Project area. **No impact** would occur.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** No impact.

---

**PRIVATE AIRSTRIP**

---

|                     |  |
|---------------------|--|
| <b>Impact 4.8-6</b> | <b>The Project is not located within the vicinity of a private airstrip, where the Project would result in a safety hazard for people residing or working in the Project area. No impacts would occur.</b> |
|---------------------|--|

---

The Project site is not located within the vicinity of a private airstrip and would not result in a related safety hazard for people residing or working in the Project area. **No impact** would occur.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** No impact.

---

**EMERGENCY PLANS**

---

|                     |  |
|---------------------|--|
| <b>Impact 4.8-7</b> | <b>The Project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. Impact would be less than significant.</b> |
|---------------------|--|

---

The California Emergency Services Act mandates planning and plans for a local emergency to be generated and then coordinated with the State Emergency Plan. According to the Community Plan, the following roads are potential emergency evacuation routes: Valley Boulevard, Slover Avenue and the San Bernardino Freeway (I-10).

The Project would implement half-width road improvements along the Project frontage of Cedar Avenue, Jurupa Avenue and Linden Avenue. The proposed Project would not interfere with an adopted emergency response plan or emergency evacuation plan, and would partially improve roads that lead towards these routes.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less than significant impact.

---

**WILDLAND FIRE**

---

|                     |  |
|---------------------|--|
| <b>Impact 4.8-8</b> | <b>The Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas and where residences are intermixed with wildlands. Impact would be less than significant.</b> |
|---------------------|--|

---

Based off the California Department of Forestry and Fire Protection (Cal Fire 2008), the Project is not located within a Very High Hazard Severity Zone. The list of areas in San Bernardino County with a Very High Hazard Severity Zone does not include the Bloomington community. The Project site is largely developed with vacant areas associated with grazing. The site and adjacent areas are not considered wildlands. Therefore, the Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less than significant impact.

## CUMULATIVE IMPACTS

Cumulative impacts refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. Table 4.0-1 in Section 4.0 identifies the cumulative projects considered in this evaluation.

The development of both ongoing projects and future related projects in the greater project area could potentially result in cumulative impacts associated with hazards and hazardous materials, if these projects collectively create a public or environmental hazard through the routine transport, use, or disposal of hazardous materials. The use, transport, and disposal of hazardous materials is highly regulated, at the local, state, and federal levels, and would be applicable to existing, planned, and future projects in the area. Thus, conformance with these requirements would serve to limit public and environmental hazards associated with the project, and related projects. Project-level impacts associated with these subjects would be less than significant, and the Project would comply with all applicable federal, State, and local requirements related to the handling, transport, use, and disposal of hazardous materials to prevent accident conditions. Therefore, the proposed Project's contribution to impacts associated with these hazards and hazardous materials are not considered cumulatively considerable, and cumulative impacts would be **less than significant**.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less than significant impact.

---

*This page was intentionally left blank.*

## **Section 4.5**

### **Land Use**

**BLOOMINGTON INDUSTRIAL FACILITY**  
Draft  
**ENVIRONMENTAL IMPACT REPORT**



This section describes the existing land use setting and potential land use impacts, as they pertain to implementation of the proposed Project. Information for this section was obtained from the *County of San Bernardino Code Title 8 (Land Use Plan, Land Use Zoning Districts, and Overlays)*, the *County of San Bernardino 2007 General Plan*, and the *Bloomington Community Plan (2007)*.

## **ENVIRONMENTAL SETTING**

The Project site is located in unincorporated San Bernardino County within the community of Bloomington, in between the cities of Rialto and Fontana, just north of the San Bernardino and Riverside County line. Nearby cities include Fontana to the west, Rialto to the east and Jurupa Valley to the south. The Project site is located approximately 1.5 miles south of Interstate 10 (I-10), immediately west of Cedar Avenue, north of Jurupa Avenue, and east of Linden Avenue.

The Project site is approximately 34.5 acres in size. Most of the southern portion of the Project site is vacant and has a levelled surface, with the exception of three existing structures. Two of the existing structures are adjacent to Jurupa Avenue; one is a recreation center, and the other is a residence. The third structure is a residence that is adjacent to Cedar Avenue. The northern portion of the Project site is a mix of low density residential and commercial/light industrial uses (e.g., scrap metal, truck/automobile yard).

The Project site is comprised of 17 existing parcels, most of which are privately owned; however, four (4) of the parcels are publicly owned by San Bernardino County: Flood Control District (SBCFCD) (APN 0257-081-07, 0257-091-12, and 0257-091-24), and one parcel is owned by the Bloomington Recreation and Parks District (Parks District) (APN 0257-091-15). The SBCFCD parcels represent an approximately 25-foot wide easement that runs through the center of the Project site from the northern Project boundary, trending slightly easterly through to the southern Project boundary. The Parks District parcel is located at 18604 Jurupa Avenue, near the south-central portion of the Project site along Jurupa Avenue, and is approximately 0.4 acres in size, and is the site of an existing recreation center.

Southern California Edison owns the parcel located to the southwest of the Project site near the intersection of Jurupa Ave and Linden Avenue, which is currently occupied by a substation. This parcel is not a part of the Project site, but is immediately adjacent. Surrounding land uses include a vacant lot, church, and residences to the north; medium density residences to the south; a parking lot, vacant land, and residences to the east; and commercial/light industrial uses and residences to the west. Walter Zimmerman Elementary School is located at 11050

Linden Avenue, to the immediate northwest of the Project site, and Kessler Park is located on the corner of Jurupa Avenue and Linden Avenue, to the immediate southwest of the Project site.

The Project site is located within Bloomington Community Plan Area of the County's General Plan. The existing General Plan land use designation for the Project site is Bloomington/Residential 1 Acre Minimum lot size-additional agricultural overlay (BL/RS-1AA) and Bloomington/Institutional (BL/IN).

It should be noted that the County of San Bernardino is currently in the process of updating its General Plan and associated Community Plans, including the Bloomington Community Plan. The General Plan Update is anticipated to be complete in 2018. Because the County is still in the early stages of the General Plan Update, it is unknown at this time what changes would occur in the Bloomington Community Plan. Therefore, the Project is being analyzed against the current General Plan.

Table 4.5-1, *Existing Land Use Conditions and Land Use Districts*, describes the existing conditions of the Project site and surrounding land uses.

**Table 4.5-1: Existing Land Use Conditions and Land Use Districts**

| Area         | Existing Land Use  | Designated Land Use District  |
|--------------|--|---|
| Project Site | Vacant land, commercial/residential mix of uses          | Bloomington/Single Residential- 1 Acre Minimum-Additional Agriculture (BL/RS-1-AA), and Bloomington/Institutional (BL/IN) |
| North        | Vacant land, church and single-family residential        | Bloomington/Single Residential- 1 Acre Minimum-Additional Agriculture (BL/RS-1-AA)  |
| South        | Single-family residential, park, utility                 | Bloomington/General Commercial-Sign Control Primary (BL/CG)   |
| East         | Industrial, single-family residential, elementary school | Bloomington/Single Residential- 1 Acre Minimum-Additional Agriculture (BL/RS-1-AA)  |
| West         | Single-family residential, elementary school             | Bloomington/Single Residential- 1 Acre Minimum-Additional Agriculture (BL/RS-1-AA)  |



## REGULATORY FRAMEWORK

### FEDERAL

No Federal plans, policies, or laws related to land use are applicable to the proposed Project under consideration.

### STATE

#### *CALIFORNIA PLANNING AND ZONING LAW*

The legal framework in which California cities and counties exercise local planning and land use functions is set forth in the California Planning and Zoning Law, sections 65000 to 66499.58. Under State planning law, each city and county must adopt a comprehensive, long-term general plan. State law gives cities and counties wide latitude in how a jurisdiction may create a general plan, but there are fundamental requirements that must be met. These requirements include the inclusion of seven mandatory elements described in the Government Code, including a section on land use. Each of the elements must contain text and descriptions setting forth objectives, principles, standards, policies, and plan proposals; diagrams and maps that incorporate data and analysis; and mitigation measures.

#### *CALIFORNIA CODES*

The California Codes are 29 legal codes enacted by the California State Legislature, which together form the general statutory law of California. Unlike the United States Code or other U.S. state legal codes, they have never been consolidated into a single unified code. The official Codes are maintained by the California Legislative Counsel for the Legislature.

California Government Code Section 53091(d) states “Building ordinances of a county or city shall not apply to the location or construction of facilities for the production, generation, storage, treatment, or transmission of water, wastewater, or electrical energy by a local agency.”

Furthermore, Section 539091(e) states “Zoning ordinances of a county or city shall not apply to the location or construction of facilities for the production, generation, storage, treatment, or transmission of water, or for the production or generation of electrical energy, facilities that are subject to Section 12808.5 of the Public Utilities Code, or electrical substations in an electrical transmission system that receives electricity at less than 100,000 volts. Zoning ordinances of a county or city shall apply to the location or construction of facilities for the storage or

transmission of electrical energy by a local agency, if the zoning ordinances make provision for those facilities.”

## LOCAL

### *SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS*

The Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization (MPO) for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The region encompasses a population exceeding 19 million persons in an area of more than 38,000 square miles. As the designated MPO, SCAG is mandated by the Federal government to research and draw up plans for transportation, growth management, hazardous waste management, and air quality. Additional mandates exist at the State level.

SCAG is responsible for the maintenance of a continuous, comprehensive, and coordinated planning process. SCAG is also responsible for the development of demographic projections, as well as the development of integrated land use, housing, employment, transportation programs, measures, and strategies for portions of the *Air Quality Management Plan (AQMP)*.

### *SCAG REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY PLAN*

On April 4, 2012, SCAG’s Regional Council adopted the landmark *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future*. The *2012-2035 RTP/SCS* provides goals for the long-range plan, identifies key transportation investments to address the growing population in the region and strategies to reduce traffic congestion and greenhouse gas emissions. The SCS is a new element of the long-range plan that demonstrates the integration of land use, transportation strategies, and transportation investments within the Plan. The RTP/SCS is updated every four years to reflect changes in economic trends, state and federal requirements, progress made on projects and adjustments for population and jobs. Transportation projects must be included in the RTP in order to qualify for federal and state funding.

### *2012 RTP/SCS GOALS*

The *2012 RTP/SCS* links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The goals included in the *2012 RTP/SCS* are meant to provide guidance for considering the proposed Project within the context of regional goals and policies.

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS. Specific RTP/SCS goals applicable to the proposed Project, as identified by SCAG, in their comment letter on the NOP are:

- RTP/SCS G1: Align the plan investments and policies with improving regional economic development and competitiveness;
- RTP/SCS G2: Maximize mobility and accessibility for all people and goods in the region;
- RTP/SCS G3: Ensure travel safety and reliability for all people and goods in the region;
- RTP/SCS G4: Preserve and ensure a sustainable regional transportation system;
- RTP/SCS G5: Maximize the productivity of our transportation system;
- RTP/SCS G6: Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking);
- RTP/SCS G7: Actively encourage and create incentives for energy efficiency, where possible;
- RTP/SCS G8: Encourage land use and growth patterns that facilitate transit and non-motorized transportation;
- RTP/SCS G9: Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.

*SAN BERNARDINO COUNTY GENERAL PLAN*

LAND USE ELEMENT, BLOOMINGTON COMMUNITY PLAN

|           |   |
|-----------|---|
| Objective | Ensure that commercial and industrial development within the plan area is compatible with surrounding uses and meets the needs of local residents.  |
| BL/LU 3.1 | Commercial and Industrial development should be located, designed and controlled to protect the character of the surrounding areas. This can be accomplished by: <ul style="list-style-type: none"><li>A. Encouraging commercial and industrial development within existing, well-defined areas within Bloomington.</li></ul> |

- i. Commercial development shall be located in north Bloomington, generally located between Valley Blvd. and Hwy. 10, and in south Bloomington along Cedar Avenue.
  - ii. Industrial development shall generally be located south of Hwy. 10 and north of Slover Avenue.
- B. Through the development review process, ensure that commercial and industrial activities are compatible with surrounding land uses in terms of visual appearance, traffic generation, noise and air quality effects.
- C. During the development review process, ensure that the site design establishes buffers between commercial/industrial development and adjacent residential uses. Suitable buffers may include using transitional uses such as office commercial or low-intensity retail uses, parkways, landscaping or other design standards and screening methods.

BL/LU 3.2                      During the development review process, the County shall evaluate the site design of new commercial developments and ensure that site design features such as vehicular and pedestrian access, the location of buildings and parking areas, landscaping, and signage do not contribute to the creation or expansion of “strip commercial” development. The County shall encourage developments to promote a compact or clustered development pattern and to utilize shared driveways and parking areas with adjacent commercial development.

BL/LU 3.3                      Ensure non-polluting industrial growth adjacent to residential uses. This may be accomplished by permitting only “light” industry (industrial uses causing few or no environmental nuisances and mainly conducted in enclosed buildings) in those areas designated Community Industrial (IC) on the Land Use Policy Map where industrial land use areas abut residential land use areas.

## IMPACT ANALYSIS AND MITIGATION MEASURES

### METHODOLOGY

An assessment of land use impacts was prepared by evaluating the existing land use on and around the Project site, using the General Plan as the primary guide.

### THRESHOLDS OF SIGNIFICANCE

The following thresholds of significance are based, in part, on CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the proposed Plan may have a significant adverse impact related to land use if it would do any of the following:

- Physically divide an established community;
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect;
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

## PROJECT IMPACTS AND MITIGATION

### *ESTABLISHED COMMUNITY*

|                     |  |
|---------------------|--|
| <b>Impact 4.5-1</b> | <b>The Project would not physically divide an established community. Impacts would be less than significant.</b> |
|---------------------|--|

The Project would not physically divide an established community because it would use existing public and privately owned parcels that are, already, inaccessible for pedestrian or vehicular through traffic and combine them to create a single development Project. In addition, although there are residential uses surrounding the project site, they are intermixed with other uses, and greatly variable in density and orientation. As a result, there is a substantial lack of geographic neighborhood cohesion. The Project would add no additional barriers than those that already exist (i.e., fencing throughout the project site). Therefore, impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Impacts would be less than significant.

---

**CONFLICT WITH AN APPLICABLE PLAN**

---

|                     |   |
|---------------------|---|
| <b>Impact 4.5-2</b> | <b>Implementation of the Project would conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. Impacts would be significant and unavoidable.</b> |
|---------------------|---|

---

The existing land use designation for the Project site is Bloomington/Residential 1 Acre Minimum lot size-additional agricultural overlay (BL/RS-1AA) and Bloomington/Institutional (BL/IN). This designation provides for single family housing on lots from 200,000 square feet to one acre, with agricultural and animal raising activities permitted. According to the Community Plan, the primary land use concern is that the rural character of this area be preserved through the Agricultural Overlay, rural standards for development, and limitations on adjacent land use (San Bernardino County 2007). As the Project would develop a single warehouse development on an approximately 35 acre site, it would be inconsistent with the residential designation and lot sizing, and would not promote the rural character of the area. The Project would require a General Plan Amendment to Bloomington/Industrial (BL/IC), in order to resolve this inconsistency.

As previously stated, the Project proposes to develop a warehouse. Surrounding land uses include a vacant lot, church, and residences to the north; medium density residences, park and utility to the south; a parking lot, vacant land, school and residences to the east; and commercial/light industrial uses, school and residences to the west. Development in the area is generally trending toward industrial uses. However, industrial uses in the immediate Project vicinity are smaller operations comprised of 1 to 5 acres. Industrial projects similar to the size of the Project are more generally located along the I-10 and Slover Avenue corridors to the north and the Riverside Avenue corridor to the east, with the closest site of a similar scale is over a miles from the Project site.

In an effort to shield adjacent residences from the proposed industrial development, the Project proposes a 100 foot setback from Cedar Avenue. Additionally, the Project proposes security fencing surrounding the Project site and visual screening elements (including landscaping) to minimize potential impacts to surrounding property owners. These Project design features would help to reduce potential impacts to surrounding property owners.

Table 4.5-2, *Land Use Policy Consistency Analysis*, provides a consistency analysis of the Project with the General Plan.

**Table 4.5-2: Land Use Policy Consistency Analysis**

| Applicable Land Use Plan   |   | Consistency Analysis  |
|--|---|---|
| <b>County of San Bernardino General Plan Bloomington Community Plan (2007)</b> |   |   |
| <b>Objective</b>   | Ensure that commercial and industrial development within the plan area is compatible with surrounding uses and meets the needs of local residents.  | Inconsistent: The Project site is located in close proximity to a park, elementary school, and residences. Industrial development does not generally serve the needs of the local residents (with the exception of jobs creation). Due to truck traffic and operations hours, it is not considered a compatible land use with nearby residential, institutional, and park uses. In an effort to shield adjacent residences from the proposed industrial development, the Project includes a 100 foot setback from Cedar Avenue. Additionally, the Project proposes security fencing surrounding the Project site and visual screening elements (including landscaping) to minimize potential impacts to surrounding property owners. These Project design features would somewhat reduce potential impacts to surrounding property owners.  |
| <b>BL/LU 3.1</b>   | <p>Commercial and Industrial development should be located, designed and controlled to protect the character of the surrounding areas. This can be accomplished by:</p> <p>A. Encouraging commercial and industrial development within existing, well-defined areas within Bloomington.</p> <p>i. Commercial development shall be located in north Bloomington, generally located between Valley Blvd. and Hwy. 10, and in south Bloomington along Cedar Avenue.</p> <p>ii. Industrial development shall generally be located south of Hwy. 10 and north of Slover Avenue.</p> <p>B. Through the development review process, ensure that commercial and industrial activities are compatible with surrounding land uses in terms of visual appearance, traffic generation, noise and air quality effects.</p> | <p>Inconsistent: The Community Plan encourages industrial development in well-defined areas, specifically south of I-10 and north of Slover Avenue. However, the Project would be located approximately 0.8 miles south of Slover Avenue. The Project site is close to a park, elementary school and residential uses. Due to truck traffic and operations hours, it is not considered a compatible land use with residential, institutional, and park uses. Truck trips associated with the proposed Project would create traffic, noise, and air quality impacts that could impact the surrounding land uses.</p> <p>The design features include buffers, setbacks, and landscaping. Proposed landscaping, water quality features, and fences provide both physical and visual buffers around the project perimeter. While these design features minimize impacts to surrounding land uses, they do not fully resolve this inconsistency.</p> |

| Applicable Land Use Plan  | Consistency Analysis  |
|---|---|
| C. During the development review process, ensure that the site design establishes buffers between commercial/industrial development and adjacent residential uses. Suitable buffers may include using transitional uses such as office commercial or low-intensity retail uses, parkways, landscaping or other design standards and screening methods.  |   |
| <b>BL/LU 3.3</b> Ensure non-polluting industrial growth adjacent to residential uses. This may be accomplished by permitting only “light” industry (industrial uses causing few or no environmental nuisances and mainly conducted in enclosed buildings) in those areas designated Community Industrial (IC) on the Land Use Policy Map where industrial land use areas abut residential land use areas. | Partially consistent: The Project involves a warehouse so that work would primarily be conducted within enclosed buildings. However, environmental nuisances would include emissions associated with trucks, which are not considered compatible with residential uses. |

As identified in Table 4.5-2, above, the proposed Project would not be consistent with the surrounding land uses. As such, a **significant and unavoidable** impact would occur.

**Mitigation Measures:** The project’s significant land use impact is derived from the placement of industrial uses, and its related truck trip impacts in a predominantly residential area, not envisioned by the Community Plan. Because the impact is fundamentally related to the location of the project, no mitigation measures have been identified to resolve these inconsistencies.

**Level of Significance:** Significant and Unavoidable.

#### **HABITAT CONSERVATION PLAN**

**Impact 4.5-3                      The Project would not conflict with any applicable habitat conservation plan or natural community conservation plan. No impact would occur.**

There are no habitat conservation plans or natural community conservation plans associated with the Project site (San Bernardino County 2007a). **No impact** would occur.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** No impact.



## CUMULATIVE IMPACTS

Cumulative impacts refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. Table 4.0-1 in Section 4.0 identifies the cumulative projects considered in this evaluation.

As discussed throughout this section, the Project would have a significant and unavoidable impact on land use, because the Project would not be compatible with the vision, objectives, and policies of the Bloomington Community Plan as it encourages industrial development within existing, well-defined areas within Bloomington, and is not consistent with adjacent residential use. These impacts are considered cumulatively considerable, and would, when combined with other incompatible projects, contributed to significant cumulative impacts. **Significant and unavoidable** impacts would occur.

**Mitigation Measures:** The project's cumulatively considerable land use impact is derived from the placement of industrial uses, and its related truck trip impacts in a predominantly residential area, not envisioned by the Community Plan. Because the impact is fundamentally related to the location of the project, no mitigation measures have been identified to resolve these inconsistencies.

**Level of Significance:** Significant and Unavoidable Impact.

---

*This page intentionally left blank.*

## **Section 4.6**

### **Noise**



The purpose of this section is to evaluate noise source impacts to onsite and on surrounding land uses as a result of Project implementation. This section evaluates short-term construction-related impacts, as well as long-term conditions. Mitigation measures are also recommended to avoid or lessen the Project's noise impacts. This analysis is based on Project-specific noise evaluation (Dudek 2016b) provided in Appendix E.

## **ENVIRONMENTAL SETTING**

The Project site lies within the northwestern portion of the South Coast Air Basin (Basin). The Basin is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Geronio Pass area in Riverside County. The Basin's terrain and geographical location (i.e., a coastal plain with connecting broad valleys and low hills) determine its distinctive climate.

The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. The climate is mild and tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The extent and severity of the air pollution problem in the Basin is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and/or dispersion of pollutants throughout the Basin.

## **NOISE SCALES AND DEFINITIONS**

Sound is described in terms of the loudness (amplitude) of the sound and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the decibel (dB).

Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound 10 dBA higher than another is judged to be twice as loud, and 20 dBA higher, four times as loud, and so

forth. Everyday sounds normally range from 30 dBA (very quiet) to 100 dBA (very loud). Examples of various sound levels in different environments are provided in Table 4.6-1, Sound Levels and Human Response.

**Table 4.6-1: Sound Levels and Human Response**

| Noise Source   | Noise Level<br>dB(A) | Response  |
|--|----------------------|---|
| -  | 150                  |   |
| Carrier Jet Operation  | 140                  | Harmfully Loud  |
| -  | 130                  | Pain Threshold  |
| Jet Takeoff (200 ft.)<br>Discotheque   | 120                  |   |
| Unmuffled Motorcycle<br>Auto Horn (3 ft.)<br>Rock'n Roll Band<br>Riveting Machine  | 110                  | Maximum Vocal Effort<br>Physical Discomfort                 |
| Loud Power Mower<br>Jet Takeoff (2000 ft.)<br>Garbage Truck  | 100                  | Very Annoying<br>Hearing Damage<br>(Steady 8-Hour Exposure) |
| Heavy Truck (50 ft.)<br>Pneumatic Drill (50 ft.)   | 90                   |   |
| Alarm Clock<br>Freight Train (50 ft.)<br>Vacuum Cleaner (10 ft.)   | 80                   | Annoying  |
| Freeway Traffic (50 ft.)   | 70                   | Telephone Use Difficult                                     |
| Dishwashers<br>Air Conditioning Unit (20 ft.)  | 60                   | Intrusive   |
| Light Auto Traffic (100 ft.)   | 50                   | Quiet   |
| Living Room<br>Bedroom   | 40                   |   |
| Library<br>Soft Whisper (15 ft.)   | 30                   | Very Quiet  |
| Broadcasting Studio  | 20                   | Just Audible  |
| -  | 10                   | Threshold of Hearing  |
| Source: Environmental Protection Agency, <i>Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety</i> (EPA/ONAC 550/9-74-004), March 1974. |                      |   |

Many methods have been developed for evaluating community noise to account for, among other things:

- The variation of noise levels over time;
- The influence of periodic individual loud events; and
- The community response to changes in the community noise environment.

Numerous methods have been developed to measure sound over a period of time; refer to Table 4.6-2, Noise Descriptors.

**Table 4.6-2: Noise Descriptors**

| Term  | Definition  |
|---|---|
| Decibel (dB)  | The unit for measuring the volume of sound equal to 10 times the logarithm (base 10) of the ratio of the pressure of a measured sound to a reference pressure (20 micropascals).  |
| A-Weighted Decibel (dBA)  | A sound measurement scale that adjusts the pressure of individual frequencies according to human sensitivities. The scale accounts for the fact that the region of highest sensitivity for the human ear is between 2,000 and 4,000 cycles per second (hertz).  |
| Equivalent Sound Level ( $L_{eq}$ )                                     | The sound level containing the same total energy as a time varying signal over a given time period. The $L_{eq}$ is the value that expresses the time averaged total energy of a fluctuating sound level.   |
| Maximum Sound Level ( $L_{max}$ )                                       | The highest individual sound level (dBA) occurring over a given time period.  |
| Minimum Sound Level ( $L_{min}$ )                                       | The lowest individual sound level (dBA) occurring over a given time period.   |
| Community Noise Equivalent Level (CNEL)                                 | A rating of community noise exposure to all sources of sound that differentiates between daytime, evening, and nighttime noise exposure. These adjustments are +5 dBA for the evening, 7:00 PM to 10:00 PM, and +10 dBA for the night, 10:00 PM to 7:00 AM.   |
| Day/Night Average ( $L_{dn}$ )  | The $L_{dn}$ is a measure of the 24-hour average noise level at a given location. It was adopted by the U.S. Environmental Protection Agency (EPA) for developing criteria for the evaluation of community noise exposure. It is based on a measure of the average noise level over a given time period called the $L_{eq}$ . The $L_{dn}$ is calculated by averaging the $L_{eq}$ 's for each hour of the day at a given location after penalizing the "sleeping hours" (defined as 10:00 PM to 7:00 AM) by 10 dBA to account for the increased sensitivity of people to noises that occur at night. |
| Exceedance Level ( $L_n$ )  | The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% ( $L_{01}$ , $L_{10}$ , $L_{50}$ , $L_{90}$ , respectively) of the time during the measurement period.  |
| Source: Cyril M. Harris, <i>Handbook of Noise Control</i> , dated 1979. |   |

## HEALTH EFFECTS OF NOISE

Human response to sound is highly individualized. Annoyance is the most common issue regarding community noise. However, many factors influence people's response to noise. The factors can include the character of the noise, the variability of the sound level, the presence of tones or impulses, and the time of day of the occurrence. Additionally, non-acoustical factors, such as the person's opinion of the noise source, the ability to adapt to the noise, the attitude towards the source and those associated with it, and the predictability of the noise, all influence people's response. As such, response to noise varies widely from one person to another and with any particular noise, individual responses will range from "not annoyed" to "highly annoyed."

The effects of noise are often only transitory, but adverse effects can be cumulative with prolonged or repeated exposure. The effects of noise on the community can be organized into six broad categories:

- Noise-Induced Hearing Loss;
- Interference with Communication;
- Effects of Noise on Sleep;
- Effects on Performance and Behavior;
- Extra-Auditory Health Effects; and
- Annoyance.

According to the United States Public Health Service, nearly ten million of the estimated 21 million Americans with hearing impairments owe their losses to noise exposure. Noise can mask important sounds and disrupt communication between individuals in a variety of settings. This process can cause anything from a slight irritation to a serious safety hazard, depending on the circumstance. Noise can disrupt face-to-face communication and telephone communication, and the enjoyment of music and television in the home. It can also disrupt effective communication between teachers and pupils in schools, and can cause fatigue and vocal strain in those who need to communicate in spite of the noise.

Interference with communication has proved to be one of the most important components of noise-related annoyance. Noise-induced sleep interference is one of the critical components of community annoyance. Sound level, frequency distribution, duration, repetition, and variability can make it difficult to fall asleep and may cause momentary shifts in the natural sleep pattern, or level of sleep. It can produce short-term adverse effects on mood changes and job



performance, with the possibility of more serious effects on health if it continues over long periods. Noise can cause adverse effects on task performance and behavior at work, and non-occupational and social settings. These effects are the subject of some controversy, since the presence and degree of effects depends on a variety of intervening variables. Most research in this area has focused mainly on occupational settings, where noise levels must be sufficiently high and the task sufficiently complex for effects on performance to occur.

Annoyance can be viewed as the expression of negative feelings resulting from interference with activities, as well as the disruption of one's peace of mind and the enjoyment of one's environment. Field evaluations of community annoyance are useful for predicting the consequences of planned actions involving highways, airports, road traffic, railroads, or other noise sources. The consequences of noise-induced annoyance are privately held dissatisfaction, publicly expressed complaints to authorities, and potential adverse health effects, as discussed above. In a study conducted by the United States Department of Transportation, the effects of annoyance to the community were quantified. In areas where noise levels were consistently above 60 dBA CNEL, approximately nine percent of the community is highly annoyed. When levels exceed 65 dBA CNEL, that percentage rises to 15 percent. Although evidence for the various effects of noise have differing levels of certainty, it is clear that noise can affect human health. Most of the effects are, to a varying degree, stress related.

## **GROUND-BORNE VIBRATION**

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration amplitudes. PPV is defined as the maximum instantaneous peak or vibration signal, while RMS is defined as the square root of the average of the squared amplitude of the signal. PPV is typically used for evaluating potential building damage, whereas RMS is typically more suitable for evaluating human response. Typically, ground-borne vibration, generated by man-made activities, attenuates rapidly with distance from the source of vibration. Man-made vibration issues are therefore usually confined to short distances (i.e., 500 feet or less) from the source.

Both construction and operation of development projects can generate ground-borne vibration. In general, demolition of structures preceding construction generates the highest vibrations. Construction equipment such as vibratory compactors or rollers, pile drivers, and pavement breakers can generate perceptible vibration during construction activities. Heavy trucks can also generate ground-borne vibrations that vary depending on vehicle type, weight, and pavement conditions.

## **SENSITIVE RECEPTORS**

Human response to noise varies widely depending on the type of noise, time of day, and sensitivity of the receptor. The effects of noise on humans can range from temporary or permanent hearing loss to mild stress and annoyance due to such things as speech interference and sleep deprivation. Prolonged stress, regardless of the cause, is known to contribute to a variety of health disorders. Noise, or the lack thereof, is a factor in the aesthetic perception of some settings, particularly those with religious or cultural significance. Certain land uses are particularly sensitive to noise, including residential units, schools, hospitals, rest homes, long-term medical and mental care facilities, and parks and recreation areas. Residential areas are also considered noise sensitive, especially during the nighttime hours. The nearest noise sensitive receptors would be the residential properties located to the west, on the west side of Linden Avenue, to the east on Cedar Avenue, and to the south on Jurupa Avenue. Other nearby sensitive uses include two public schools and a church. Walter Zimmerman Elementary, is located 260 feet to the northwest and Crestmore Elementary, is located 860 feet to the east. Upland Indonesian Seventh-Day Adventist Church is located 150 feet to the north.

## **EXISTING CONDITIONS**

The Project area is subject to typical suburban and semi-rural noises, such as the noise generated by traffic, schoolyard, and day-to-day outdoor activities including the occasional noise from roosters. Noise around the Project site is the cumulative effect of noise from transportation activities and stationary sources. "Transportation noise" typically refers to noise from automobile use, trucking, airport operations, and rail operations. "Stationary noise" typically refers to noise from sources such as heating, ventilation, and air conditioning (HVAC) systems, compressors, landscape maintenance equipment, or machinery associated with local industrial or commercial activities.

The Project site is primarily subject to traffic noise on the adjacent arterial roadways such as Cedar Avenue to the east, Jurupa Avenue to the south and Linden Avenue to the west. Table 4.6-3 provides the existing daily traffic volumes along the roadway segments that are primarily subject to traffic noise and that have noise-sensitive land uses.

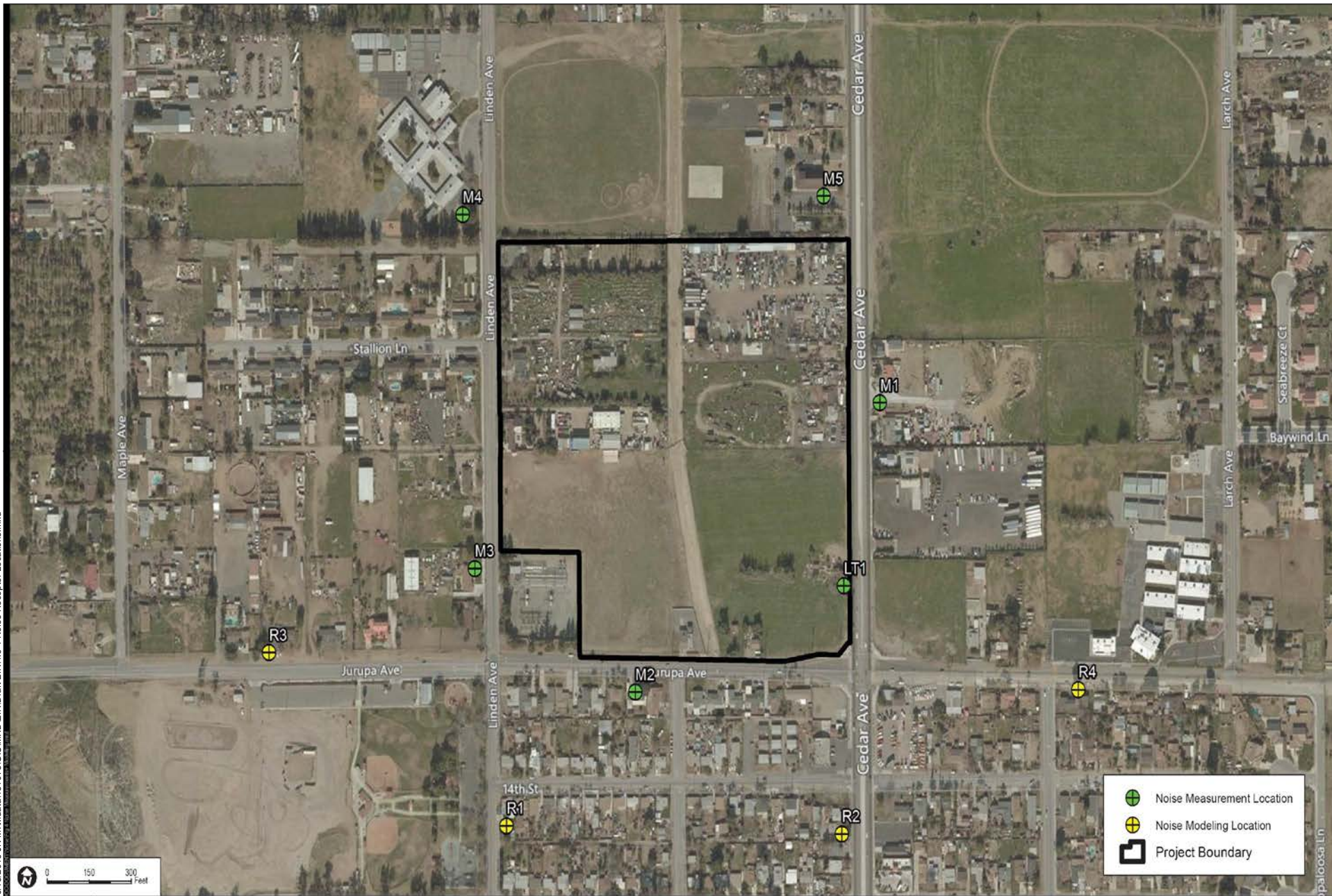
**Table 4.6-3: Existing Daily Traffic Volumes**

| Key Roadway Segment  | Lanes | Existing Traffic Conditions |
|--|-------|-----------------------------|
|  |       | <i>Daily Volume</i>         |
| 1. Cedar Avenue north of Jurupa Avenue                       | 4D    | 20,400                      |
| 2. Cedar Avenue south of Jurupa Avenue and Santa Ana Avenue  | 4D    | 20,800                      |
| 3. Linden Avenue north of Jurupa Avenue                      | 2U    | 2,100                       |
| 4. Linden Avenue south of Jurupa Avenue and Santa Ana Avenue | 2U    | 1,900                       |
| 5. Jurupa Avenue west of Linden Avenue                       | 2U    | 2,600                       |
| 6. Jurupa Avenue between Linden Avenue and Oak Street        | 2U    | 2,700                       |
| 7. Jurupa Avenue between Oak Street and Cedar Avenue         | 2U    | 2,900                       |
| 8. Jurupa Avenue east of Cedar Avenue                        | 2U    | 3,500                       |
| <b>Notes:</b> D = divided, U = undivided                     |       |                             |

Five short-term (15 minutes in duration each) noise measurement locations that represented key potential sensitive receptors or sensitive land uses were selected adjacent to or near the Project site; these locations are depicted as Receptors 1–5 (M1–M5) on Exhibit 4.6-1. Location M1 was taken at a residence on Cedar Avenue, east of the Project site; M2 was at a residence on Jurupa Avenue, south of the Project site; M3 was at a residence on Linden Avenue, west of the Project site; M4 was at the Walter Zimmerman Elementary School on Linden Avenue, northwest of the

*This page was intentionally left blank.*

9/15/2016 JN:M:\data\151073\GIS\MAX\DEIR\Draft EIR\4.6-1 Noise Receptor Locations.mxd



BLOOMINGTON INDUSTRIAL FACILITY  
DRAFT EIR

## Noise Receptor Locations

Exhibit 4.6-1



*This page was intentionally left blank.*

Project site, and M5 was at the Upland Indonesian Seventh-Day Adventist Church on Cedar Avenue, north of the Project site. The short-term measurements measured average, maximum and minimum noise levels and measurement locations are provided in Table 4.6-4. The primary noise source at the sites listed in Table 4.6-4 was from traffic along the adjacent roads.

**Table 4.6-4: Short-Term Measured Noise Levels**

| Receptors   | Location/Address   | Date             | Time                    | Description  | Leq (dBA) | Lmax (dBA) | Lmin (dBA) |
|---|--|------------------|-------------------------|--|-----------|------------|------------|
| 1   | Residence east of Project site; 11169 Cedar Avenue               | February 5, 2015 | 1:16 p.m.–<br>1:31 p.m. | 95 feet east of Cedar Avenue and 850 feet north of Jurupa Avenue     | 71        | 84         | 49         |
| 2   | Residence south of Project site; 18579 Jurupa Avenue             | February 5, 2015 | 1:55 p.m.–<br>2:10 p.m. | 65 feet south of Jurupa Avenue and 500 feet east of Linden Avenue    | 62        | 75         | 51         |
| 3   | Residence west of Project site; 11266 Linden Avenue              | February 5, 2015 | 2:25 p.m.–<br>2:40 p.m. | 65 feet west of Linden Avenue and 300 feet north of Jurupa Avenue    | 65        | 81         | 48         |
| 4   | Elementary School northwest of Project site; 11050 Linden Avenue | February 5, 2015 | 2:56 p.m.–<br>3:11 p.m. | 100 feet west of Linden Avenue and 1,500 feet north of Jurupa Avenue | 67        | 87         | 49         |
| 5   | Church north of Project site; 11100 Cedar Avenue                 | February 5, 2015 | 3:38 p.m.–<br>3:53 p.m. | 130 feet east of Cedar Avenue and 1,400 feet north of Jurupa Avenue  | 67        | 78         | 48         |
| <b>Notes:</b> Leq = equivalent continuous sound level (time-averaged sound level); Lmax = maximum sound level during the measurement interval |  |                  |                         |  |           |            |            |

A long-term noise measurement (24 hours in duration) site, identified as LT1 on Exhibit 4.6-1 was taken in August 2016. The long-term measurements measured hourly average, maximum and minimum noise levels and are provided in Table 4.6-5. The primary noise at LT1 was from traffic along adjacent roads, particularly heavy truck traffic. As shown in Table 4.6-5, hourly noise levels ranged from 59 to 68 dBA Leq, the 24-hour average noise level was 65 dBA Leq, and the weighted day-night noise level was 71 dBA Ldn.

**Table 4.6-5: Long-Term Measured Noise Levels**

| <b>LT1</b>                                   |                             |                  |                   |                   |
|--|-----------------------------|------------------|-------------------|-------------------|
| <b>Measurement Start Time</b>                | <b>Measurement End Time</b> | <b>Leq (dBA)</b> | <b>Lmax (dBA)</b> | <b>Lmin (dBA)</b> |
| 9:54   | 10:54                       | 65               | 87                | 44                |
| 10:54  | 11:54                       | 65               | 87                | 45                |
| 11:54  | 12:54                       | 65               | 84                | 45                |
| 12:54  | 13:54                       | 65               | 83                | 46                |
| 13:54  | 14:54                       | 65               | 80                | 45                |
| 14:54  | 15:54                       | 66               | 85                | 48                |
| 15:54  | 16:54                       | 67               | 89                | 50                |
| 16:54  | 17:54                       | 65               | 84                | 49                |
| 17:54  | 18:54                       | 66               | 84                | 50                |
| 18:54  | 19:54                       | 66               | 86                | 49                |
| 19:54  | 20:54                       | 64               | 81                | 45                |
| 20:54  | 21:54                       | 64               | 82                | 46                |
| 21:54  | 22:54                       | 64               | 85                | 45                |
| 22:54  | 23:54                       | 61               | 79                | 44                |
| 23:54  | 0:54                        | 60               | 78                | 43                |
| 0:54   | 1:54                        | 59               | 80                | 43                |
| 1:54   | 2:54                        | 59               | 77                | 43                |
| 2:54   | 3:54                        | 62               | 78                | 43                |
| 3:54   | 4:54                        | 66               | 83                | 46                |
| 4:54   | 5:54                        | 67               | 91                | 49                |
| 5:54   | 6:54                        | 68               | 84                | 50                |
| 6:54   | 7:54                        | 66               | 85                | 48                |
| 7:54   | 8:54                        | 66               | 83                | 48                |
| 8:54   | 9:54                        | 64               | 84                | 46                |
| <b>Maximum Level</b>                         |                             | <b>68</b>        | <b>91</b>         | <b>50</b>         |
| <b>Minimum Level</b>                         |                             | <b>59</b>        | <b>74</b>         | <b>43</b>         |
| <b>24-Hour Average (L<sub>eq</sub> 24Hr)</b> |                             | <b>65</b>        |                   |                   |
| <b>L<sub>dn</sub></b>                        |                             | <b>71</b>        |                   |                   |



## REGULATORY FRAMEWORK

This section summarizes the laws, ordinances, regulations, and standards that are applicable to the Project. Regulatory requirements related to environmental noise are typically promulgated at the local level. However, Federal and State agencies provide standards and guidelines to the local jurisdictions.

### FEDERAL

The Federal Noise Control Act of 1972 established programs and guidelines to identify and address the effects of noise on public health, welfare, and the environment. In 1981, the U.S. Environmental Protection Agency (EPA) administrators determined that subjective issues such as noise would be better addressed at more local levels of government, thereby allowing more individualized control for specific issues by designated Federal, State, and local government agencies. Consequently, in 1982 responsibilities for regulating noise control policies were transferred to specific federal agencies, and state and local governments. However, noise control guidelines and regulations contained in the EPA rulings in prior years remain in place. No Federal noise regulations are directly applicable to the proposed Project.

### STATE

#### *CALIFORNIA ENVIRONMENTAL QUALITY ACT*

CEQA was enacted in 1970 and requires that all known environmental effects of a project be analyzed, including environmental noise impacts. Under CEQA, a project has a potentially significant impact if the project exposes people to noise levels in excess of standards established in the local general plan or noise ordinance. Additionally, under CEQA, a project has a potentially significant impact if the project creates a substantial increase in the ambient noise levels in the project vicinity above levels existing without the project. If a project has a potentially significant impact, mitigation measures must be considered. If mitigation measures to reduce the impact to less than significant levels are not feasible due to economic, social, environmental, legal, or other conditions, the most feasible mitigation measures must be considered.

#### *CALIFORNIA GOVERNMENT CODE*

California Government Code Section 65302 (f) mandates that the legislative body of each county and city adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines established by the State Department of Health Services. The guidelines rank noise land use compatibility in terms of

“normally acceptable”, “conditionally acceptable”, “normally unacceptable”, and “clearly unacceptable” noise levels for various land use types. Single-family homes are “normally acceptable” in exterior noise environments up to 60 CNEL and “conditionally acceptable” up to 70 CNEL<sup>1</sup>. Multiple-family residential uses are “normally acceptable” up to 65 CNEL and “conditionally acceptable” up to 70 CNEL. Schools, libraries, and churches are “normally acceptable” up to 70 CNEL, as are office buildings and business, commercial, and professional uses.

## LOCAL

### *COUNTY OF SAN BERNARDINO GENERAL PLAN*

The Noise Element of the *County of San Bernardino General Plan* guides the development of noise regulations. The purpose of the Noise Element is to limit the exposure of the community to excessive noise levels. The Noise Element goals and policies applicable to the proposed Project are identified below.

#### NOISE ELEMENT

**Goal N 1:** The County will abate and avoid excessive noise exposures through noise mitigation measures incorporated into the design of new noise-generating and new noise-sensitive land uses, while protecting areas within the County where the present noise environment is within acceptable limits.

**Policy N 1.3:** When industrial, commercial, or other land uses, including locally regulated noise sources, are proposed for areas containing noise sensitive land uses, noise levels generated by the proposed use will not exceed the performance standards of Table N-2<sup>2</sup> within outdoor activity areas. If outdoor activity areas have not yet been determined, noise levels shall not exceed the performance standards listed in Chapter 83.01 of the Development Code at the boundary of areas planned or zoned for residential or other noise-sensitive land uses.

---

<sup>1</sup> A “conditionally acceptable” designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use is made and needed noise insulation features are incorporated in the design. By comparison, a “normally acceptable” designation indicates that standard construction can occur with no special noise reduction requirements.

<sup>2</sup> Refer to Table 4.10-3 in this document for the County’s noise standards referenced in General Plan Policy N 1.3.

- Policy N 1.4:* Enforce the state noise insulation standards (California Administrative Code, Title 24) and Chapter 35 of the California Building Code (CBC).<sup>3</sup>
- Policy N 1.5:* Limit truck traffic in residential and commercial areas to designated truck routes; limit construction, delivery, and through-truck traffic to designated routes; and distribute maps of approved truck routes to County traffic officers.
- Policy N 1.6:* Enforce the hourly noise-level performance standards for stationary and other locally regulated sources, such as industrial, recreational, and construction activities as well as mechanical and electrical equipment.
- Policy N 1.7:* Prevent incompatible land uses, by reason of excessive noise levels, from occurring in the future.
- Goal N 2:** The County will strive to preserve and maintain the quiet environment of mountain, desert and other rural areas.
- Policy N 2.2:* The County will continue to work aggressively with federal agencies, including the branches of the military, the U.S. Forest Service, BLM, and other agencies to identify and work cooperatively to reduce potential conflicts arising from noise generated on federal lands and facilities affecting nearby land uses in unincorporated County areas.
- Goal M/N-1:** The County will strive to preserve and maintain the quiet environment of the Mountain Region.
- Policy M/N 1.1:* Encourage and support strict enforcement of vehicle code regulations to reduce vehicular noise in the mountain communities.

*COUNTY OF SAN BERNARDINO MUNICIPAL CODE*

Chapter 83.01, Section 83.01.080, *Noise* of the County's Municipal Code establishes standards concerning acceptable noise levels for both noise-sensitive land uses and for noise-generating land uses. The following sections of the Municipal Code are applicable to the proposed Project.

---

<sup>3</sup> Title 24 of the California Code of Regulations requires that an acoustical analysis be prepared for all new developments of multi-family dwellings, condominiums, hotels, and motels proposed for areas within the 60 dB Ldn (or CNEL) contour of a major noise source for the purpose of documenting that an acceptable interior noise level of 45 dB Ldn (or CNEL) or below will be achieved with the windows and doors closed. UBC Chapter 35 requires that common wall and floor/ceiling assemblies within multi-family dwellings comply with minimum standards for the transmission of airborne sound and structure-borne impact noise.

SECTION 83.01.080 NOISE

(c) Noise Standards for Stationary Noise Sources.

(1) Noise Standards. Table 4.6-6, *Noise Standards for Stationary Noise Sources*: (Table 83-2 Noise Standards for Stationary Noise Sources) describes the noise standard for emanations from a stationary noise source, as it affects adjacent properties:

(2) Noise Limit Categories. No person shall operate or cause to be operated a source of sound at a location or allow the creation of noise on property owned, leased, occupied, or otherwise controlled by the person, which causes the noise level, when measured on another property, either incorporated or unincorporated, to exceed any one of the following:

**Table 4.6-6: Noise Standards for Stationary Noise Sources**

| Affected Land Uses<br>(Receiving Noise) | 7:00 a.m. – 10:00 p.m. $L_{eq}$ | 10:00 p.m. – 7 :00 a.m. $L_{eq}$ |
|---|---------------------------------|----------------------------------|
| Residential                             | 55 dB(A)                        | 45 dB(A)                         |
| Professional Services                   | 55 dB(A)                        | 55 dB(A)                         |
| Other Commercial                        | 60 dB(A)                        | 60 dB(A)                         |
| Industrial                              | 70 dB(A)                        | 70 dB(A)                         |

Source: County of San Bernardino Municipal Code, Section 83.01.080, Table 83-2.

Notes:

$L_{eq}$  = (Equivalent Energy Level). The sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over a given sample period, typically one, eight or 24 hours.

dB(A) = (A-weighted Sound Pressure Level). The sound pressure level, in decibels, as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound, placing greater emphasis on those frequencies within the sensitivity range of the human ear.

$L_{dn}$  = (Day-Night Noise Level). The average equivalent A-weighted sound level during a 24-hour day obtained by adding 10 decibels to the hourly noise levels measured during the night (from 10:00 p.m. to 7:00 a.m.). In this way  $L_{dn}$  takes into account the lower tolerance of people for noise during nighttime periods.

(A) The noise standard for the receiving land use as specified in Subdivision (b) (Noise-Impacted Areas), above, for a cumulative period of more than 30 minutes in any hour.

- (B) The noise standard plus five dB(A) for a cumulative period of more than 15 minutes in any hour.
- (C) The noise standard plus ten dB(A) for a cumulative period of more than five minutes in any hour.
- (D) The noise standard plus 15 dB(A) for a cumulative period of more than one minute in any hour.
- (E) The noise standard plus 20 dB(A) for any period of time.
- (d) Noise Standards for Adjacent Mobile Noise Sources. Noise from mobile sources may affect adjacent properties adversely. When it does, the noise shall be mitigated for any new development to a level that shall not exceed the standards described in the following Table 4.6-7, *Noise Standards for Adjacent Mobile Noise Sources* (Table 83-3 Noise Standards for Adjacent Mobile Noise Sources).

**Table 4.6-7: Noise Standards for Adjacent Mobile Noise Sources**

| Land Use             |  | L <sub>dn</sub> (or CNEL) dB(A) <sup>4</sup> |                       |
|----------------------|--|--|-----------------------|
| Categories           | Uses   | Interior <sup>1</sup>                        | Exterior <sup>2</sup> |
| Residential          | Single and multi-family, duplex, mobile homes                            | 45   | 60 <sup>3</sup>       |
| Commercial           | Hotel, motel, transient housing  | 45   | 60 <sup>3</sup>       |
|                      | Commercial retail, bank, restaurant                                      | 50   | N/A                   |
|                      | Office building, research and development, professional offices          | 45   | 65                    |
|                      | Amphitheater, concert hall, auditorium, movie theater                    | 45   | N/A                   |
| Institutional/Public | Hospital, nursing home, school classroom, religious institution, library | 45   | 65                    |
| Open Space           | Park   | N/A  | 65                    |

| Land Use   |      | L <sub>dn</sub> (or CNEL) dB(A) <sup>4</sup> |                       |
|--|------|--|-----------------------|
| Categories   | Uses | Interior <sup>1</sup>                        | Exterior <sup>2</sup> |
| <p>Source: County of San Bernardino Municipal Code, Section 83.01.080, Table 83-3.</p> <p>Notes:</p> <ol style="list-style-type: none"> <li>The indoor environment shall exclude bathrooms, kitchens, toilets, closets and corridors.</li> <li>The outdoor environment shall be limited to: <ul style="list-style-type: none"> <li>Hospital/office building patios</li> <li>Hotel and motel recreation areas</li> <li>Mobile home parks</li> <li>Multi-family private patios or balconies</li> <li>Park picnic areas</li> <li>Private yard of single-family dwellings</li> <li>School playgrounds</li> </ul> </li> <li>An exterior noise level of up to 65 dB(A) (or CNEL) shall be allowed provided exterior noise levels have been substantially mitigated through a reasonable application of the best available noise reduction technology, and interior noise exposure does not exceed 45 dB(A) (or CNEL) with windows and doors closed. Requiring that windows and doors remain closed to achieve an acceptable interior noise level shall necessitate the use of air conditioning or mechanical ventilation.</li> <li>CNEL = (Community Noise Equivalent Level). The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of approximately five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and ten decibels to sound levels in the night from 10:00 p.m. to 7:00 a.m.</li> </ol> |      |  |                       |

(e) Increases in Allowable Noise Levels. If the measured ambient level exceeds any of the first four noise limit categories in Subdivision (d)(2), above, the allowable noise exposure standard shall be increased to reflect the ambient noise level. If the ambient noise level exceeds the fifth noise limit category in Subdivision (d)(2), above, the maximum allowable noise level under this category shall be increased to reflect the maximum ambient noise level.

(f) Reductions in Allowable Noise Levels. If the alleged offense consists entirely of impact noise or simple tone noise, each of the noise levels in Table 4.6-7 *Noise Standards for Stationary Noise Sources*, shall be reduced by five dB(A).

(g) Exempt Noise. The following sources of noise shall be exempt from the regulations of this Section:

- (1) Motor vehicles not under the control of the commercial or industrial use.
- (2) Emergency equipment, vehicles, and devices.

- (3) Temporary construction, maintenance, repair, or demolition activities between 7:00 a.m. and 7:00 p.m., except Sundays and Federal holidays.

#### SECTION 83.01.090 VIBRATION

- (a) Vibration Standard. No ground vibration shall be allowed that can be felt without the aid of instruments at or beyond the lot line, nor shall any vibration be allowed which produces a particle velocity greater than or equal to two-tenths inches per second measured at or beyond the lot line.
- (b) Vibration Measurement. Vibration velocity shall be measured with a seismograph or other instrument capable of measuring and recording displacement and frequency, particle velocity, or acceleration. Readings shall be made at points of maximum vibration along any lot line next to a parcel within a residential, commercial and industrial land use zoning district.
- (c) Exempt Vibrations. The following sources of vibration shall be exempt from the regulations of this Section.
  - (1) Motor vehicles not under the control of the subject use.
  - (2) Temporary construction, maintenance, repair, or demolition activities between 7:00 a.m. and 7:00 p.m., except Sundays and Federal holidays.

## **IMPACT ANALYSIS AND MITIGATION MEASURES**

### **THRESHOLDS OF SIGNIFICANCE**

The following thresholds of significance are based, in part, on State *CEQA Guidelines* Appendix G. For purposes of this EIR, implementation of the proposed Project may have a significant adverse impact related to noise and vibration if it would result in:

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels (*for further discussion on this topic see Section 6.10 Effects Found Not to be Significant*);
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;

- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels (*for further discussion on this topic see Section 6.10 Effects Found Not to be Significant*);
- For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels.

## NOISE IMPACT CRITERIA

### *SIGNIFICANCE OF CHANGES IN STATIONARY NOISE LEVELS*

The Project would normally have a significant noise impact if it would:

- Exceed the stationary source noise criteria for the County of San Bernardino as identified in Table 4.6-6.

### *SIGNIFICANCE OF CHANGES IN TRAFFIC NOISE LEVELS*

An offsite traffic noise impact typically occurs when there is a discernible increase in traffic and the resulting noise level exceeds an established noise standard. In community noise considerations, changes in noise levels greater than 3 dB are often identified as substantial, while changes less than 1 dB will not be discernible to local residents. A 5 dB change is generally recognized as a clearly discernible difference.

As traffic noise levels at sensitive uses likely approach or exceed the 60 CNEL standard (refer to Table 4.6-7), a 3.0 dB increase as a result of the Project is used as the increase threshold for the Project. Therefore, the Project would result in a significant noise impact when a permanent increase in ambient noise levels of 3.0 dB occurs upon Project implementation and the resulting noise level exceeds the applicable exterior standard at a noise sensitive use.

### *SIGNIFICANCE OF CHANGES IN CUMULATIVE TRAFFIC NOISE LEVELS*

A project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds the perception level (i.e., auditory level increase) threshold. The combined effect compares the "cumulative with project" condition to the "existing" conditions. The following criteria have been utilized to evaluate the combined effect of the cumulative noise increase.



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

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

- ***Incremental Effects:*** The “Future With” scenario causes a 1 dBA increase in noise over the “Future Without Project” noise level.

A significant impact would result only if both the combined and incremental effects criteria have been exceeded and the resulting noise level exceeds the applicable exterior standard at a noise sensitive use.

Based on these significance thresholds and criteria, the proposed Project’s effects have been categorized as either “no impact,” a “less than significant impact,” or a “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

## PROJECT IMPACTS AND MITIGATION

### ***EXCEED NOISE STANDARDS***

|                     |  |
|---------------------|--|
| <b>Impact 4.6-1</b> | <b>The Project would expose people to, or would generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. This impact would be less than significant with mitigation incorporated.</b> |
|---------------------|--|

### **Construction Noise**

Noise from construction activities is generated by two primary sources: 1) the transport of workers and equipment to construction sites, and 2) the noise related to active construction equipment. These noise sources can be a nuisance to local residents and businesses or unbearable to sensitive receptors.

The Federal Transit Administration (FTA) has compiled data regarding noise generating characteristics of specific types of construction equipment and typical construction activities. The range of maximum noise levels for various types of construction equipment at a distance of 50 feet is depicted in Table 4.6-8. The noise values represent maximum noise generation, or full-power operation of the equipment. In addition, typical operating cycles may involve 2 minutes of full-power operation, followed by 3 or 4 minutes at lower levels. The average noise level during construction activities is generally lower (typical levels of approximately 88 dBA  $L_{eq}$  at a distance of 50 feet), since maximum noise generation may only occur up to 50% of the time.

**Table 4.6-8: Construction Equipment Noise Emission Levels**

| Equipment               | Typical Sound Level (dBA)<br>50 Feet from Source |
|-------------------------|--|
| Air compressor          | 81   |
| Backhoe                 | 80   |
| Compactor               | 82   |
| Concrete mixer          | 85   |
| Concrete pump           | 82   |
| Concrete vibrator       | 76   |
| Crane, mobile           | 83   |
| Dozer                   | 85   |
| Generator               | 81   |
| Grader                  | 85   |
| Impact wrench           | 85   |
| Jackhammer              | 88   |
| Loader                  | 85   |
| Paver                   | 89   |
| Pneumatic tool          | 85   |
| Pump                    | 76   |
| Roller                  | 74   |
| Saw                     | 76   |
| Truck                   | 88   |
| <b>Source:</b> FTA 2006 |  |

Construction of the proposed Project would involve the following phases: demolition, site preparation, grading, building construction, architectural coatings, and paving. Construction of the proposed Project would employ only standard construction equipment that would be used for any routine construction project of this scale; construction equipment with substantially higher noise-generation characteristics (such as pile drivers, rock drills, or blasting equipment) will not be necessary for any phase of the Project.

The nearest off-site sensitive receptors to the Project construction work would be the residences to the west, on the west side of Linden Avenue. Residences are also located just to the east and south of the Project site, on the other sides of Cedar Avenue and Jurupa Avenue, respectively. Other noise-sensitive receivers such as an elementary school and a church are located are also located in proximity to the Project site.

Noise levels generated by construction equipment (or by any point source) decrease at a rate of approximately 6 dBA per doubling of distance from the source (Harris 1979). Therefore, if a particular construction activity generated average noise levels of 88 dBA at 50 feet, the  $L_{eq}$  would be 82 dBA at 100 feet, 76 dBA at 200 feet, 70 dBA at 400 feet, and so on. Intervening structures that block the line of sight, such as buildings, would further decrease the resultant noise level by a minimum of 5 dBA. The effects of molecular air absorption and anomalous excess attenuation would reduce the noise level from construction activities at more distant locations at the rates of 0.7 dBA and 1.0 dBA per 1,000 feet, respectively.

The closest point of construction activities to the nearest noise-sensitive receiver would be approximately 60 feet (during grading and landscaping of the site boundaries) and the furthest would be approximately 1,250 feet. Actual building construction activities would be approximately 150 feet away or further. The nearest noise-sensitive receivers are located approximately 400 feet away from the acoustic center of construction activity (the idealized point from which the energy sum of all construction activity noise near and far would be centered).

The Federal Highway Administration's (FHWA) Roadway Construction Noise Model (RCNM) (FHWA 2008) was used to estimate construction noise levels at the nearest occupied noise sensitive land uses. Using the RCNM, the noise levels from construction were calculated for a representative range of distances, as presented in Table 4.6-9, *Construction Noise Model Results Summary*.

**Table 4.6-9: Construction Noise Model Results**

| Construction Phase                      | Construction Noise at Representative Receiver Distances (dBA Leq) |  |
|---|---|--|
|   | Nearest Construction Work – 60 Feet (Approx.)                     | Typical Construction Work – 400 Feet (Approx.) |
| Demolition                              | 81  | 68   |
| Site Preparation                        | 82  | 67   |
| Grading                                 | 84  | 69   |
| Building Construction                   | 80  | 65   |
| Paving                                  | 83  | 68   |
| Architectural Coatings                  | 73  | 58   |
| Leq = equivalent continuous sound level |   |  |

As shown in Table 4.6-9, the highest noise levels are predicted to occur during grading activities when noise levels from construction activities would be as high as 84 dBA Leq at the nearest existing residential property boundaries, approximately 60 feet away. At more typical distances of approximately 400 feet, construction noise would range from approximately 58 to 69 dBA Leq. Nearby noise-sensitive land uses would be exposed to elevated construction noise levels; the exposure would be short-term, and would cease upon completion of Project construction. It is anticipated that construction activities associated with the proposed Project would take place between 7:00 a.m. and 7:00 p.m., and would not take place on Sundays or federal holidays, and would therefore not violate County of San Bernardino Municipal Code or General Plan standards for construction. However, construction noise levels are predicted to exceed FTA guidance related to noise levels from construction activities. During periods of nearest construction work, noise levels would exceed the FTA's guideline of 80 dBA Leq 8-hour during daytime hours. Additionally, the predicted noise levels would be substantially higher than existing ambient daytime noise levels, as shown in Tables 4.6-4 and 4.6-5. Therefore, noise impacts from construction are considered significant. However, the implementation of Mitigation Measure NOI-1 2 would reduce construction noise impacts to a **less than significant** level.

## MITIGATION MEASURES

NOI-1 Developer shall provide to County Planning, a letter that agrees to the following:

1. All noise-producing Project equipment and vehicles using internal combustion engines shall be equipped with mufflers, air-inlet silencers

where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specification. Mobile or fixed “package” equipment (e.g., arc welders, air compressors) shall be equipped with shrouds and noise control features that are readily available for that type of equipment.

2. All mobile or fixed noise-producing equipment used on the Project that are regulated for noise output by a local, state, or federal agency shall comply with such regulation while in the course of Project activity.
3. Electrically powered equipment shall be used instead of pneumatic or internal combustion powered equipment, where feasible.
4. Construction site and access road speed limits shall be 10 miles per hour and enforced during the construction period.
5. Construction operations shall not occur between 7:00 p.m. and 7:00 a.m. Monday through Saturday, or at any time on Sunday or on federal holidays. The hours of construction, including noisy maintenance activities and all spoils and material transport, shall be restricted to these periods.
6. The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be allowed for safety warning purposes only.
7. No outdoor Project-related public address or music system shall be used.
8. A sign shall be posted with the name and contact to address noise complaints during construction.

### **Operational Noise**

Long-term operational noise from the Project would consist of noise associated with typical office and warehousing activities. Noise would be generated by truck and passenger vehicle trips to and from the site on adjacent roadways; trucks backing up, starting up, and idling; fork lifts; and mechanical plant (heating, ventilation, and air conditioning [HVAC]) noise. Long-term operational noises also include Project-generated traffic and overall traffic noise at the site.

### **On-Site Operations Noise**

Trucks, passenger vehicles, and ancillary equipment such as forklifts and HVAC equipment would create noise during on-site operations. Based on information from the Project applicant, operations in the proposed industrial building may be conducted 24 hours a day. The

operations will be typical of warehouse / distribution center use. The nearest residences in the vicinity of the proposed Project site are located approximately 700 feet from the center and approximately 150 feet from the nearest side of the proposed industrial building, to the west.

In order to ensure that noise from on-site operations meets noise standards contained in the San Bernardino County Municipal Code, predictive noise modeling was conducted. The estimated maximum number of trucks per hour (17) during the peak morning and evening hours was used for the worst-case hourly noise calculations. Also taken into account were the planned 8-foot high solid masonry walls on the northern and the northwestern and southwestern Project boundaries, as well as shielding which would be provided by the proposed building for equipment inside or otherwise screened by the building.

Using standard noise propagation rates (i.e., 6 decibels per doubling of distance) and reference noise emission data<sup>4</sup>, the noise levels from activities such as trucks maneuvering in and out of loading docks, trucks driving by, forklifts, HVAC noise and passenger vehicle parking lot activities were calculated for the five nearest noise-sensitive receiver locations (residences to the west, south and east, the school to the northwest and the church to the north). Also accounted for were the typical duration of each noise “event” and the number of noise events per hour anticipated during the peak hour.

The results of the noise analysis from on-site operations are summarized in Table 4.6-10, *Noise from On-Site Activities*. As Table 4.6-10 shows, noise levels from Project activities would range from 38 dBA  $L_{eq}$  to 45 dBA  $L_{eq}$ , and thus would not exceed the San Bernardino County noise municipal code noise ordinance. On-site noise from the proposed Project would be **less than significant**.

**Table 4.6-10: Noise from On-Site Activities**

| Representative Noise-Sensitive Land Uses       | Estimated Noise Level<br>(dBA $L_{eq}$ ) | San Bernardino County Noise<br>Ordinance Standard (45 dBA $L_{eq}$ ) Exceeded? |
|--|--|--|
| Linden Avenue Residences West of Project Site  | 45                                       | No   |
| Jurupa Avenue Residences South of Project Site | 44                                       | No   |
| Cedar Avenue Residences East of Project Site   | 42                                       | No   |
| Elementary School Northwest of Project Site    | 38                                       | No   |
| Church North of Project Site                   | 39                                       | No   |

<sup>4</sup> Reference noise data based upon noise measurements conducted by Jim Wilder, URS Corporation, 2000 for a similar type of facility.

### Off-Site Traffic Noise

The Project would generate traffic along adjacent roads including Cedar Avenue, Jurupa Avenue and Linden Avenue. For the purposes of this noise study, traffic noise impacts are considered significant when they cause an increase of 3 dB from existing noise levels or result in an exceedance of the County's 60 dBA CNEL noise threshold for residential land uses. An increase or decrease in noise level of at least 3 dB is required before a noticeable change in community response would be expected. Therefore, a clearly perceptible increase (+3 dB) in noise exposure of sensitive receptors could be considered significant.

Traffic noise modeling was conducted for the proposed Project using the traffic volumes from the Project's traffic impact analysis report and the FHWA's TNM model. The TNM noise model accepts as input the number and types of vehicles on the roadway, vehicle speeds, and receiver locations. The modeled traffic speeds used were the posted speed limits in the Project vicinity; 45 miles per hour (mph) on Cedar Avenue; 40 mph on Jurupa Avenue; and 25 mph on Linden Avenue. The existing plus Project traffic noise would generate a noise level increase of 1 dBA CNEL or less (rounded to whole numbers) along the studied roads in the vicinity of the site. The noise level increases associated with the additional traffic volume are depicted in Table 4.6-11, *Project Related Traffic Noise*. The additional traffic volume along the adjacent roads would not substantially increase the existing noise level in the Project vicinity and the off-site traffic noise level increase is considered **less than significant**.

**Mitigation Measures:** Mitigation Measure NOI-1.

**Level of Significance:** Less than significant impact with mitigation incorporated.

**Table 4.6-11: Project-Related Traffic Noise**

| Modeled Receptor                      | Key Roadway Segment                             | Existing ADT Volume | Existing + Project ADT Volume | Existing Noise Level (dBA CNEL) | Existing + Project Noise Level (dBA CNEL) | Noise Level Increase (dB) |
|---------------------------------------|---|---------------------|-------------------------------|---------------------------------|---|---------------------------|
| M1 - Residences east of Project       | Cedar Avenue: Jurupa Avenue to Santa Ana Avenue | 20,500              | 21,200                        | 68                              | 69  | 1                         |
| M2 - Residences south of Project      | Jurupa Avenue: Linden Avenue to Cedar Avenue    | 5,000               | 5,200                         | 65                              | 65  | 0                         |
| M3 - Residences on Linden Ave west of | Linden Avenue: Jurupa Avenue to                 | 2,700               | 2,700                         | 58                              | 58  | 0                         |

| Project  | Santa Ana Avenue                                 |        |        |    |    |   |
|--|--|--------|--------|----|----|---|
| M4 - School northwest of Project   | Linden Avenue: Jurupa Avenue to Santa Ana Avenue | 2,700  | 2,700  | 53 | 53 | 0 |
| M5 - Church north of Project   | Cedar Avenue: Jurupa Avenue to Santa Ana Avenue  | 20,500 | 21,200 | 66 | 67 | 1 |
| R1 - Residences south of Project   | Linden Avenue: 11th Street to Jurupa Avenue      | 2,100  | 2,100  | 56 | 56 | 0 |
| R2 - Residences south of Project   | Cedar Avenue: 11th Street to Jurupa Avenue       | 20,200 | 20,400 | 68 | 69 | 1 |
| R3 - Residences southwest of Project                                     | Jurupa Avenue: west of Linden Avenue             | 4,100  | 4,100  | 65 | 65 | 0 |
| R4 - Residences on Jurupa Ave southeast of Project                       | Jurupa Avenue: east of Cedar Avenue              | 5,700  | 5,800  | 67 | 67 | 0 |
| <b>Source:</b> Kunzman Associates 2016 (Traffic Volumes).                |  |        |        |    |    |   |
| <b>Note:</b> ADT = Average Daily Traffic (non Passenger-Car-Equivalents) |  |        |        |    |    |   |

**PERMANENT NOISE INCREASE**

**Impact 4.6-2      The Project would not result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project. This impact would be less than significant.**

The Project proposes to build a single 671,000 square-foot distribution building with truck access installed from Cedar Avenue. Long-term operational noise from the Project would consist of noise associated with typical office and warehousing activities. Noise would be generated by truck and passenger vehicle trips to and from the site on adjacent roadways; trucks backing up, starting up, and idling; fork lifts; and mechanical plant (heating, ventilation, and air conditioning [HVAC]) noise. Long-term operational noises also include Project-generated traffic and overall traffic noise at the site. Noise levels from Project activities would range from 38 dBA  $L_{eq}$  to 45 dBA  $L_{eq}$ , and thus would not exceed the San Bernardino County noise municipal code noise ordinance. On-site operations would not result in a substantial permanent increase in noise levels, this impact would be **less than significant**.



The Project would also generate traffic along adjacent roads including Cedar Avenue, Jurupa Avenue and Linden Avenue. Traffic noise modeling was conducted and it was found that the additional traffic volume along the adjacent roads would not substantially increase the existing noise level in the Project vicinity. The off-site traffic noise level increase is considered **less than significant**.

For more information, refer to the Operational Noise discussion under Impact 4.6-1.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less than significant impact.

---

**TEMPORARY NOISE INCREASE**

---

|                     |  |
|---------------------|--|
| <b>Impact 4.6-3</b> | <b>The Project would result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project. This impact would be less than significant with mitigation.</b> |
|---------------------|--|

---

The Project proposes to construct a single 671,000 square-foot distribution building with truck access installed from Cedar Avenue. Construction of the proposed Project would involve: site grading, excavation, building construction, architectural coatings, and paving. Construction of the proposed Project would employ only standard construction equipment that would be used for any routine construction Project of this scale; construction equipment with substantially higher noise-generation characteristics (such as pile drivers, rock drills, or blasting equipment) will not be necessary for any phase of the Project.

Construction activities would be temporary and limited to the hours between 7 a.m. to 8 p.m. except on Sundays or federal holidays. With the implementation of Mitigation Measure NOI-1, noise from temporary construction activities would be **less than significant**.

Daily operations of the Project would produce noises typically associated with office and warehousing activities. Noise would be generated by truck and passenger vehicle trips to and from the site on adjacent roadways; trucks backing up, starting up, and idling; fork lifts; and mechanical plant (heating, ventilation, and air conditioning [HVAC]) noise. Noise levels from Project activities would not exceed the San Bernardino County noise municipal code noise ordinance. On-site operations would not result in a substantial temporary or periodic increases in noise levels, this impact would be **less than significant**.

For more information, refer to the Construction Noise and Operational Noise discussions under Impact 4.6-1.

**Mitigation Measures:** Refer to Mitigation Measure NOI-1.

**Level of Significance:** Less than significant impact with mitigation incorporated.

## CUMULATIVE IMPACTS

### SHORT-TERM CONSTRUCTION NOISE IMPACTS

---

|                     |  |
|---------------------|--|
| <b>Impact 4.6-4</b> | <b>Development associated with implementation of the proposed Project and other related cumulative projects would not result in significant short-term noise impacts to nearby noise sensitive receivers, following implementation of mitigation measures.</b> |
|---------------------|--|

---

Construction activities associated with the proposed Project and cumulative projects may overlap, resulting in construction noise in the area. However, as analyzed above, construction noise impacts primarily affect the areas immediately adjacent to the construction site. Construction noise for the proposed Project was determined to be less than significant following compliance with the County Municipal Code and Mitigation Measure NOI-1. Cumulative development in the vicinity of the Project site could result in elevated construction noise levels at sensitive receptors in the Project area. However, each project would be required to comply with the applicable County of San Bernardino Municipal Code limitations on allowable hours of construction. Therefore, the Project would not contribute to cumulative impacts and impacts in this regard are not cumulatively considerable.

**Mitigation Measures:** Refer to Mitigation Measure NOI-1.

**Level of Significance:** Less than significant impact with mitigation incorporated.

### LONG-TERM (MOBILE) NOISE IMPACTS

---

|                      |   |
|----------------------|---|
| <b>Impact 4.12-8</b> | <b>Traffic generated by the proposed Project combined with other related cumulative projects would not significantly contribute to existing traffic noise in the area or exceed the County's established standards.</b> |
|----------------------|---|

---

The Project's traffic study analyzed Project Average Daily Traffic (ADT) to Year 2018, the year of proposed Project completion. With the Project, the Year 2018 (i.e., existing plus ambient growth plus cumulative plus Project ADT) traffic noise would generate a noise level increase of approximately 1 dB or less compared to the Year 2018 without Project scenario. The noise level increases associated with the Year 2018 conditions are depicted in Table 4.6-12, *Project-Related Traffic Noise: Future (Year 2018)*

**Table 4.6-12: Project-Related Traffic Noise: Future (Year 2018)**

| Modeled Receptor  | Key Roadway Segment                              | Future (Year 2018) ADT Volume | Future (Year 2018) + Project ADT Volume | Future (Year 2018) Noise Level (dBA CNEL) | Future (Year 2018) + Project Noise Level (dBA CNEL) | Noise Level Increase (dB) |
|---|--|-------------------------------|---|---|---|---------------------------|
| M1 - Residences east of Project   | Cedar Avenue: Jurupa Avenue to Santa Ana Avenue  | 21,500                        | 22,200                                  | 69  | 69  | 0                         |
| M2 - Residences south of Project  | Jurupa Avenue: Linden Avenue to Cedar Avenue     | 5,100                         | 5,300                                   | 65  | 65  | 0                         |
| M3 - Residences on Linden Ave west of Project   | Linden Avenue: Jurupa Avenue to Santa Ana Avenue | 2,800                         | 2,800                                   | 58  | 58  | 0                         |
| M4 – School northwest of Project  | Linden Avenue: Jurupa Avenue to Santa Ana Avenue | 2,800                         | 2,800                                   | 54  | 54  | 0                         |
| M5 - Church north of Project  | Cedar Avenue: Jurupa Avenue to Santa Ana Avenue  | 21,500                        | 22,200                                  | 66  | 67  | 1                         |
| R1 - Residences south of Project  | Linden Avenue: 11th Street to Jurupa Avenue      | 2,100                         | 2,100                                   | 56  | 56  | 0                         |
| R2 - Residences south of Project  | Cedar Avenue: 11th Street to Jurupa Avenue       | 21,300                        | 22,500                                  | 69  | 69  | 0                         |
| R3 - Residences southwest of Project  | Jurupa Avenue: west of Linden Avenue             | 4,200                         | 4,200                                   | 65  | 65  | 0                         |
| R4 - Residences on Jurupa Ave southeast of Project  | Jurupa Avenue: east of Cedar Avenue              | 6,300                         | 6,400                                   | 68  | 68  | 0                         |
| Source: Kunzman Associates 2016 (Traffic Volumes).<br>Note: ADT = Average Daily Traffic (non Passenger-Car-Equivalents) |  |                               |   |   |   |                           |

The additional Project traffic volume along the adjacent roads in Year 2018 would not substantially increase the existing noise level in the Project vicinity and the traffic noise level increase is considered less than significant; no mitigation measures are necessary.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less than significant impact.

#### **LONG-TERM (STATIONARY) NOISE IMPACTS**

---

|                      |  |
|----------------------|--|
| <b>Impact 4.12-9</b> | <b>The proposed Project combined with other related cumulative projects would not result in a significant increase in long-term stationary ambient noise levels.</b> |
|----------------------|--|

---

Although cumulative development may occur in the Project area, noise generated by stationary equipment on-site cannot be quantified given the conceptual nature of each development and since speculation would be involved. However, each cumulative project would require separate site-specific noise impact analysis, discretionary approval and CEQA assessment, which would address potential noise impacts and identify necessary attenuation measures, where appropriate. Additionally, as noise dissipates as it travels away from its source, noise impacts from stationary sources would be limited to each of the respective development sites and their vicinities.

Daily operations of the Project would produce noises typically associated with office and warehousing activities. Noise would be generated by truck and passenger vehicle trips to and from the site on adjacent roadways; trucks backing up, starting up, and idling; fork lifts; and mechanical plant (heating, ventilation, and air conditioning [HVAC]) noise. Noise levels from Project activities would not exceed the San Bernardino County noise municipal code noise ordinance. On-site operations would not result in a substantial temporary or periodic increases in noise levels, and as a result would not be cumulatively considerable.

Other cumulative development projects would be subject to CEQA review, and would identify noise impacts and mitigation measures to limit noise impacts at sensitive receptors. Therefore, it can be reasonably inferred that the proposed Project and identified cumulative projects are anticipated to result in a **less than significant** cumulative impact.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less than significant impact.

## **Section 4.7**

# **Transportation and Circulation**

**BLOOMINGTON INDUSTRIAL FACILITY**  
Draft  
**ENVIRONMENTAL IMPACT REPORT**



## SECTION 4.7

### TRANSPORTATION AND CIRCULATION

---

This section describes regulations related to transportation and circulation and the existing transportation systems in the Project area; identifies significance criteria for impacts on transportation and circulation; and evaluates potential impacts associated with the proposed Project. Information given in this section is based on transportation and circulation information obtained from available public resources including the *County of San Bernardino General Plan* (2007) and *County of San Bernardino General Plan Transportation Element* (2007). In addition, a Project-specific Traffic Impact Analysis (TIA) (Kunzman Associates, Inc. 2016a) and Circulation Analysis (Kunzman Associates, Inc. 2016b; Appendix F), was prepared for the Project.

As required by San Bernardino County (County), the TIA followed methodology and assumptions that have been established in conjunction with *Traffic Impact Study Guidelines* (County of San Bernardino Department of Public Works Traffic Division, April 2014). The TIA provides a comprehensive analysis of the potential traffic impacts associated with the Project. The *Scope for Traffic Study* was prepared in consultation with the County.

## ENVIRONMENTAL SETTING

### EXISTING CONDITIONS

#### *PROJECT STUDY AREA*

The Project study area scope for the traffic analysis was developed in conjunction with the County of San Bernardino. The identification of the study area, and the intersections and highway segments requiring analysis, was based on an estimate of the two-way traffic volumes on the road segments near the Project site. All arterial segments have been included in the analysis when the anticipated Project volume equals or exceeds 50 two-way trips in the peak hours; 100 two-way trips for freeways. Study intersections are illustrated in Exhibit 4.7-1.

Regional access to the Project site is provided by the Interstate 10 (I-10) Freeway. Local access is provided by various roads in the vicinity: east-west roads include Slover Avenue, Santa Ana Avenue, and Jurupa Avenue; north-south roads include Linden Avenue, Oak Street, and Cedar Avenue, which are further described in Table 4.7-1 below.

**Table 4.7-1: Study Area Streets**

| Street                           | Features                                 | Purpose   | Posted Speed <sup>1</sup> | On-street Parking |
|----------------------------------|--|---|---------------------------|-------------------|
| <b>North-South Streets</b>       |  |   |                           |                   |
| Cedar Avenue                     | 4-lane divided road with a raised median | Regional access to I-10 ramps                                 | 45                        | No                |
| Oak Street                       | 2-lane undivided road                    | Local access  | -                         | Yes               |
| Linden Avenue                    | 2-lane undivided road                    | Local access linking Slover Avenue and Jurupa Avenue          | 35                        | Yes               |
| <b>East-West Streets</b>         |  |   |                           |                   |
| Slover Avenue                    | 2-lane undivided road                    | Local and regional access connecting Linden and Cedar Avenues | 50                        | Yes               |
| Santa Ana Avenue                 | 2-lane undivided road                    | Local and regional access connecting Slover and Cedar Avenues | 40                        | Yes               |
| Stallion Lane                    | 2-lane undivided road                    | Local access to Linden Avenue                                 | -                         | Yes               |
| Jurupa Avenue                    | 2-lane undivided road                    | Primary project access, access to Linden and Cedar Avenues    | 40                        | Yes               |
| Source: Kunzman Associates 2016. |  |   |                           |                   |
| 1. Miles per hour                |  |   |                           |                   |

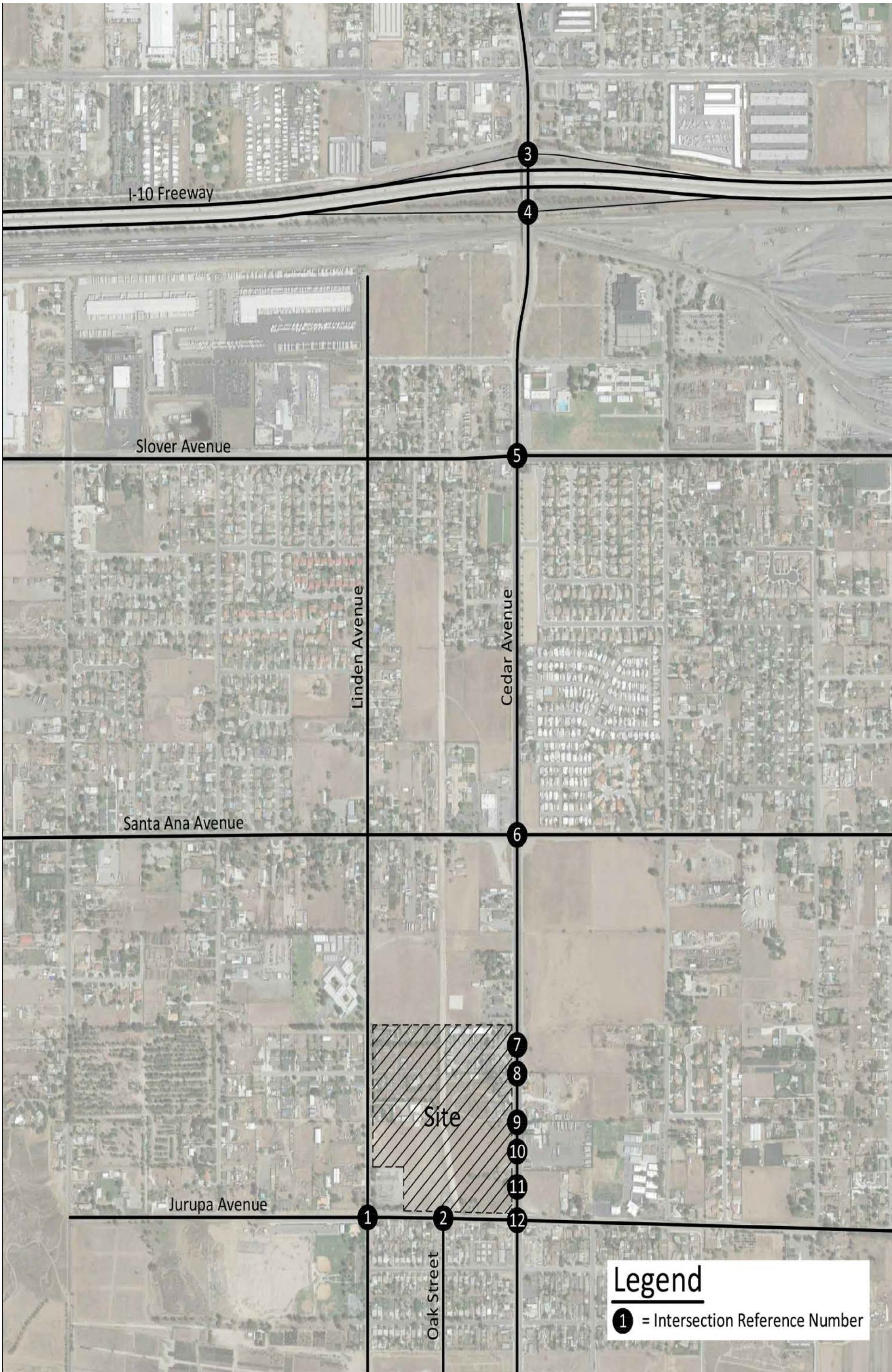
#### EXISTING TRAFFIC VOLUMES AND LEVEL OF SERVICE

Existing weekday AM and PM peak period traffic volume counts were collected in April 2016. Explicit peak hour factors were calculated using the data collected for this effort as well. AM and PM Peak Hour traffic volumes were collected from 7:00 – 9:00 AM and 4:00 – 6:00 PM. In addition, truck classification counts were conducted at the study area intersections. The existing percent of trucks were used in the conversion of trucks to Passenger Car Equivalents (PCEs).

Table 4.7-2 *Existing Conditions*, summarizes the existing study intersection LOS for Weekday AM and PM Peak Hour study intersection conditions. As shown in Table 4.7-2, during the Weekday AM and PM Peak Hour conditions, all the intersections operate at a LOS C or better with the exception of intersection Cedar Ave/I-10 Freeway WB Ramps.



9/14/2016 J:\M:\data\151073\GIS\MXD\EIR\Draft EIR\4.7-1 Study Intersections.mxd



## Legend

1 = Intersection Reference Number





*This page was intentionally left blank.*

**Table 4.7-2: Existing Conditions (Year 2015) Delay and Level of Service**

| Intersection                         | Jurisdiction   | Traffic Control   | Delay<br>AM | LOS<br>AM | Delay<br>PM | LOS<br>PM |
|--------------------------------------|----------------|-------------------|-------------|-----------|-------------|-----------|
| Linden Ave / Jurupa Ave              | San Bernardino | All way stop      | 12.6        | B         | 9.6         | A         |
| Oak Street / Jurupa Ave              | San Bernardino | Cross street stop | 11.0        | B         | 10.7        | B         |
| Cedar Avenue/Slover Avenue           | San Bernardino | Traffic signal    | 32.5        | C         | 29.1        | C         |
| Cedar Avenue/Santa Ana Avenue        | San Bernardino | Traffic signal    | 22.9        | C         | 20.0        | C         |
| Cedar Avenue/Jurupa Avenue           | San Bernardino | Traffic signal    | 20.8        | C         | 21.6        | C         |
| Cedar Avenue/I-10 Freeway EB Ramps   | Caltrans       | Traffic signal    | 32.2        | C         | 21.8        | C         |
| Cedar Avenue / I-10 Freeway WB Ramps | Caltrans       | Traffic signal    | 99.9        | F         | 19.6        | B         |
| Source: Kunzman Associates 2016.     |                |                   |             |           |             |           |

#### *EXISTING TRANSIT SERVICE*

Fixed-route public transportation services in the Project vicinity are currently provided by Omnitrans. Omnitrans Route 29 provides service in the Project vicinity travelling east-west on Slover Avenue, Santa Ana Avenue, and 11th Avenue. Route 29 travels on a north-south direction on Laurel Avenue, Locust Avenue, Cedar Avenue, and Spruce Avenue. The transit service travels from the South Fontana Transfer Center located on Valley Boulevard, north of I-10, to the general Project site vicinity and back to the South Fontana Transfer Center. The route operates Monday-Saturday at one (1) hour intervals.

#### *EXISTING BICYCLE FACILITIES*

Bicycle lanes are a component of street design with dedicated striping, separating vehicular traffic from bicycle traffic and offering a safer environment for both cyclists and motorists. Bicycle routes are identified as bicycle-friendly streets where motorists and cyclists share the roadway and there is no dedicated striping of a bicycle lane. Bicycle routes are preferably located on collector and lower volume arterial streets.

Bicycle facilities are classified based on a standard typology, which is described in further details below:

- **Class I Bikeways (Bicycle Paths)** provide a separated right-of-way for bicycle travel that is typically shared with pedestrians and provides a 10- to 12-foot-wide path. Bike path intersections are usually minimized, and street crossings often require special treatment.
- **Class II Bikeways (Bicycle Lanes)** provide on-street right-of-way in the form of a striped lane for the exclusive use of bicyclists, except where right-turning vehicles are allowed to encroach. Bicycle lanes are typically 5 feet wide and located to the right of vehicular travel lanes.
- **Class III Bikeways (Bicycle Routes)** are signed routes for use by bicyclists without the benefit of allocated right-of-way. Bicyclists share lanes with motor vehicles. Bike routes are typically designated along streets with wider curb lanes or are otherwise better suited for bicycle travel.
- **Class III Bikeways (Bicycle Friendly Streets)** are primarily on collector and local roadways. These corridors generally parallel major commercial corridors, and have the potential to provide access to local destinations and provide connections to other bicycle facilities.

Based on the *San Bernardino County Non-Motorized Transportation Plan* (San Bernardino Associated Governments, May 2014), no bicycle lanes or routes currently exist in the Study Area. However, the San Bernardino County Non-Motorized Transportation Plan – Chapter 5 *Bicycle Facilities* within the adjacent City of Colton shows a planned (future) Class II bicycle lane that will be running on Jurupa Avenue in the future.

#### *EXISTING PEDESTRIAN FACILITIES*

The walkability of existing facilities is based on the availability of pedestrian routes necessary to accomplish daily tasks without the use of an automobile. These attributes are quantified by WalkScore.com, which calculates the walkability of a specific address by taking into account the ease of living in the neighborhood with a reduced reliance on automobile travel and assigns a score out of 100 points. With the limited commercial businesses and cultural facilities in the vicinity, the Project Site is rated with a score of 30 of 100 possible points (as of January 21, 2016) and defined as “Car-Dependent, meaning that almost all errands require a vehicle.” No sidewalks currently exist on Jurupa Avenue and Linden Avenue. The intersections of Linden Avenue/Jurupa Avenue and Cedar Avenue/Jurupa Avenue within the Study Area provide marked pedestrian crosswalks; however, there are no posted signs prohibiting pedestrian

crossings at unmarked pedestrian crossing intersections Oak Street/Jurupa Avenue and Stallion Lane/Linden Avenue.

## REGULATORY FRAMEWORK

### FEDERAL

No Federal plans, policies, regulations, or laws related to transportation and circulation are applicable.

### STATE

The California Department of Transportation (Caltrans) is responsible for planning, designing, constructing, operating, and maintaining all State-owned roadways, including those in San Bernardino County. Federal highway standards are implemented in California by Caltrans. In addition, Caltrans is responsible for permitting and regulation of the use of state roadways. The Project area includes two (2) study intersections that fall under Caltrans' jurisdiction; Cedar Avenue/I-10 Freeway EB Ramps and Cedar Avenue/I-10 Freeway WB Ramps.

Caltrans' construction practices require temporary traffic control planning during any time the normal function of a roadway is suspended (Caltrans, 2006). In addition, Caltrans requires that permits be obtained for transportation of oversized loads and transportation of certain materials and for construction-related traffic disturbance. Caltrans regulations would apply to construction within and immediately adjacent to roadways, as well as the transportation of construction crews and construction equipment throughout the action area (Caltrans, 2007).

#### *CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)*

In accordance with CEQA requirements, the Project's TIA considers the effects of the Project in relation to other developments either proposed, approved, or under construction in the Study Area.

### REGIONAL

#### *SAN BERNARDINO ASSOCIATED GOVERNMENTS (SANBAG)*

#### *CONGESTION MANAGEMENT PROGRAM (CMP) OF THE COUNTY OF SAN BERNARDINO CIRCULATION AND INFRASTRUCTURE ELEMENT*

The Congestion Management Program (CMP) is a State-mandated program enacted by the state legislature to address the increasing concern that urban congestion is affecting the

economic vitality of the State and diminishing the quality of life in some communities. Within San Bernardino County, SANBAG is responsible for planning and managing vehicular congestion and coordinating regional transportation policies.

The procedures in the 2000 Highway Capacity Manual (HCM) were adopted as the LOS procedures to be utilized in analyzing CMP facilities. Through the use of traffic impact analysis (TIA) reports and Comprehensive Transportation Plan (CTP) model forecasts, the CMP evaluates proposed land use decisions to ensure adequate transportation network improvements that are developed to accommodate future growth in population. If a CMP facility is found to fall below the level of service standard, either under existing conditions or future conditions, a deficiency plan must be prepared, adopted, and implemented by local jurisdictions that contribute to such situations. Annual monitoring activities provide a method of accountability for those local jurisdictions required to mitigate a network facility with substandard LOS. While this inter-jurisdictional approach provides political and technical consistency for future development within the County, the CMP is only a mechanism to be used to guide efforts in a more efficient manner. It is not to be considered a replacement to the Regional Transportation Plan (RTP).

The CMP's level of service (LOS) standard requires all CMP segments to operate at LOS E or better, with the exception of certain facilities. The Bloomington Community Plan 2007, identifies an existing Congestion Management Plan (CMP) that was passed in June 1990 as Proposition 11. One roadway designated as a CMP facility is adjacent to the project area: Cedar Avenue which traverses Jurupa Avenue.

*SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) 2012–2035 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (2012-2035 RTP/SCS)*

The 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (2012–2035 RTP/SCS) presents a long-term vision for the region's transportation system. Specific goals within the 2012–2035 RTP/SCS are intended to link the issue of mobility with the promotion of economic development, protection of the environment, reductions in energy consumption, the creation of transportation-friendly development patterns, and encouragement of fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The 2012–2035 RTP/SCS places a greater emphasis on sustainability and integrated planning compared to previous versions of the RTP and identifies mobility, economy, and sustainability as the three principles most critical to the future of the region. As part of this new approach, the 2012–2035 RTP/SCS establishes commitments to: reduce emissions from transportation sources in order to comply with Senate Bill (SB) 375; improve public health; and meet the National Ambient Air Quality Standards.

## LOCAL

### *SAN BERNARDINO COUNTY GENERAL PLAN*

#### Valley Region Goals of the Circulation and Infrastructure Element

**Goal V/CI 1** Ensure a safe and effective transportation system that provides adequate traffic movement

##### *Policies*

**Goal V/CI 1.1** The County shall ensure that all new development proposals do not degrade Levels of Service (LOS) on Major Arterials below LOS C during non-peak hours or below LOS D during peak-hours in the Valley Region.

**Goal V/CI 1.2** Full street improvements including paving, curbs, gutters and sidewalks shall be encouraged where necessary for public health, safety and welfare. Waiver of full road improvements in areas where parcel sizes are 1 acre or larger and where the public health, safety and welfare are not endangered may be considered. This may be accomplished by the following methods:

- a) Require the installation of full street improvements for higher density residential (greater than 1 du/acre), commercial, industrial, and institutional developments permitting safe pedestrian access.
- b) Require road improvements consisting of paving, curbs and gutters on major, secondary highways, collector streets and for major tract developments where the density is greater than 1 dwelling unit per gross acre.
- c) Require paved road shoulders and dikes to be constructed, as necessary, on local roadways designated as “water-carrying” by the County Public Works Department for proper drainage.

**Goal V/CI 1.3** Work with the cities, Omnitrans and other transit agencies to integrate local transit service routes and schedules into a linked and well-coordinated (through schedules) valley-wide system throughout the Valley Region.

## IMPACT ANALYSIS AND MITIGATION MEASURES

### METHODOLOGY

#### *STUDY SCENARIOS*

In accordance with the draft updated *San Bernardino County Traffic Impact Analysis Guidelines*, the Highway Capacity Manual Transportation Research Board Special Report and the ITE Trip Generation, 9th Edition, 2012 and the City of Fontana, Truck Trip Generation Study, August 2003. This study analyzes the following scenarios:

- Existing (Year 2016) Conditions
- Existing (Year 2016) Plus Project Conditions
- Opening Year (2018) With Ambient Conditions
- Opening Year (2018) With Ambient and Project Conditions
- Opening Year (2018) With Ambient and Cumulative and Project

#### *SAN BERNARDINO COUNTY LEVEL OF SERVICE ANALYSIS METHODOLOGY*

To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection. It should be noted that the signalized intersections are considered deficient (Level of Service F) if the overall intersection critical volume to capacity ratio equals or exceeds 1.0, even if the level of service defined by the delay value is below the defined Level of Service standard. The volume to capacity ratio is defined as the critical volumes divided by the intersection capacity. A volume to capacity ratio greater than 1.0 implies that the traffic volume demand is greater than the capacity of the intersection and as a result traffic may begin to queue during the analyzed peak hour.

The San Bernardino County LOS thresholds based on total intersection delay are shown in Table 4.7-3.



**Table 4.7-3: HCM 2000 Methodology - San Bernardino County LOS Thresholds**

| Average Total Delay Per Vehicle (Seconds) |                | LOS |
|---|----------------|-----|
| Signalized                                | Unsignalized   |     |
| 0 to 10.00                                | 0 to 10.00     | A   |
| 10.01 to 20.00                            | 10.01 to 15.00 | B   |
| 20.01 to 35.00                            | 15.01 to 25.00 | C   |
| 35.01 to 55.00                            | 25.01 to 35.00 | D   |
| 55.01 to 80.00                            | 35.01 to 50.00 | E   |
| 80.01 and up                              | 50.01 and up   | F   |
| LOS=level of service                      |                |     |

### THRESHOLDS OF SIGNIFICANCE

The following thresholds of significance are based, in part, on CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the proposed Project may have a significant adverse impact on transportation and circulation if it would do any of the following:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Result in inadequate emergency access;
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

---

*SAN BERNARDINO COUNTY CONGESTION MANAGEMENT PROGRAM (CMP) TIA REQUIREMENTS*

According to the TIA, the CMP study area must include the following:

For freeway facilities, the Congestion Management Program controls the definition of deficiency for purposes of this study. The Congestion Management Program definition of deficiency is based on maintaining a Level of Service standard of Level of Service E or better, except where an existing Level of Service F condition is identified in the Congestion Management Program document (San Bernardino County Congestion Management Program Table 2-1). A Congestion Management Program deficiency is, therefore, defined as any freeway segment operating or projected to operate at Level of Service F, unless the segment is identified explicitly in the Congestion Management Program document.

The identification of a Congestion Management Program deficiency requires further analysis in satisfaction of Congestion Management Program requirements, including:

- Evaluation of the mitigation measures required to restore traffic operations to an acceptable level with respect to Congestion Management Program Level of Service standards.
- Calculation of the project share of new traffic on the impacted Congestion Management Program facility during peak hours of traffic.
- Estimation of the cost required to implement the improvements required to restore traffic operations to an acceptable Level of Service as described above.

This study incorporates each of these aspects for all locations where a Congestion Management Program (CMP) deficiency is identified.

The Project study area is adjacent to the following two (2) monitored CMP intersections. An addition of 50 or more trips during the peak hours by the proposed project would trigger a CMP analysis:

1. Cedar Avenue between Valley Boulevard and Slover Avenue
2. Cedar Avenue between Slover Avenue and Jurupa Avenue

The proposed Project would not add 50 or more trips to mainline freeway locations during the peak hours; therefore, analysis of mainline freeway facilities is not required according to the San Bernardino County CMP TIA Guidelines.

---

*ANALYSIS METHODOLOGY OF STATE HIGHWAY (CALTRANS) FACILITIES*

According to the *Caltrans Guide to the Preparation of Traffic Impact Studies* (December 2002), a Traffic Impact Study is required when a project meets the following criteria:

- Generates over 100 peak hour trips to a State Highway facility operating at LOS A or B;
- Generates 50 to 100 peak hour trips to a State Highway facility operating at LOS C or D;
- Generates 1 to 49 peak hour trips to a State Highway facility operating at LOS E or F.

For freeway facilities, the Congestion Management Program (CMP) controls the definition of deficiency for traffic study purposes. The CMP definition of deficiency is based on maintaining an LOS standard of E or better, except where an existing LOS F condition is identified in the CMP document, in this case the San Bernardino County CMP.

The identification of a CMP deficiency requires further analysis under CMP requirements, specifically:

- Evaluation of the mitigation measures required to restore traffic operations to an acceptable level with respect to CMP LOS standards.
- Calculation of the project share of new traffic on the impacted CMP facility during peak hours of traffic.
- Estimation of the cost required to implement the improvements required to restore traffic operations to an acceptable LOS.

Caltrans has a target level of service at the transition between LOS C and LOS D for State Highway facilities. However, Caltrans recognizes that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS.

## PROJECT IMPACTS AND MITIGATION

### ***CONFLICT WITH APPLICABLE PLANS***

---

|                     |   |
|---------------------|---|
| <b>Impact 4.7-1</b> | <b>The Project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. Impacts would be less than significant with incorporation of mitigation measures.</b> |
|---------------------|---|

---

### **OPERATION**

#### ***Project Trip Generation and Distribution***

Project traffic volumes for all future projections were estimated using the manual approach. Trip generation has been estimated based on the Institute of Transportation Engineers, [Trip Generation Manual](#), 9th Edition, 2012 (*ITE Trip Generation Manual*). The City of Fontana, [Truck Trip Generation Study](#), (Truck Trip Generation Study) August 2003, was also utilized in the trip generation analysis.

The ITE [Trip Generation Manual](#) is the most up to date and widely accepted trip generation source for virtually all land uses. The trip generation rates provided in the manual are based on a collection of data obtained throughout the United States over many years. This data has been carefully chosen, refined, and verified. There is no other source for trip generation that is even close to as widely accepted and trusted by the traffic engineering community.

Within Southern California, the ITE [Trip Generation Manual](#) is typically supplemented with local truck split rates obtained from the City of Fontana [Truck Trip Generation Study](#), to enable the conversion of large trucks into passenger car equivalents. These truck split rates are the best available and most widely accepted. The truck split rates are based on data that was carefully chosen, refined, and verified by the study traffic engineers. The Truck Trip Generation Study was completed to address the trip generation characteristics of multiple land uses within Southern California.

Additional studies have been completed that provide similar data but they are not necessarily used in the traffic engineering field. In the past, Kunzman Associates, Inc. worked closely with the National Association of Industrial and Office Properties (NAIOP) to develop trip generation rates

and truck split percentages for the Inland Empire. The final analysis was provided to the Institute of Transportation Engineers and many of the local Southern California jurisdictions. The data is being considered for inclusion in the next release of the Trip Generation Manual and has been accepted by a number of jurisdictions. This is mainly because the end results were very similar to the method of combining results shown in the ITE Trip Generation Manual and the City of Fontana Truck Trip Generation. The results of the NAIOP study showed a lower trip generation rate than shown in the ITE Trip Generation Manual and a different truck mix than shown in the City of Fontana Truck Trip Generation Study. Upon application, the results of the NAIOP study are similar to the results shown in the only combining results methodology generally utilized (i.e., ITE Trip Generation Manual in conjunction with the City of Fontana Truck Trip Generation).

Before the Project's traffic impact analysis was conducted, a scoping agreement with the County of San Bernardino (County) Traffic Engineer was completed and approved. Kunzman Associates, Inc. worked closely with the County Traffic Engineer to complete and seek approval of the scoping agreement. Generally, within the approved scoping agreement, many aspects of the traffic impact analysis are discussed and approved, including trip generation. Both Kunzman Associates Inc. and the County of San Bernardino Traffic Engineer agree that the traffic generation data included in the approved traffic impact analysis scoping agreement, and completed traffic impact analysis, are the best and most accurate for the Project.

Trip generation rates were determined for daily trips, morning peak hour inbound and outbound trips, and evening peak hour inbound and outbound trips for the proposed land use. By multiplying the trip generation rates by the land use quantity, the traffic volumes are determined. The resulting trip generation results for the Project, existing conditions, and the net increase in trips are presented in Table 4.7-4.

**Table 4.7-4: Project Trip Generation Summary**

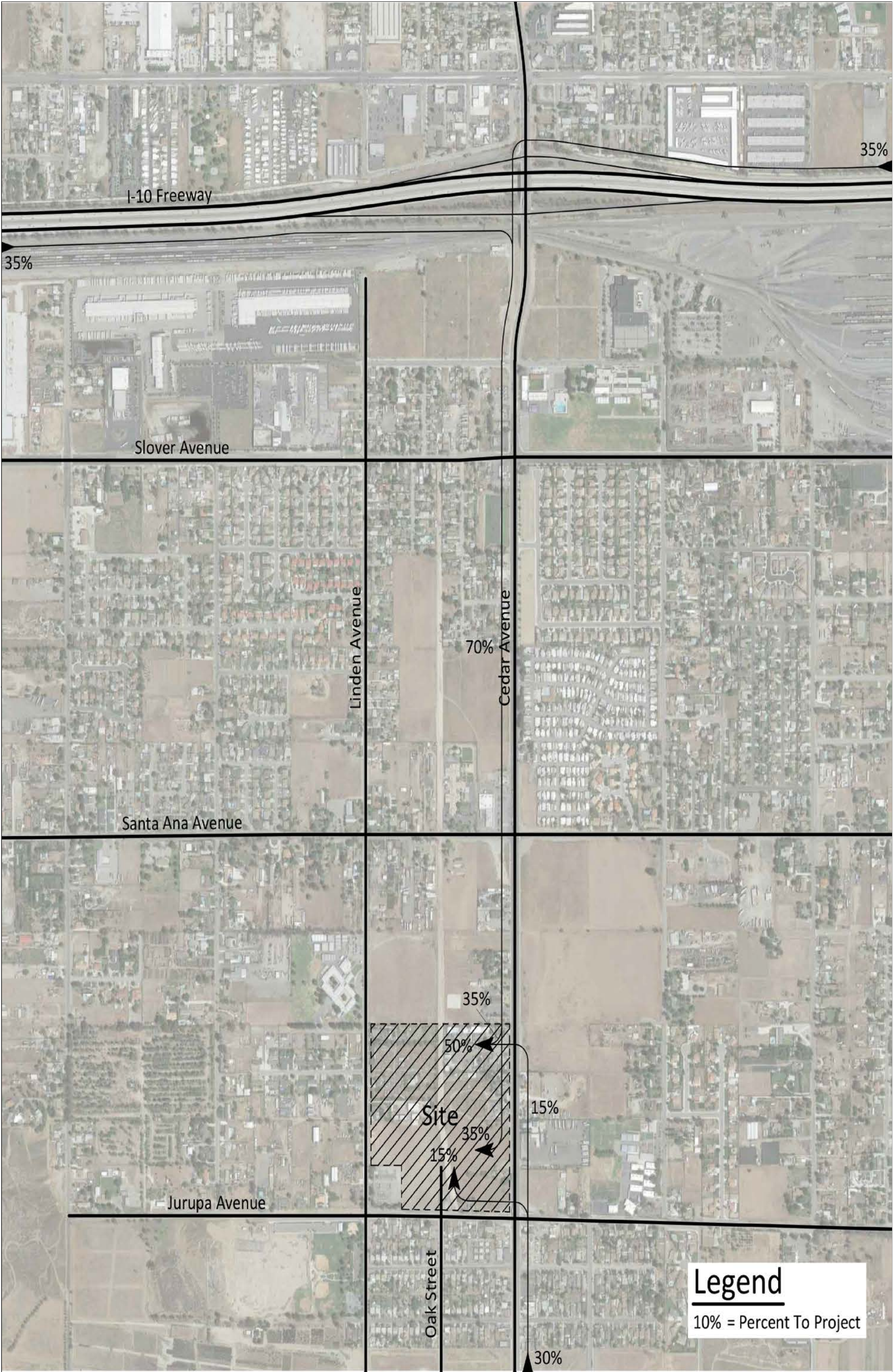
|  | Daily Trips (PCEs) | AM        | PM        |
|--|--------------------|-----------|-----------|
| Project  | 1,490              | 102       | 108       |
| Existing Site  | 114                | 9         | 12        |
| <b>Net traffic increase</b>  | <b>1,376</b>       | <b>93</b> | <b>96</b> |
| Source: Kunzman Associates, Inc. 2016.<br>PCEs=passenger car equivalents |                    |           |           |

As summarized above, the Project would generate approximately 1,490 daily vehicle trips in passenger car equivalents, 102 of which would occur during the morning peak hour and 108 of

which would occur during the evening peak hour. The existing residential development currently generates a total of approximately 114 daily vehicle trips, 9 of which occur during the morning peak hour and 12 of which will occur during the evening peak hour. Therefore, the Project would result in a net increase of 1,375 daily trips, with 93 occurring in the morning peak hour, and 96 occurring in the evening peak hour.

The projected trips are distributed to the local circulation system for evaluation. See Exhibits 4.7-2 and 4.7-3 for the anticipated the inbound and outbound truck distribution.





12/14/2016 J:\M\Wdaa\151073\GIS\MXD\EIR\Draft EIR\4.7-2 Inbound Truck Trip Distribution.mxd





*This page was intentionally left blank.*





12/14/2016 J:\N\Wdaa\151073\GIS\WXDEIR\Draft EIR\4.7-3 Outbound Truck Trip Distribution.mxd





---

*This page was intentionally left blank.*

### Existing Plus Project Conditions

To determine the Existing Plus Project operating conditions at the study intersections, the Project-generated trips were added to the existing conditions volumes. Table 4.7-5 summarizes the Existing Plus Project AM and PM Peak Hour LOS of the study intersections.

**Table 4.7-5: Existing Plus Project Intersection Delay and Level of Service**

| Intersection                                      | Existing     |     |              |     | Existing Plus Project |     |                 |              |     |                 |
|---|--------------|-----|--------------|-----|-----------------------|-----|-----------------|--------------|-----|-----------------|
|   | AM Peak Hour |     | PM Peak Hour |     | AM Peak Hour          |     |                 | PM Peak Hour |     |                 |
|   | Delay        | LOS | Delay        | LOS | Delay                 | LOS | Change in Delay | Delay        | LOS | Change in Delay |
| Linden Ave / Jurupa Ave                           | 12.6         | B   | 9.6          | A   | 12.7                  | B   | 4.9             | 9.6          | A   | 1.0             |
| Oak Street / Jurupa Ave                           | 11.0         | B   | 10.7         | B   | 11.6                  | B   | 2.8             | 12.4         | B   | 2.8             |
| Cedar Avenue at:<br>Slover Avenue                 | 32.5         | C   | 21.8         | C   | 32.8                  | C   | 4.9             | 29.6         | C   | 0               |
| Santa Ana Avenue                                  | 22.9         | C   | 22.0         | C   | 23.1                  | C   | 4               | 22.3         | C   | 1.5             |
| Project access no. 1                              | -            | -   | -            | -   | 17.6                  | C   | -               | 18.0         | C   | -               |
| Project access no. 2                              | -            | -   | -            | -   | 12.0                  | B   | -               | 11.8         | B   | -               |
| Project access no. 3                              | -            | -   | -            | -   | 11.9                  | B   | -               | 11.8         | B   | -               |
| Project access no. 4                              | -            | -   | -            | -   | 11.9                  | B   | -               | 11.8         | B   | -               |
| Project access no. 5                              | -            | -   | -            | -   | 11.9                  | B   | -               | 11.8         | B   | -               |
| Jurupa Avenue                                     | 20.8         | C   | 21.6         | C   | 20.9                  | C   | 3               | 21.9         | C   | 2.1             |
| I-10 Freeway EB Ramps                             | 32.2         | C   | 21.8         | C   | 33.7                  | C   | 0.5             | 22.3         | C   | 0.5             |
| I-10 Freeway WB Ramps                             | 99.9         | F   | 19.6         | B   | 99.9                  | F   | 0               | 20.4         | C   | 0.8             |
| Source: Kunzman Associates 2016                   |              |     |              |     |                       |     |                 |              |     |                 |
| Notes: Delay is in seconds. LOS=level of service. |              |     |              |     |                       |     |                 |              |     |                 |

As shown in Table 4.7-5, most study intersection are projected to operate within acceptable LOS, except for I-10 freeway westbound ramps, which would operate at LOS F during the AM Peak Hour for both the Existing and Existing Plus Project conditions. Based on the County's CEQA threshold, a significant impact would result at this intersection if the Project would add 50 or more peak hour trips to the intersection. The Project would add approximately 30 vehicle trips during the morning peak hour—less than the threshold. Therefore, the Project would not result in a significant impact at this or other intersections.

Table 4.7-6 summarizes the Opening Year (2018) Ambient and Plus Project AM and PM Peak Hour LOS of the study intersections.

**Table 4.7-6: Opening Year (2018) Plus Project Intersection Delay and Level of Service**

| Intersection   | 2018         |        |              |        | 2018 Plus Project |        |                 |              |        |                 |
|--|--------------|--------|--------------|--------|-------------------|--------|-----------------|--------------|--------|-----------------|
|  | AM Peak Hour |        | PM Peak Hour |        | AM Peak Hour      |        |                 | PM Peak Hour |        |                 |
|  | Delay        | LOS    | Delay        | LOS    | Delay             | LOS    | Change in Delay | Delay        | LOS    | Change in Delay |
| Linden Ave / Jurupa Ave  | 12.9         | B      | 9.7          | A      | 13.0              | B      | 4.9             | 9.7          | A      | 1.0             |
| Oak Street / Jurupa Ave  | 11.1         | B      | 10.8         | B      | 11.7              | B      | 2.8             | 12.5         | B      | 2.8             |
| Cedar Avenue at:<br>Slover Avenue                                    | 32.9         | C      | 29.6         | C      | 33.2              | C      | 4.9             | 30.1         | C      | 0               |
| Santa Ana Avenue   | 23.0         | C      | 22.2         | C      | 23.2              | C      | 4               | 22.5         | C      | 1.5             |
| Project access no. 1   | -            | -      | -            | -      | 17.9              | C      | -               | 18.4         | C      | -               |
| Project access no. 2   | -            | -      | -            | -      | 12.1              | B      | -               | 11.9         | B      | -               |
| Project access no. 3   | -            | -      | -            | -      | 12.1              | B      | -               | 11.9         | B      | -               |
| Project access no. 4   | -            | -      | -            | -      | 12.0              | B      | -               | 11.9         | B      | -               |
| Project access no. 5   | -            | -      | -            | -      | 12.0              | B      | -               | 11.9         | B      | -               |
| Jurupa Avenue  | 20.9         | C      | 21.8         | C      | 21.0              | C      | 3               | 22.0         | C      | 2.1             |
| I-10 Freeway EB Ramps<br>-without improvements<br>-with improvements | 34.0<br>-    | C<br>- | 22.6<br>-    | C<br>- | 99.9<br>21.2      | F<br>C | 65.9            | 23.1<br>14.3 | C<br>B | 0.5             |
| I-10 Freeway WB Ramps<br>-without improvements<br>-with improvements | 99.9<br>22.6 | F<br>C | 20.4<br>13.9 | C<br>B | 99.9<br>24.4      | F<br>C | 0<br>1.8        | 21.4<br>14.3 | C<br>B | 1.0<br>0.4      |
| Source: Kunzman Associates 2016                                      |              |        |              |        |                   |        |                 |              |        |                 |
| Notes: Delay is in seconds. LOS=level of service.                    |              |        |              |        |                   |        |                 |              |        |                 |

As shown in Table 4.7-6, for the Opening Year of 2018 without the Project, most study intersections are projected to operate within acceptable LOS during the peak hours, except Cedar Avenue at I-10 Freeway WB Ramps, which would operate at LOS F during the AM Peak Hour. However, with planned improvements this intersection would operate at an acceptable LOS C.

With the Project, the following intersections would operate at an unacceptable LOS during the AM Peak Hour:

- Cedar Avenue at I-10 Freeway WB Ramps
- Cedar Avenue at I-10 Freeway EB Ramps

However, with planned improvements, these intersections are projected to operate at LOS C.

Table 4.7-7 summarizes the traffic impacts results based on the projected traffic conditions, with consideration of the Project, and other planned projects within the area (Cumulative projects).

**Table 4.7-7: Opening Year (2018) Cumulative Traffic including Project Intersection Delay and Level of Service**

| Intersection                                   | Delay AM | LOS AM | Delay PM | LOS PM |
|--|----------|--------|----------|--------|
| Linden Ave / Jurupa Ave                        | 13.0     | B      | 9.7      | A      |
| Oak Street / Jurupa Ave                        | 11.7     | B      | 12.5     | B      |
| Cedar Avenue at:<br>Slover Avenue              | 39.5     | D      | 39.1     | D      |
| Santa Ana Avenue                               | 25.0     | C      | 24.3     | C      |
| Project access no. 1                           | 18.9     | C      | 19.2     | C      |
| Project access no. 2                           | 12.4     | B      | 12.1     | B      |
| Project access no. 3                           | 12.4     | B      | 12.1     | B      |
| Project access no. 4                           | 12.4     | B      | 12.1     | B      |
| Project access no. 5                           | 12.4     | B      | 12.1     | B      |
| Jurupa Avenue                                  | 21.4     | C      | 22.7     | C      |
| I-10 Freeway EB Ramps<br>-without improvements | 99.9     | F      | 30.0     | C      |
| -with improvements                             | 26.9     | C      | 20.9     | C      |
| I-10 Freeway WB Ramps<br>-without improvements | 99.9     | F      | 99.9     | F      |
| -with improvements                             | 25.0     | C      | 15.9     | B      |

As shown in Table 4.6-7, most intersections would operate an acceptable LOS during peak hours with the consideration of projected ambient conditions, project traffic, and cumulative projects. The following intersections would operate at an unacceptable LOS:

- Cedar Avenue at I-10 Freeway EB Ramps in the AM Peak Hour
- Cedar Avenue at I-10 Freeway WB Ramps in the AM and PM Peak Hours

However, with planned improvements, all of these intersections are projected to operate at an LOS C or better. Therefore, Project traffic impacts would be less than significant through the Opening Year, even with consideration of cumulative Projects.

According to the traffic study, the Project does not directly impact any study area intersections; however, the Project would contribute traffic to the overall system where improvements are needed. Therefore, the Project will contribute its fair share consistent with the Nexus fee program, and towards mitigation to improve intersections, as follows.

### ***Recommended Improvements***

On-site and off-site improvements that would eliminate all anticipated roadway operational deficiencies throughout the study area have been identified for Existing Plus Project and Opening Year (2018). On-site improvements include reconstruction of study area roadways to accommodate the project, signing and striping, landscaping, on-site circulation and parking.

Off-site improvements have been identified as follows:

- Cedar Avenue and I-10 Freeway Westbound Ramps
  - Construct a westbound left turn lane
  - Construct an additional westbound right turn lane
- Cedar Avenue and I-10 Freeway Eastbound Ramps
  - Construct an additional eastbound left turn lane

Although not warranted<sup>1</sup>, a traffic signal at Cedar Avenue and Project Access #1 is also included as part of the Project to support a median break across Cedar Avenue. This improvement will facilitate slow moving trucks to exit the site and travel north along Cedar Avenue towards the I-10 Freeway.

The project is required to contribute funding for area improvements based on the Nexus Fee Program since it falls within the Regional Transportation Development Mitigation Fee Plan Area for the Rialto Subarea. The Program includes improvements at the I-10 Freeway Ramp intersections on Cedar Avenue as part of the Nexus Study contribution. The Project is not

---

<sup>1</sup> A signal is not warranted based on California Department of Transportation Warrant 3 Peak Hour Traffic, and the California Manual of Uniform Traffic Control Devices.

responsible for mitigation costs in addition to that incorporated into the Nexus Study. The current Nexus Fee (Plan Fee) is \$1.82 per square foot for High Cube developments, for a total fee of \$1,232,109.<sup>2</sup> However, the developer is responsible for paying the appropriate Plan Fee at the time the mitigation measure is triggered.

## CONSTRUCTION

Construction is anticipated to occur over a duration of approximately 10 months, commencing in the first half of 2017 and the facility would be operational in 2018. Localized truck traffic could result as materials are hauled to specific work zones for the Project improvements. Overall, truck traffic generated during the construction phases would result in total volumes higher than existing conditions and a significant, but temporary, impacts to transportation and circulation may occur.

These temporary construction-related impacts would be avoided with implementation of a Construction Traffic Management Plan (TMP), to be established prior to construction of any improvements. The TMP would require prior notices, adequate sign-posting, detours, phased construction and temporary driveways where necessary to reduce construction-related impacts that may result from construction traffic.

The Construction Traffic Management Plan will be subject to review and approval by the following County departments: Public Works Department, Fire, Regional Planning, and Sheriff to ensure that the Plan has been designed in accordance with this mitigation measure. This review would occur prior to issuance of grading or building permits.

Prior to the commencement of construction, the project sponsor shall conduct coordination relative to signage and construction permitting. Construction work and schedules shall be coordinated with all affected agencies (e.g., Sheriff Department, Fire Department, Public Works Department, and Regional Planning), property owners, and property tenants. Approval of haul routes shall be obtained from County Public Works.

During construction, work shall be performed between the approved work hours and trucks shall only travel on a County-approved construction route. Truck queuing/staging shall not be allowed on public or private streets and limited queuing may occur on the construction site itself. Materials and equipment shall be minimally visible to the public.

---

<sup>2</sup> Based on the square footage of 676,983 for high cube land use.

**Mitigation Measures:** Implementation of the following mitigation measures would reduce construction traffic impacts to **less than significant** levels:

TR-1 Nexus Fee Program

The Regional Transportation Development Mitigation Plan Fee (Plan Fee) shall be paid by a cashier's check to the Department of Public Works Business Office. The Plan Fee shall be computed in accordance with the Plan Fee Schedule in effect as of the date that the building plans are submitted and the building permit is applied for.

TR-2 Construction Traffic Management Plan

Prior to construction a Construction Traffic Management Plan shall be prepared and indicate how traffic will be managed during all phases of construction. The Plan shall be submitted to the County Traffic Engineer for review and approval, and shall include the following items:

- Work shall be performed between the approved work hours;
- Trucks shall only travel on a County-approved construction route;
- Truck queuing/staging shall not be allowed on public or private streets;
- Limited queuing may occur on the construction site itself; and
- The Plan shall be monitored for effectiveness, and be modified in conjunction with the County Traffic Engineer if need to improve safety and/or efficiency.

**Level of Significance:** Less than significant with mitigation.

***CONGESTION MANAGEMENT PROGRAM (CMP)***

|                     |   |
|---------------------|---|
| <b>Impact 4.7-2</b> | <b>Implementation of the Project would not conflict with an applicable congestion management program (CMP), including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. Thus, impacts would be less than significant with mitigation incorporated.</b> |
|---------------------|---|

**OPERATION**

The results of the Traffic Impact Analysis and the Truck Circulation Analysis suggest that the Project is not forecast to exceed 50 or more trips on local intersections or 100 or more on State facilities and thus a CMP analysis is not necessary. Additionally, the Truck Circulation Analysis



found that local roads are built to adequately accommodate Project-related truck traffic. Therefore, Project operation would conflict with an applicable CMP and impacts would be **less than significant**.

## CONSTRUCTION

Construction of the proposed Project improvements is expected to result in short-term impacts to roadways within the Project area, and level of service degradation may occur on County roadways during the construction phases. Implementation of a Construction Traffic Management Plan (TMP), to be established prior to construction of any improvements, would minimize the Project's construction-related impacts. Traffic and circulation impacts would be **less than significant** with implementation of mitigation measure TR-2.

**Mitigation Measures:** Construction traffic impacts would be less than significant with mitigation incorporated, whereas operational traffic impacts would be less than significant.

**Level of Significance:** Less than significant impact with mitigation incorporated (construction), and less than significant impact (operations).

## AIR TRAFFIC

|                     |   |
|---------------------|---|
| <b>Impact 4.7-3</b> | <b>Implementation of the Project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. Thus, there would be no impact.</b> |
|---------------------|---|

## OPERATION AND CONSTRUCTION

The nearest public use airports are the Ontario International Airport located about 12 miles west of the Project site, and Riverside Municipal Airport located about eight miles west of the Project site. The San Bernardino International Airport is also located over eight miles northeast of the Project site. Construction of the infrastructure associated with the Project would not interfere with flight operations at these airports because construction would not result in significant sources of glare, direct illuminations, vapor, smoke, or dust which would affect airport operations. In addition, the Project site is well outside of Airport Influence Areas for all three airports, and Project implementation would not result in a change in air traffic patterns for any of these airports.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** No impact (during operation and construction).

---

**DESIGN HAZARDS**

---

|                     |  |
|---------------------|--|
| <b>Impact 4.7-4</b> | <b>Implementation of the Project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Thus, impacts would be less than significant.</b> |
|---------------------|--|

---

**OPERATION AND CONSTRUCTION**

The Project would not involve any unusual conditions, or hazardous design features, such as sharp curves or dangerous intersections, or incompatible uses.

Access to the Project would be through Jurupa Avenue and Cedar Avenue which are roadways that have been classified as Major Highway corridors. Based on the project-specific traffic analysis, 70% of the inbound and outbound truck trips associated with Project are forecast to use Cedar Avenue, and 30% of inbound and outbound truck trips would use Jurupa Avenue. Similarly to Cedar Avenue, Jurupa Avenue has been classified as a Major Highway, and according to County standards, it should be adequate to accommodate all types transportation vehicles, including trucks.

The Truck Circulation Analysis resulted in the following findings:

- The identified off-site right turns are currently built with 50-foot right turn radii. The identified onsite right turns are projected to be constructed with 50-foot right turn radii.
- There are no right turn radii issues within the study area.
- There are no identified U-turns that project trucks are projected to make based upon the truck trip distributions. There are no U-turn radius issues within the study area.
- Left turns on a typical roadway pose a greater turning radius than required for a truck to appropriately circulate. There are no left turn radii issues within the study area.
- The project site truck access points will be constructed to provide adequate access width on-site and off-site.
- The portion of the study area utilized by project trucks that currently provides a soft shoulder, located on the north side of Jurupa Avenue, will be improved by the project to its ultimate half-section width. This improvement will eliminate the existing soft shoulder.

Therefore, the Project would not substantially increase hazards and the Truck Circulation analysis found that roads can adequately accommodate inbound and outbound truck trips.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less than significant impact (during operation and construction).

---

**EMERGENCY ACCESS**

---

|                     |  |
|---------------------|--|
| <b>Impact 4.7-5</b> | <b>Implementation of the Project would not result in inadequate emergency access. Impacts would be less than significant with incorporation of mitigation.</b> |
|---------------------|--|

---

**OPERATION**

Operation of the proposed Project would not result in inadequate emergency access because the Project is conveniently located in close proximity to I-10 and three regional hospitals (Kaiser Permanente in Fontana, Arrowhead Regional Medical Center in Colton, and Loma Linda Medical Center in Fontana). Additionally, all Project design features would comply with design standards and regulations set forth by the County. During the course of the County's required review of the Project, the design was reviewed to ensure that adequate access to-and-from the site is provided for emergency vehicles. Operational impacts to emergency access would be less than significant.

**CONSTRUCTION**

Traffic circulation may be temporarily adversely affected during the Project's construction phases. Impacts would occur as a result of construction equipment and vehicles on roadways adjacent to construction areas. Impacts that are likely to occur would be a disruption of the normal flow of traffic as a result of the movement of construction vehicles and heavy equipment within the public right-of-way and temporary lane closures, and fire and police protection emergency vehicles may be temporarily impacted.

As part of mitigation measure TR-2, construction would include appropriate temporary signage and identification of any detour routes to ensure safe and efficient movement of vehicles, including emergency vehicles, during the Project's construction phases.

**Mitigation Measures:** Mitigation Measure TR-2.

**Level of Significance:** Less than significant impact (during operation); less than significant impact with mitigation (during construction).

---

***MULTI-MODAL TRANSPORTATION & SAFETY***

---

|                     |  |
|---------------------|--|
| <b>Impact 4.7-6</b> | <b>Implementation of the Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.</b> |
|---------------------|--|

---

**OPERATION**

There are no existing transit, bicycle, or pedestrian facilities associated with the Project site or the immediate vicinity. However, the Project will improve adjacent segments of Cedar and Jurupa Avenues, including the provision of shoulders, curbs, and sidewalks, thereby improving bicycle and pedestrian facilities. Additionally, SANBAG forecasts to implement a Class II bikeway (bike lane) on both Cedar and Jurupa Avenues (SANBAG Map Viewer, 2016). A Class II bike lane provides a striped lane for one-way bike travel on a street or highway (Caltrans, 2006). Any future road improvements and the addition of a Class II bike lane would not introduce a safety risk because:

- 1) bicycle users will be provided with a striped lane of travel designated for bike travel only; and
- 2) the roadway would be designed to provide adequate separation from all types of vehicles.

The Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Impacts would be less than significant.

None of the Project components would interfere with, or alter, the use of public transit, bicycle, or pedestrian facilities, nor would any element of the Project's design preclude the use of these facilities. The existing transit routes, projected bike lanes and pedestrians infrastructure identified earlier in this section would continue to function as they currently do, and a **less than significant impact** is anticipated.

**CONSTRUCTION**

Traffic circulation may be temporarily adversely affected during the proposed Project's construction phases. Impacts would occur as a result of construction equipment and vehicles on roadways adjacent to construction areas. Impacts that are likely to occur would be a disruption of the normal flow of traffic as a result of the movement of construction vehicles and

heavy equipment within existing new right-of-way and temporary lane closures. As such, alternative transportation facilities such as bus turnouts and bicycle lanes may be temporarily impacted.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less than significant impact (during operation and construction).

## CUMULATIVE IMPACTS

### EXISTING PLUS CUMULATIVE TRAFFIC CONDITIONS WITH AND WITHOUT THE PROJECT

To determine the Existing Plus Cumulative traffic conditions in the Project study area, forecast traffic associated with approved or pending projects anticipated to be constructed in the next 1-2 years were added to existing traffic volumes. As required per the County's *CMP TIA Guidelines*, all approved or pending projects located in a one-and-a-half-mile radius of the Project site must be included in the analysis.

County staff provided a list of five (5) cumulative projects within the required 1-1/2 mile radius that would generate traffic within the Project study area.

Cumulative project traffic data through the Project study area is based on information from traffic impact studies prepared for the cumulative projects where available. The list of cumulative projects and the trips generated by each project are provided in Table 4.7-8. As shown in Table 4.7-8, the cumulative projects are forecast to generate approximately 16,743 daily trips per day, which includes approximately 1,267 AM Peak Hour trips and approximately 1,320 PM Peak Hour trips.

**Table 4.7-8: Cumulative Project Trip Generation**

| Project Name or Number | Description                                   | Size                     | Trip Generation (Total PCEs) |              |       |
|------------------------|---|--------------------------|------------------------------|--------------|-------|
|                        |   |                          | Morning Peak                 | Evening Peak | Daily |
| 252041580000           | Church  | 13,492 sq. ft.           | 94                           | 104          | 1,127 |
| 252051060000           | Single-family residential<br>Community center | 190 du<br>12,795 sq. ft. | 169                          | 225          | 2,242 |
| 252151160000           | Warehouse                                     | 649, 850 sq. ft.         | 92                           | 100          | 1,433 |
| 25215670000            | Warehouse                                     | 610,120 sq. ft.          | 89                           | 96           | 1,343 |
| 252173280000           | Warehouse                                     | 19, 836 sq. ft.          | 5                            | 5            | 89    |

| Project Name or Number   | Description          | Size                         | Trip Generation (Total PCEs) |              |               |
|--|----------------------|------------------------------|------------------------------|--------------|---------------|
|  |                      |                              | Morning Peak                 | Evening Peak | Daily         |
| 252173670000   | Warehouse            | 108, 240 sq. ft.             | 105                          | 111          | 1,560         |
| 25604101000  | Warehouse            | 344,000 sq. ft.              | 46                           | 54           | 757           |
| P201200375   | Shopping center      | 8,320 sq. ft.                | 57                           | 23           | 369           |
| P201400139   | Gas station          | 12 fuel pumps                | 122                          | 162          | 1,954         |
| 259154130000   | Auto repair          | 3,750 sq. ft.                | 0                            | 20           | 200           |
| 260121070000   | Green waste facility | 4.2 acres                    | 32                           | 31           | 218           |
| Oakmont El Rivino II   | Warehouse            | 2,400,00 sq. ft. (estimated) | 456                          | 389          | 5,451         |
| <b>Total</b>   |                      |                              | <b>1,267</b>                 | <b>1,320</b> | <b>16,743</b> |
| <i>Notes: all projects are within the jurisdiction of San Bernardino County.</i> |                      |                              |                              |              |               |

A cumulative impact analysis was included with Impact 4.7-1 and evaluated the opening year (2018) cumulative traffic, inclusive of the projected traffic, proposed Project, and the other projects listed in Table 4.7-8. The resulting intersection delay and LOS is summarized in Table 4.7-7 and indicates that most intersections would operate an acceptable LOS during peak hours. The following intersections would operate at an unacceptable LOS:

- Cedar Avenue at I-10 Freeway EB Ramps in the AM Peak Hour
- Cedar Avenue at I-10 Freeway WB Ramps in the AM and PM Peak Hours

However, with planned improvements, all of these intersections are projected to operate at an LOS C or better. Therefore, Project traffic impacts would be less than significant through the Opening Year, even with consideration of cumulative Projects.

According to the traffic study, the Project does not directly impact any study area intersections; however, the Project would contribute traffic to the overall system where improvements are needed. Therefore, the Project will contribute its fair share consistent with the Nexus fee program, and towards mitigation to improve intersections, as follows.

**Mitigation Measures:** Mitigation Measure TR-1.

**Level of Significance:** Less than significant with incorporation of mitigation.

## **Section 5.0**

# **Other CEQA Required Topics**

**BLOOMINGTON INDUSTRIAL FACILITY**  
Draft  
**ENVIRONMENTAL IMPACT REPORT**





## **LONG-TERM IMPLICATIONS OF THE PROPOSED PROJECT**

### **CEQA REQUIREMENTS**

Section 15126.2 (b) of the CEQA Guidelines requires that an EIR discuss any significant impacts associated with the Project.

In Section 4.0, *Environmental Analysis*, of this Draft EIR, describes the potential environmental impacts of the proposed Project and recommends mitigation measures to reduce impacts to a less than significant level, where feasible. Chapter 1, *Executive Summary*, contains Table 1.0-3, which summarizes the impacts, mitigation measures, and levels of significance before and after mitigation.

### **SIGNIFICANT AND UNAVOIDABLE IMPACTS**

Section 15162(b) of the CEQA Guidelines requires an EIR to discuss the significant environmental effects of a proposed project that cannot be avoided if the proposed project is implemented, including those which can be mitigated, but not reduced to a less than significant level. These impacts are referred to as “significant and unavoidable impacts” of a project. More information on these impacts is found in Section 4 of this Draft EIR.

- The Project would conflict with or obstruct implementation of the applicable air quality plan.
- The Project would result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).
- The Project would conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.
- The Project would create cumulative land use inconsistencies.

## **SIGNIFICANT AND IRREVERSIBLE ENVIRONMENTAL CHANGES**

Section 15126.2(c) of the CEQA Guidelines requires an EIR to discuss the significant irreversible environmental changes that would result from implementation of a proposed project. Examples include: primary or secondary impacts of the project that would generally commit future generations to similar uses (e.g., highway improvements at the access point); uses of nonrenewable resources during the initial and continued phases of the project (because a large commitment of such resources make removal or nonuse thereafter unlikely); and/or, irreversible damage that could result from any potential environmental accidents associated with the Project. The Project would not result in an unusually high demand for nonrenewable resources.

### **LONG-TERM COMMITMENT OF LAND AND RESOURCES**

Implementation of the proposed Project would require the long-term commitment of land and resources, as follows:

- Construction of the proposed Project would require the use of water, timber, steel, sand, gravel, and other minerals and natural resources. Although these uses are not considered an unusual demand for these resources during construction, they nonetheless represent an incremental increase in demand for nonrenewable resources.
- Nonrenewable energy sources such as oil based fuels would be used during construction and subsequent operations of the Project; and
- Heavy machinery would be used during construction, resulting in proportionate air emissions and noise levels.

Once the average 50-to-100 year life span of the Project is reached, it is probable that the site would continue to support industrial uses. The large investment of capital resources that would be expended on the Project site, infrastructure, and amenities would likely continue beyond the average life span of the Project. Consequently, the Project would largely commit the Project site to similar uses in the future.

Construction and implementation of the proposed Project would commit energy, labor, and building materials. This commitment would be commensurate with that of other Projects of similar nature and magnitude. Energy, labor, and building materials would also be committed to the construction of buildings and infrastructure necessary to support the redevelopment of the existing site. Ongoing maintenance of the Project site would entail a long-term commitment of energy resources in the form of natural gas and electricity. This commitment of energy,

labor, and building materials would be a long-term obligation, because once the portions of Project site that have been developed, it is highly unlikely that the land could be returned to its original condition. A more in- depth discussion of energy impacts is continued below in Section 5.5, *Energy Conservation*.

## **ENERGY CONSUMPTION**

Public Resources Code Section 21100(b)(3) and CEQA Guidelines Section 15126.4 require EIRs to describe, where relevant, the wasteful, inefficient, and unnecessary consumption of energy caused by a project. In 1975, largely in response to the oil crisis of the 1970s, the California legislature adopted Assembly Bill (AB) 1575, which created the California Energy Commission (CEC). The statutory mission of the CEC is to forecast future energy needs, license thermal power plants of 50 megawatts or larger, develop energy technologies and renewable energy resources, plan for and direct state responses to energy emergencies, and—perhaps most importantly—promote energy efficiency through the adoption and enforcement of appliance and building energy efficiency standards. AB 1575 also amended Public Resources Code Section 21100(b)(3) to require EIRs to consider the wasteful, inefficient, and unnecessary consumption of energy caused by a project. Thereafter, the State Resources Agency created Appendix F of the CEQA Guidelines.

CEQA Guidelines Appendix F is an advisory document that assists EIR preparers in determining whether a project will result in the inefficient, wasteful, and unnecessary consumption of energy. For the reasons set forth below, this EIR concludes that the proposed Project would not result in this type of energy consumption and therefore would not create a significant impact on energy resources.

## **ENVIRONMENTAL SETTING**

Energy consumption is analyzed in this EIR due to the potential direct and indirect environmental impacts associated with the Project. Such impacts include the depletion of nonrenewable resources (e.g., oil, natural gas, coal, etc.) and emissions of pollutants during both the construction and long-term operational phases.

### ***Electricity/Natural Gas Services***

Southern California Edison (SCE) provides electrical services in San Bernardino County through State-regulated public utility contracts. Over the past 15 years, electricity generation in California has undergone a transition. Historically, California has relied heavily on oil- and gas-fired plants to generate electricity. Spurred by regulatory measures and tax incentives,

California's electrical system has become more reliant on renewable energy sources, including cogeneration, wind energy, solar energy, geothermal energy, biomass conversion, transformation plants, and small hydroelectric plants. Unlike petroleum production, generation of electricity is usually not tied to the location of the fuel source and can be delivered great distances via the electrical grid. The generating capacity of a unit of electricity is expressed in megawatts (MW). One MW provides enough energy to power 1,000 average California homes per day. Net generation refers to the gross amount of energy produced by a unit, minus the amount of energy the unit consumes. Generation is typically measured in megawatt-hours (MWh), kilowatt-hours (kWh), or gigawatt-hours (GWh).

The Southern California Gas Company provides natural gas services to the County. Natural gas is a hydrocarbon fuel found in reservoirs beneath the earth's surface and is composed primarily of methane (CH<sub>4</sub>). It is used for space and water heating, process heating and electricity generation, and as transportation fuel. Use of natural gas to generate electricity is expected to increase in coming years because it is a relatively clean alternative to other fossil fuels like oil and coal. In California and throughout the western United States, many new electrical generation plants that are fired by natural gas are being brought online. Thus, there is great interest in importing liquefied natural gas from other parts of the world. As of 2012, 43 percent of the electricity consumed in California was generated using natural gas (CEC 2013). While the supply of natural gas in the United States and production in the lower 48 states has increased greatly since 2008, California produces little, and imports 90 percent of its natural gas. Most imports are delivered via interstate pipelines from the Southwest, Rocky Mountains, and Canada (CEC 2013).

Electricity and natural gas service is available to locations where industrial land uses could be developed. The County's ongoing development review process includes a review and comment opportunity for privately owned utility companies, including SCE and the Southern California Gas Company, to allow informed input from each utility company on all development proposals. The input facilitates a detailed review of all projects by service purveyors to assess the potential demands for utility services on a project-by-project basis.

The ability of utility providers to provide services concurrently with each project is evaluated during the development review process. Utility companies are bound by contract to update energy systems to meet any additional demand.

### ***Energy Usage***

Energy usage is typically quantified using the British Thermal Unit (Btu). Total energy usage in California was 7,684 trillion Btu's in 2013 (the most recent year for which this specific data is

available), which equates to an average of 201 million BTUs per capita. Of California's total energy usage, the breakdown by sector is 38 percent transportation, 24 percent industrial, 19 percent commercial, and 19 percent residential. Electricity and natural gas in California are generally consumed by stationary users such as residences and commercial and industrial facilities, whereas petroleum consumption is generally accounted for by transportation-related energy use.<sup>1</sup> In 2014, taxable gasoline sales (including aviation gasoline) in California accounted for 14,921,441,859 gallons of gasoline.<sup>2</sup>

The electricity consumption attributable to nonresidential land uses in San Bernardino County from 2007 to 2014 is shown in Table 5.5-1, Nonresidential Electricity Consumption in San Bernardino County 2007-2014. As indicated, the demand has remained relatively constant, with no substantial increase, even as the population has increased.

**Table 5.5-1: Nonresidential Electricity Consumption in San Bernardino County 2007–2014**

| Year | Nonresidential Electricity Consumption<br>(in millions of kilowatt hours) |
|------|---|
| 2007 | 10,012  |
| 2008 | 9,887   |
| 2009 | 8,968   |
| 2010 | 8,873   |
| 2011 | 8,998   |
| 2012 | 9,602   |
| 2013 | 9,674   |
| 2014 | 9,968   |

Source: Electricity and Natural Gas Consumption by County, ECDMS (California Energy Consumption Data Management System), 2015. Website: <http://www.ecdms.energy.ca.gov/>, accessed July 13, 2016.

The natural gas consumption attributable to nonresidential land uses in San Bernardino County from 2007 to 2014 is shown in Table 5.5-2, Nonresidential Natural Gas Consumption in San Bernardino County 2007-2014. Similar to electricity consumption, the demand has remained relatively constant, with no substantial increase, even with an increase in population.

<sup>1</sup> California State Profile and Energy Estimates, EIA (US Energy Information Administration), updated April 16, 2015. Website: <http://www.eia.gov/state/data.cfm?sid=CA#ConsumptionExpenditures>, Accessed July 13, 2016.

<sup>2</sup> Net Taxable Gasoline Sales, BOE (California Board of Equalization), 2016. Website: [http://www.boe.ca.gov/sptaxprog/reports/mvf\\_10\\_year\\_report.pdf](http://www.boe.ca.gov/sptaxprog/reports/mvf_10_year_report.pdf), Accessed July 13, 2016.

**Table 5.5-2: Nonresidential Natural Gas Consumption in San Bernardino County 2007–2014**

| Year  | Nonresidential Natural Gas Consumption<br>(in millions of therms) |
|---|---|
| 2007  | 269   |
| 2008  | 237   |
| 2009  | 207   |
| 2010  | 232   |
| 2011  | 245   |
| 2012  | 237   |
| 2013  | 240   |
| 2014  | 237   |
| Source: Electricity and Natural Gas Consumption by County, California Energy Consumption Data Management System, 2015. Website: <a href="http://www.ecdms.energy.ca.gov/">http://www.ecdms.energy.ca.gov/</a> , accessed July 13, 2016. |   |

Automotive fuel consumption in San Bernardino County from 2007 to 2015 is shown in Table 5.5-3, Automotive Fuel Consumption in San Bernardino County 2007-2016 (projections for the year 2016 are also shown). As shown, automotive fuel consumption has declined in the County since 2007.

**Table 5.5-3: Automotive Fuel Consumption in San Bernardino County 2007–2016**

| Year                                       | On-Road Automotive Fuel Consumption | Off-Road Automotive Fuel Consumption<br>(Construction Equipment) |
|--|-------------------------------------|--|
| 2007                                       | 1,138,057,225                       | 71,528,355   |
| 2008                                       | 1,078,114,735                       | 63,277,362   |
| 2009                                       | 1,056,487,390                       | 56,731,221   |
| 2010                                       | 1,053,937,500                       | 57,935,736   |
| 2011                                       | 1,029,260, 215                      | 57,252,960   |
| 2012                                       | 1,009,366,620                       | 57,828,987   |
| 2013                                       | 984,917,095                         | 59,370,975   |
| 2014                                       | 990,916,600                         | 61,384,329   |
| 2015                                       | 991,677,625                         | 64,853,280   |
| 2016 (projected)                           | 992,497,780                         | 67,548,627   |
| California Air Resources Board, EMFAC2014. |                                     |  |

## REGULATORY SETTING

The following is a description of State and local environmental laws and policies that are relevant to the California Environmental Quality Act (CEQA) review process.

### STATE OF CALIFORNIA FRAMEWORK

#### *CALIFORNIA'S ENERGY EFFICIENCY STANDARDS FOR RESIDENTIAL AND NONRESIDENTIAL BUILDINGS (TITLE 24).*

Title 24, California's energy efficiency standards for residential and non-residential buildings, was established by the California Energy Commission (CEC) in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption, and provide energy efficiency standards for residential and non-residential buildings. In 2013, the CEC updated Title 24 standards with more stringent requirements. The 2013 standards are expected to substantially reduce the growth in electricity and natural gas use. Additional savings result from the application of the standards on building alterations. For example, requirements for cool roofs, lighting, and air distribution ducts are expected to save additional electricity. These savings are cumulative, doubling as years go by. The 2016 standards have been approved and will go into effect on January 1, 2017. California's energy efficiency standards are updated on an approximate three year cycle.

#### *CALIFORNIA GREEN BUILDING STANDARDS*

The California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, is a statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development. The CALGreen standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt which encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code was adopted in 2013 and went into effect July 1, 2014.

#### *RECENT CEQA LITIGATION*

In *California Clean Energy Committee v. City of Woodland* (2014) 225 Cal.App.4th 173 ("CCEC"), the Court observed that CEQA Guidelines Appendix F lists environmental impacts and mitigation measures that an EIR may include. Potential impacts requiring EIR discussion include:

1. The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance, and/or removal. If appropriate, the energy intensiveness of materials may be discussed.
2. The effects of the project on local and regional energy supplies and on requirements for additional capacity.
3. The effects of the project on peak and base period demands for electricity and other forms of energy.
4. The degree to which the project complies with existing energy standards.
5. The effects of the project on energy resources.
6. The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

## STANDARDS OF SIGNIFICANCE

### SIGNIFICANCE CRITERIA

In accordance with State CEQA Guidelines, the effects of a project are evaluated to determine whether they would result in a significant adverse impact on the environment. An EIR is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts that are identified. The criteria used to determine the significance of impacts may vary depending on the nature of the project. According to Appendix F of the State CEQA Guidelines, the proposed Project would have a significant impact related to energy, if it would:

- Develop land uses and patterns that cause wasteful, inefficient, and unnecessary consumption of energy or construct new or retrofitted buildings that would have excessive energy requirements for daily operation.

Based on these standards, the effects of the proposed Project have been categorized as either a "less than significant impact" or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

The impact analysis focuses on the three sources of energy that are relevant to the proposed Project: electricity, natural gas, and transportation fuel for vehicle trips associated with new development as well as the fuel necessary for Project construction.



The analysis of electricity/natural gas usage is based on California Emissions Estimator Model (CalEEMod) greenhouse gas emissions modeling, which quantifies energy use for occupancy. The results of the CalEEMod modeling are included in Appendix B of this EIR. Modeling was based primarily on the default settings in the computer program for San Bernardino County. The amount of operational fuel use was estimated using the California Air Resources Board's EMFAC2014 computer program, which provides projections for typical daily fuel usage in San Bernardino County. The amount of construction-related fuel use was estimated using ratios provided in the Climate Registry (2015) General Reporting Protocol for the Voluntary Reporting Program, Version 2.1. The results of EMFAC2014 modeling and construction fuel estimates are included in Appendix B of this EIR.

## PROJECT IMPACTS AND MITIGATION

### ENERGY WASTE

**Impact 5.5-1: Project implementation would not use fuel or energy in a wasteful manner.**

Energy consumption associated with the proposed Project is summarized in Table 5.5-4, Proposed Project Energy Consumption.

**Table 5.5-4: Proposed Project Energy Consumption**

| Energy Type   | Annual Energy Consumption | Percentage Increase Countywide |
|---|---------------------------|--------------------------------|
| Electricity Consumption <sup>1</sup>  | 2,044,490 kilowatt-hours  | 0.20%                          |
| Natural Gas Consumption <sup>1</sup>  | 14,491 therms             | 0.01%                          |
| Automotive Fuel Consumption <sup>2</sup>  |                           |                                |
| • <i>Project Construction</i>   | <i>116,355 gallons</i>    | 0.18%                          |
| • <i>Project Operations</i>   | <i>128,225 gallons</i>    | 0.01%                          |
| Sources:  |                           |                                |
| 1. California Emissions Estimator Model (CalEEMod v. 2013.2.2)  |                           |                                |
| 2. California Air Resources Board EMFAC2014.  |                           |                                |
| Notes: The Project increases in electricity and natural gas consumption are compared with all of the nonresidential buildings in San Bernardino County in 2014. The Project increases in automotive fuel consumption are compared with the countywide fuel consumption in 2015. |                           |                                |

As shown in Table 5.5-4, the increase in electricity usage as a result of the Project would constitute an approximate 0.20 percent increase in the typical annual electricity consumption

and an approximate 0.01 percent increase in the typical annual natural gas consumption attributable to all nonresidential buildings in San Bernardino County. The increase in on-road automotive fuel would increase use in the County by 0.01 percent, while the increase in off-road automotive fuel would increase use in the County by 0.12 percent.

### ***Construction Energy***

During construction, the Project would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during site clearing, grading, and construction. Fuel energy consumed during construction would be temporary in nature and would not represent a significant demand on energy resources. Some incidental energy conservation would occur during construction through implementation of the mitigation measures listed in Section 5.2, Air Quality, include a requirement that equipment not in use for more than 5 minutes be turned off (refer to Mitigation Measure AQ-1). Project construction equipment would also be required to comply with the latest EPA and CARB engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. Additionally, construction building materials could include recycled materials and products originating from nearby sources in order to reduce costs of transportation. Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive, and that there is a significant cost-savings potential in green building practices and materials.

Substantial reductions in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than non-recycled materials. The incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. It is reasonable to assume that production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest in minimizing the cost of doing business.

As indicated in Table 5.5-4 the Project's fuel from construction would be 84,828 gallons, which would increase fuel use in the County by 0.12 percent. As such, Project construction would have a nominal effect on the local and regional energy supplies. It should be noted that construction fuel use is temporary and would cease upon completion of construction. There are no unusual Project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or State. Therefore, it is expected that construction fuel consumption associated with the proposed Project would not be any more inefficient, wasteful, or unnecessary than other similar development Projects of this nature. A **less than significant** impact would occur in this regard.

### ***Operational Energy***

#### ***Transportation Energy Demand***

Pursuant to the Federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration (NTSA) is responsible for establishing additional vehicle standards and for revising existing standards. Compliance with Federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. Table 5.5-4 provides an estimate of the daily fuel consumed by vehicles traveling to and from the Project site. As indicated in Table 5.5-4, operation of the proposed Project is estimated to consume approximately 128,225 gallons of fuel per year, which would increase Countywide automotive fuel consumption by 0.01 percent. The Project would not result in any unusual characteristics that would result in excessive long-term operational fuel consumption. As indicated by the Project Applicant, the Project also includes design features that would reduce transportation energy consumption. For example, the Project would provide car/vanpool parking and bike lockers, and provide electric vehicle charging stations. These design features would reduce fuel consumption. Fuel consumption associated with vehicle trips generated by the Project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

#### ***Building Energy Demand***

The proposed Project would consume energy for interior and exterior lighting, heating/ventilation and air conditioning (HVAC), refrigeration, electronics systems, appliances, and security systems, among other things. The Bloomington Industrial Warehouse Project would be required to comply with Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water

and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of the Title 24 standards significantly reduces energy usage. Furthermore, the electricity provider in San Bernardino County, SCE, is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 50 percent of total procurement by 2030. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat. The increase in reliance of such energy resources further ensures projects will not result in the waste of the finite energy resources.

SCE currently provides electrical services to the Project site, while natural gas is provided by the Southern California Gas Company. These utility companies would continue to provide these services and are required by the California Public Utilities Commission to update existing systems to meet any additional demand.

As depicted in Table 5.5-4, the Project-related building energy would represent a 0.20 percent increase in electricity consumption and a 0.01 percent increase in natural gas consumption over the current Countywide usage. As indicated by the Project Applicant, the Project would also incorporate design features that would improve building energy efficiency. For example, the Project would enhance window efficiency, apply interior space efficiencies, provide a solar ready roof, include water efficient landscaping, install water efficient fixtures, and recycle construction and operational waste. The Project would adhere to all Federal, State, and local requirements for energy efficiency, including the Title 24 standards, as well as the Project's design features. The proposed Project would not result in the inefficient, wasteful, or unnecessary consumption of building energy. Additionally, the proposed Project would not result in a substantial increase in demand or transmission service, resulting in the need for new or expanded sources of energy supply or new or expanded energy delivery systems or infrastructure.

## CONCLUSION

As shown in Table 5.5-4, the increase in electricity, natural gas, and automotive fuel consumption over existing conditions is minimal (less than 1 percent). For the reasons described above, the proposed Project would not place a substantial demand on regional energy supply or require significant additional capacity, or significantly increase peak and base period electricity demand, or cause wasteful, inefficient, and unnecessary consumption of energy during Project construction, operation, and/or maintenance, or preempt future energy development or future energy conservation.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less than significant impact.

#### **CUMULATIVE IMPACTS**

---

|                      |   |
|----------------------|---|
| <b>Impact 5.5-2:</b> | <b>The proposed Project, combined with other related cumulative projects, would not develop land uses and patterns that cause wasteful, inefficient, and unnecessary consumption of energy or construct new or retrofitted buildings that would have excessive energy requirements for daily operation.</b> |
|----------------------|---|

---

Each cumulative project would require separate discretionary approval and CEQA assessment, which would address potential energy consumption impacts and identify necessary mitigation measures, where appropriate. All projects would be required to adhere to Federal, State, and local requirements for energy efficiency, including the Title 24 standards. In addition, Project's would be evaluated against the County's GHG screening thresholds for compliance with the County's GHG reduction plan.

As noted above, the proposed Project would not result in significant energy consumption impacts. The proposed Project would not be considered inefficient, wasteful, or unnecessary with regard to energy. Thus, the proposed Project and identified cumulative projects are not anticipated to result in a significant cumulative impact.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less than significant impact.

---

*This page was intentionally left blank.*

## **Section 6.0**

# **Effects Found Not to be Significant**

**BLOOMINGTON INDUSTRIAL FACILITY**  
Draft  
**ENVIRONMENTAL IMPACT REPORT**





In the course of this evaluation, certain impacts of the proposed Project were found to be less than significant due to the inability of a Project of this scope to create significant impacts, or the absence of Project characteristics producing effects of this nature,. The following section provides a brief description of effects found to be no impact, less than significant, or less than significant with mitigation, based on the analysis conducted through the Draft EIR preparation process. Several issues indicated as no impact or less than significant impact are nonetheless addressed in the main body of the Draft EIR as a matter of clarification or convenience for the reader; for instance where related subjects are addressed.

**AESTHETICS**

- a) *Have a substantial adverse effect on a scenic vista?* **Determination: Less than Significant Impact.**

Cedar Avenue has been designated as a County Scenic Route from Bloomington Avenue to the Riverside County line, as described in the Bloomington Community Plan (San Bernardino County 2007a). A portion of this road segment is adjacent to the Project site. The basis for this designation is not identified in the Community Plan, however, based on criteria in the County's General Plan (San Bernardino County 2007b), the designation is most likely related to views of the Rubidoux/Jurupa Hills south of the Project site:

- Offers a distant vista that provides relief from less attractive views of nearby features, such as view of mountain backdrops from urban areas (Open Space Policy 5.1).

The warehouse would be approximately 60 feet in height, and taller than the surrounding buildings. Within Community Industrial (IC) zones the maximum building height is 75 feet (County of San Bernardino, Land Use Element Table LU-1 2007). With the implementation of the proposed zone change from Bloomington/Residential 1 Acre Minimum lot size-additional agricultural overlay (BL/RS-1AA) and Bloomington/Institutional (BL/IN) to Bloomington/Industrial (BL/IC), the Project would be consistent with the allowed building height. Along Cedar Avenue, the future warehouse building would be set back over 100 feet from the existing right-of-way. As the Project would also include the dedication of 22 feet of additional right-of-way for Cedar Avenue, the Project would still provide over 75 feet of setback along this corridor. As a result, the Project would not block views of the hill/mountain backdrops viewed from Cedar Avenue, and the Project would not have a substantial adverse effect on a scenic vista. Impacts would be less than significant.

- b) *Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?* **Determination: No Impact.**

Potential scenic resources associated with the Project site include mature trees and historic age structures (see Cultural Resources, Section 4.2). There are no rock outcroppings associated with the site. The California Scenic Highway Program was created by the Legislature in 1963 to preserve and protect scenic highway corridors from changes and development that would diminish the aesthetic value of lands adjacent to highways. No facilities within the Community Plan area are eligible for designation as a scenic route under the California Scenic Highway Program (San Bernardino County 2007a). Therefore, the Project does not have the potential to substantially damage scenic resources, such as trees, rock outcroppings, and historic buildings associated with a state scenic highway. There would be no impacts related to a state scenic highway.

- c) *Substantially degrade the existing visual character or quality of the site and its surroundings?* **Determination: Less than Significant Impact.**

The Project site is generally level with portions developed and other areas previously graded/disturbed. The southern half of the Project site is predominantly characterized by previously graded, but undeveloped land interspersed with three disparate structures: a small recreation center, and two residences, and power lines. Views of the undeveloped areas are expansive, owing to the lack of topography, vegetation or other visual features. Developed properties are generally fenced with chain link fencing, and feature ornamental trees. The recreation center is characterized by residential architecture, block and iron fencing, paved parking areas, and minimal landscaping along the Jurupa Avenue frontage.

The northern half of the Project site is a mix of low density residential and commercial/light industrial uses (e.g., scrap metal, truck/automobile yard, junk yard) on large parcels and is more fully developed compared to the southern half of the Project site.

Southern California Edison operates a substation southwest near the intersection of Jurupa Avenue and Linden Avenue, which is a dominant visual feature adjacent to the Project site. The existing SBCFD easement is composed of a graded and gated access road bifurcating the Project site in a north-south direction. Adjacent roads are paved and striped but do not feature curbs, sidewalks or medians, contributing to a rural aesthetic.

Surrounding land uses include a vacant lot, church, and residences to the north; medium density residences to the south; a parking lot, vacant land, and residences to the east; and

commercial/light industrial uses and residences to the west. South of the Project site, the Rubidoux hills can be appreciated.

The Project would replace the undeveloped and disparate land uses with a single-unified development centered on a warehouse facility. The dominant visual features would include the building and associated features such as parking, landscaping, and detention basins. In addition, the Project would provide right-of-way improvements and develop half width street improvements along the Project's frontage of Cedar Avenue and Jurupa Avenue, including curbs, sidewalks, and medians in some locations. The Project would also be surrounded by a combination of walls, fences and landscape features. The resulting aesthetic would be more organized, unified, and urban, compared to the existing conditions. While the Project will markedly change the visual quality of the Project site, it would not degrade the existing visual character or quality of the site or surroundings. Impacts would be less than significant.

*d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? **Determination: Less than Significant Impact.***

The existing Project site lighting sources are emitted from single family residential and small scale commercial uses. One of the primary concerns of the Bloomington Community is the lack of adequate street lights (Bloomington Community Plan, Circulation and Infrastructure 2007). There are no light sensitive uses immediately adjacent to the Project site, however, there are residences across the street from the Project to the east, west, and south. The Project would involve lighting throughout the site that would be implemented in accordance with County design standards. San Bernardino County Ordinance No. 3900 regulates glare, outdoor lighting, and night sky protection. The Ordinance provides that Commercial or industrial lighting shall be fully shielded in such a manner as to preclude light pollution or light trespass on any of the following: an abutting residential land use district; a residential lot; or public right-of-way. The Project would provide shielded lighting sufficient for security and safety, without nuisance to the adjacent properties. Any lighting from the site would not interfere with on-coming traffic on adjacent roadways such as Linden Avenue, Cedar Avenue, and Jurupa Avenue. A professionally prepared outdoor lighting plan (Basten and Associates Inc. 2016) was prepared for the proposed Project and was submitted to the County for review. The lighting plan will be subject to the County Planning Division's approval to confirm compliance with County standards. Lighting direction and intensity would be developed to minimize impacts to roadways, adjacent neighbors, and minimize light pollution. Impacts would be less than significant.

## AGRICULTURAL AND FORESTRY RESOURCES

- 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?*

**Determination: No Impact.**

Approximately 70% of the Project site is designated as Other Land, and 30% is designated as Urban and Built-up Land, based on the California Department of Conservation (DOC) farmland classifications (DOC 2016). Other Land is usually unsuitable for agriculture, or may support some agricultural use, but is surrounded by development, while Urban and Built-up Land is generally developed. Therefore, the Project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. No impacts would occur.

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

**Determination: Less than Significant Impact.**

Most of the Project site is designated for Bloomington/Residential-1 Acre minimum lot size-additional agricultural overlay (BL/RS-1AA) which allows for agricultural use. A small portion of the site is designated for Bloomington/Institutional (BL/IN). Current agricultural use is limited to approximately 7 acres of fenced grazing area used for llamas and goats. No Williamson Act contracts exist on any of the parcels that comprise the Project site. The Project would include a change in land use designation to Bloomington/Industrial (BL/IC) which would remove the Additional Agricultural Overlay. Impacts would be less than significant because the existing zoning assumes the property to be developed with residences, and makes no requirement that any land is set aside for agricultural purposes. The Additional Agriculture Overlay is intended to create, preserve, and improve areas for small-scale and medium-scale agricultural uses utilizing productive agricultural lands for raising, some processing, and selling plant crops, animals, or their primary products. It is an overlay where agricultural uses exist compatibly with a variety of rural residential lifestyles. The development standards within this overlay are designed to allow properties to keep higher densities of animals on the property than would typically be allowed in a residential neighborhood. The Overlay is not intended to protect vital agricultural uses like those properties within the County's Agricultural Preserve Overlay. Impacts would be less than significant.

- 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))?* **Determination: No Impact.**

The Project does not contain forest land or timberland. Additionally, the Project site is not zoned as forest land. The Project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)). No impacts would occur.

- d) *Result in the loss of forest land or conversion of forest land to non-forest use?* **Determination: No Impact.**

The Project would not result in the loss of forest land or conversion of forest land to non-forest use. The Project site is partially developed, it is not, and has not historically been, utilized as forest land. No impact would occur.

- 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?* **Determination: Less than Significant Impact**

The Project site is partially developed with farming activities, which primarily include animal raising activities. The removal of this land is not considered significant because the land is not utilized for the cultivation of crops. Lands utilized for animal raising are not of regional or statewide significance because the qualities of the soil are not required to meet any specific requirements. The Project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as the Project does not have the soil quality and moisture supply needed to produce economically sustained high yields of crops. A less than significant impact would occur.

## BIOLOGICAL RESOURCES

A biological investigation including a literature review and site visit was conducted for the Project site and the results are summarized in a Technical Report (Dudek 2016a). The vegetative communities identified on the site are classified as followed: non-native grassland 6.5 acres, agricultural 7.0 acres, and developed/disturbed 21.3 acres. No special-status plant species were observed within the Project site. Due to high disturbance and lack of suitable habitat throughout the entire Project vicinity, there is no potential for special-status plant species to occur on site.

No special-status wildlife species were observed on site. However, there is some potential for burrowing owl, a California Species of Special Concern, to occur on-site due to the high amount of open space within and surrounding the Project site, as well as historical occurrences within one mile. The open fields have the potential to contain suitable burrows for burrowing owls and the ground surface is suitable nesting habitat for killdeer, a common bird. The site also contains forage habitat for raptors, and nesting and forage habitat for Cooper's hawk. The trees within the site and surrounding residential areas could potentially be used by migratory and non-migratory birds for breeding. In addition, numerous bird species could use nesting boxes found on the Project site.

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

No special-status plant species were observed within the Project site. Due to high disturbance and lack of suitable habitat throughout the entire Project vicinity, there is no potential for special-status plant species to occur on site. Therefore, there are no anticipated occurrences of direct or indirect impacts to special-status plants as a result of the Project and no mitigation measures are required in this regard (Dudek 2016a).

Project development would include the conversion of potential forage and nesting habitat for burrowing owl, killdeer, raptors, and Cooper's hawk, including non-native grassland (6.5 acres), agriculture (7 acres), and trees. Neither the non-native grassland, nor trees are considered sensitive habitat. Short-term impacts as a result of noise and dust are limited. Due to the limited habitat on site, and the ability of foraging birds to freely move to other available habitat impacts to foraging special status birds would be less than significant.

Project construction could result in direct impacts to nesting individuals including the loss of nests, eggs, and fledglings if tree removal, vegetation clearing, and ground-disturbing activities occur during the nesting season. This impact is potentially significant because substantial direct impacts to individuals of designated special-status species, if present, could occur during a critical period of these species' life cycles and may result in reduced reproductive success. Potential impacts could occur to Cooper's hawk and burrowing owl. Implementation of the following mitigation measure would reduce impacts to special status species to less than significant:

MM-BIO-1 Pre-Construction Clearance Surveys. Burrowing owl and nesting bird pre-construction clearance surveys shall be conducted prior to project implementation. The first survey shall be conducted 14-30 days prior to the commencement of ground disturbing activities and the second survey shall be conducted 24-hours prior to ground disturbing activities. If no active avian nests and no burrowing owls are found during the clearance surveys, no additional mitigation will be required. All suitable habitat within 500 feet of the project site shall be thoroughly surveyed for the presence of nesting avian species. The biologist conducting the clearance survey shall document a negative survey with a report indicating that no impacts to burrowing owl or active avian nests will occur from project implementation.

If an active avian nest is discovered during the pre-construction clearance survey, construction activities might have to be rerouted, a no-work buffer might have to be established around the nest, or construction may be delayed until the nest is inactive. It is recommended that a biological monitor be present to delineate the boundaries of the buffer area if an active nest is observed and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the qualified biologist has determined that young birds have successfully fledged or the nest has otherwise become inactive, a monitoring report shall be prepared and submitted to the County for review and approval prior to initiating construction activities within the buffer area. The monitoring report shall summarize the results of the nest monitoring, describe construction restrictions currently in place, and confirm that construction activities can proceed within the buffer area without jeopardizing the survival of the young birds. Construction within the designated buffer area shall not proceed until authorization is received from CDFW.

If burrowing owl are found occupying the project site at the time of the pre-construction survey, a burrowing owl relocation plan will need to be prepared, approved by CDFW, and implemented prior to ground disturbing activities.

*b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? **Determination: No Impact.***

According to the biological investigation conducted for the Project site, there are no riparian areas or sensitive vegetation communities within or adjacent to the Project site. Therefore, the Project would not result in direct or indirect impacts to riparian areas or sensitive natural communities (Dudek 2016a). No impact would occur.

- c) *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? **Determination: No Impact.***

According to the biological investigation conducted for the Project site, there are no wetlands or jurisdictional waters present on the Project site. Therefore, the Project would not result in direct or indirect impacts to jurisdictional waters. Due to the lack of waters under the jurisdiction of U.S. Army Corps of Engineers and CDFW, no additional coordination or application for permits with these agencies is required (Dudek 2016a). No impacts would occur.

- 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? **Determination: Less than Significant Impact with Mitigation Incorporated.***

According to the biological investigation conducted for the Project site, there are no wildlife corridors within the Project site. Therefore, the Project would not have impacts to wildlife corridors. Project implementation would not interfere substantially with the movement of any native resident or migratory bird species, but the Project site has the potential to support nesting resident and migratory birds. As discussed in a) above, impacts to nesting birds will be mitigated to a less than significant with implementation of mitigation measures BIO-1 and BIO-2.

- e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? **Determination: No Impact.***

According to the biological investigation conducted for the Project site, there are no species or habitat regulated by the County's Native Plant Protection Act within the Project site. There are no other local policies or ordinances with respect to biological resources that apply to the Project site (Dudek 2016a). Therefore, the Project is not in conflict with local policies or ordinances. No impact would occur.

- 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? **Determination: No Impact.***

The Project site is not within a designated habitat conservation plan area; therefore, the Project is not in conflict with any habitat conservation plan. No impact would occur.



## GEOLOGY AND SOILS

a) *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*

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

A review of State and County hazard maps indicates that no portion of Project site would be located within an Alquist-Priolo Earthquake Fault Zone (DOC 2016, San Bernardino County 2010). Therefore, the Project would not result in substantial adverse effects to people or structures, including the risk of loss, injury, or death as the site is not related to an earthquake fault. Impacts would be less than significant.

- ii. *Strong seismic ground shaking? **Determination: Less than Significant Impact.***

A review of State and County hazard maps indicates that the Project would not be located in an area associated with strong seismic ground shaking (DOC 2016, San Bernardino County 2010). Nonetheless, southern California is known to be earthquake prone, and the Project is likely to be subjected to some degree of earthquake-related shaking. The warehouse building would be designed and built consistent with the current California Building Codes which account for seismic ground shaking. Therefore, the Project site would not cause substantial adverse effects to people or structures, including the risk of loss, injury, or death due to strong seismic ground shaking. Impacts would be less than significant.

- iii. *Seismic-related ground failure, including liquefaction? **Determination: Less than Significant Impact.***

A review of State and County hazard maps indicates that the Project would not be located in an area subject to liquefaction or ground-failure (DOC 2016, San Bernardino County 2010). In addition, the Project design and construction would conform to California Building Codes which consider California's seismic conditions. Therefore, the Project would not expose people or structures to seismic-related ground failure and liquefaction hazards, including the risk of loss, injury, or death. Impacts would be less than significant.

- iv. *Landslides? **Determination: Less than Significant Impact.***

The Project site and vicinity is generally level and there are no proximate hills or slopes close enough to subject the Project site to a landslide. A review of State and County hazard maps indicates that the Project would not be located in an area subject to landslides (DOC 2016, San

Bernardino County 2010). Therefore, the Project would not expose people or structures to the risk of loss, injury, or death from landslides. Impacts would be less than significant.

*b) Result in substantial soil erosion or the loss of topsoil? **Determination: Less than Significant Impact.***

Construction activities would include grading and other earthmoving activities that have the potential to result in substantial soil erosion or the loss of topsoil, if not managed properly. The site is generally level, thereby minimizing the amount of grading and earthwork needed to prepare the site for development. The Project-specific Water Quality Management Plan indicates that all slopes would be vegetated and maintained to prevent erosion and transport of sediments. Additionally, infiltration basins may be for providing control of channel forming (erosion) and high frequency (generally less than the 2-year) flood events. Lastly, a Storm Water Pollution Prevention Plan would be prepared and implemented to control erosion during Project construction. Therefore, impacts would be less than significant.

*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? **Determination: Less than Significant Impact.***

The Project site is generally level and, as previously discussed in a) above, is not with located within a seismic hazard zone subject to landslide, or liquefaction. The soils at the Project site are Tujunga loamy sand, and Tujunga gravelly loamy sand, which are generally stable and not prone to being unstable, expansive, or result in lateral spreading or collapse. In addition, the building would be designed and constructed consistent with the California Building Code and consideration of site specific soil conditions. Therefore, the Project e would not substantially alter the soil to become unstable to have the potential to result in onsite or offsite landslides, lateral spreading, subsidence, liquefaction, or collapse. Impacts would be less than significant.

*d) Be located on expansive soil, as defined in Table 181-B of the California Building Code (2001)<sup>1</sup> creating substantial risks to life or property? **Determination: Less than Significant Impact.***

The soils at the Project site are Tujunga loamy sand, and partially on Tujunga gravelly loamy sand, which are not considered expansive soils. Therefore, the Project would not result in any impacts related to expansive soils. Impacts would be less than significant.

---

1 The California Building Code was used here instead of the Uniform Building Code 91994, because the California Building Code is more recent and incorporates the Uniform Building Code, as well as California specific requirements.

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?* **Determination: Less than Significant Impact.**

Most of the Bloomington Community has been developed with septic tanks and leach field systems (San Bernardino County 2007a). The soils at the Project site support the use of septic systems associated with the existing development. Based on the previous and continuing conditions the Project's planned use of septic would be supported. Impacts would be less than significant.

## HYDROLOGY AND WATER QUALITY

a) *Violate any water quality standards or waste discharge requirement?* **Determination: Less than Significant Impact.**

While roughly half of the Project site is in active commercial use, such as junk yard, truck repair, etc., most of the area is unpaved and pervious. Impervious features are predominantly buildings, and compose approximately 1.5 acres or 4% of Project site. The Phase I Environmental Site Assessment prepared for the Project site identified poor housekeeping associated with one of the properties involved in truck repair (HMC 2014).

Project-related impacts to water quality could occur under the following periods of activity:

- During demolition of existing features, when risk of pollutant exposure is present;
- During the earthwork and construction phase, when the potential for erosion, siltation, and sedimentation would be the greatest;
- Following construction, before the establishment of ground cover, when the erosion potential may remain relatively high; and
- After Project completion, when impacts related to sedimentation would decrease markedly, but those associated with Project operation, primarily urban runoff, would potentially increase.

## National Pollutant Discharge Elimination System

Under Section 402 of the Clean Water Act, the U.S. Environmental Protection Agency (EPA) has established regulations under the National Pollution Discharge Elimination System (NPDES) program to control direct storm water discharges from construction activities disturbing one acre or more of land. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, which include

construction activities. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality. The County is within the jurisdiction of the Santa Ana RWQCB (SARWQCB).

### ***Short-term Construction***

Projects that would disturb one or more acres of soil are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit). Since the Project would disturb one or more acres, coverage under the Construction General Permit and preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) would be required. The SWPPP would include a site map(s), which shows the construction site perimeter, existing and proposed buildings, lots, roadways, storm water collection and discharge points, general topography both before and after construction, and drainage patterns across the Project site. The SWPPP would identify the Best Management Practices (BMPs) that would be used to protect storm water runoff and the locations of those BMPs. The SWPPP would also identify a visual monitoring program; a chemical monitoring program for “non-visible” pollutants to be implemented if there is a failure of BMPs. Thus, the Project’s demolition and construction activities would be subject to compliance with NPDES requirements designed to prevent erosion and transport of pollutants during Project construction. Compliance with the NPDES requirements would result in less than significant construction-related Project impacts.

### ***Long-Term Operations***

The Municipal Storm Water Permitting Program regulates storm water discharges from municipal separate storm sewer (drain) systems (MS4s), including the County of San Bernardino. Storm water and non-storm water enter and are conveyed through the MS4s and are discharged to surface water bodies in the region. These discharges are regulated under waste discharge requirements contained in orders issued by the SARWQCB. Consistent with regional and Project requirements, a Project-specific Water Quality Management Plan (WQMP) has been prepared, and identifies structural and non-structural BMPs to be implemented in conjunction with the Project (Thienes Engineering 2015). According to the WQMP, the Project will collect and divert storm water from impervious surfaces to infiltration basins which will both filter and meter the storm water discharge. A small portion of storm water from the Project driveway would drain directly to Cedar Avenue. In addition, the WQMP identifies the Low Impact Design measures to be incorporated into the Project design. Implementation of these measures would reduce development impacts on water quality, protect downstream hydraulic conditions, and reduce Project-related storm water pollutants.

Project compliance with regulatory requirements would result in less than significant impacts to water quality.

- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level, which would not support existing land uses or planned uses for which permits have been granted)?* **Determination: Less than Significant Impact.**

Water for the Project would be provided by the West Valley Water District. Although the District has indicated that there is ample potable water available to serve the Project, given the Project size, it is subject to the preparation of a Water Supply Assessment (WSA) to confirm the available water (West Valley Water District 2014). A WSA was prepared by West Valley Water District and adopted by its Board of Directors on June 2, 2016 (West Valley Water District 2016). According to the District, the WSA projected water demands for the Project using the required information from the 2010 Regional Urban Water Management Plan (RUWMP) and concluded that the projected water demand was accounted for in the 2010 RUWMP, which demonstrated that sufficient water supplies are available. Therefore, with compliance with State WSA requirements, impacts to groundwater supply as a result of Project consumption would be less than significant.

According to the WQMP, the Project would collect storm water from impervious areas and direct it to infiltration basins to both filter and recharge storm water (Thienes Engineering 2015). Therefore, the Project would not interfere with groundwater recharge. Impacts would be less than significant.

- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?* **Determination: Less than Significant Impact.**

The Project would convert predominantly impervious area to paved areas, rooftop, drainage areas, and landscaping, resulting in approximately 90% impervious areas. As discussed in a) above, the Project would collect storm water from impervious areas and direct it to infiltration basins to recharge storm water, while a small portion of storm water from the Project driveway would drain directly to Cedar Avenue. The storm water will be detained in an infiltration basin and emulate the predevelopment conditions with respect to the rate of runoff retained or released from the project site. No erosion or siltation on or offsite are expected. The Project would not alter the drainage pattern of a stream or river. Impacts would be less than significant.

- d) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite? **Determination: Less than Significant Impact.***

As discussed in c) above, any potential alteration to the existing drainage pattern will be avoided through post-development drainage which will emulate pre-development conditions. Impacts would be less than significant.

- e) *Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? **Determination: Less than Significant Impact.***

As discussed in c) above, the Project runoff would emulate pre-development conditions in terms of rate/concentration of runoff. In addition, as discussed in a) storm water would be filtered prior to discharge. Therefore, the Project would not increase the volume or quality of water compared to the existing conditions. The Project would not alter or exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.

In addition, the Project would relocate an existing SBFCF flood control easement associated with a railroad drainage master plan, to accept/convey drainage from rail use to the north. While there are no existing flood control facilities on the Project site, the easement is intended to facilitate the development of future flood control improvements by setting aside an alignment for this future facility. To accommodate the Project, this alignment would be abandoned in favor of one which would direct future flows east along the northern Project boundary and south along Cedar Avenue. The Project would dedicate the easement to SBFCF to facilitate future SBFCF drainage improvements. Impacts would be less than significant.

- f) *Otherwise substantially degrade water quality? **Determination: Less than Significant Impact.***

As discussed in a) above, Project compliance with regulatory requirements would protect water quality from Project construction and operations. Given that a SWPPP will be implemented to control erosion and other pollutants during construction, and operation-related storm water runoff water will be treated on-site, the Project would not substantially degrade water quality.

Similar to most of the Bloomington area, development on the Project site uses septic systems to handle wastewater. The Project would similarly use a septic system. Because the site is currently underdeveloped, the Project would likely increase the amount of wastewater compared to existing conditions. The on-site septic system would be designed, constructed, and

maintained to protect water quality, consistent with County, and State Water Resources Control Board, standards, and requirements. Impacts would be less than significant.

- g) *Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

**Determination: No Impact.**

The Project would not involve the development or placement of any housing. Therefore, no housing would be developed and or placed within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. No impact would occur.

- h) *Place within a 100-year flood hazard area structures which would impede or redirect flood flows?* **Determination: No Impact.**

The Project is located in Federal Emergency Management Agency (FEMA) Zone X, an area of minimal flood hazard (FEMA 2016). Based on FEMA's flood hazard rating, the Project would not be placed within a 100-year flood hazard area, and thus would not place structures in an area that would impede or redirect flood flows.

- i) *Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?* **Determination: No Impact.**

As indicated in h) above, the Project is not within an area subject to flooding. In addition, there are no levees within the Project's vicinity, and the site is not within a dam inundation area. Therefore, the Project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam. No impact would occur.

- j) *Inundation by seiche, tsunami, or mudflow?* **Determination: No Impact.**

The Project is located within inland valley San Bernardino County. The site would not be subject to inundation by seiche, tsunami, or mudflow because of its inland location and distance from a large body of water and coastal and mountainous areas. No impact would occur

## MINERAL RESOURCES

- a) *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?* **Determination: No Impact.**

The Project site is not located within a Mineral Resources (MR) overlay zone (San Bernardino County 2007b), and is not a known source of any mineral resources. Therefore, no impact would occur.

- 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?* **Determination: No Impact.**

The Project site is not identified as a locally important mineral resource recovery site on any applicable land use plans. Therefore, development of the Project would not result in the loss of any locally important mineral resource site. No impact would occur.

## NOISE

- b) *Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?* **Determination: Less than Significant Impact.**

The heavier pieces of equipment that may be used during construction and have the potential to create ground-borne noise or vibration include: dozers, graders, cranes, loaded trucks, water trucks, and pavers. Continuous vibrations with a peak particle velocity (PPV) of approximately 0.10 inches/second or more are considered to cause annoyance (Dudek 2015d). However, ground borne vibration is typically attenuated over short distances (typically on the order of 25 feet). The closest sensitive receptors (residence or school) would be approximately 60 feet or more from the nearest construction area on the Project site. At this distance and with the anticipated construction equipment, the PPV is estimated to be 0.024 inches/second or lower, which would be well below 0.10 inches/second at the adjacent sensitive receptors. Therefore, construction activities are not anticipated to result in continuous vibration levels that typically annoy people, and the vibration impact would be considered less than significant. Operational vibration would also be less than significant; no major equipment capable of transmitting vibrations beyond the property boundaries is envisioned. In addition, the rubber-tired heavy and medium trucks and automobiles associated with Project operations would not create vibration levels higher than already experienced along the adjacent arterial roadways (Dudek 2015c). Impacts would be less than significant.

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?* **Determination: No Impact.**



The Project is not within an airport land use plan, and the closest public use airport is Rialto Municipal Airport over 5 miles north of the Project site. Therefore, the Project would not expose people to excessive noise levels related to aviation. No impact would occur.

## POPULATION AND HOUSING

*a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?* **Determination: Less than Significant Impact.**

Population growth in the Unincorporated Community of Bloomington has continuously been on the rise since the 1990's (San Bernardino County 2007). The Project would not induce population growth through the introduction of housing because no housing is associated with the development. In some cases, direct population growth can be created through the introduction of new businesses; however, direct population growth associated with the Project is not forecasted because the community has a need for employment and the Project's workforce would likely be local residents. Additionally, the Project would not involve any infrastructure improvements that would induce growth. Therefore, the Project would not substantially induce population growth. Impacts would be less than significant.

*b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?* **Determination: Less than Significant Impact.**

The Project would involve the demolition of approximately 14 existing residences at the site. All property owners are voluntarily selling their property, and they would be compensated for their properties. No evictions are anticipated. It is expected that residents would have the ability and capital to relocate within or outside the area based on existing housing stock. As a result, the construction of replacement housing would not be necessary. Impacts would be less than significant.

*c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?* **Determination: Less than Significant Impact.**

As discussed in b) above, the existing residences that would be demolished are being voluntarily sold, and it is expected that residents would be able to find replacement housing within the existing housing stock of inland valley San Bernardino County. Therefore, the Project would not displace a substantial amount of people that would require replacement housing. Impacts would be less than significant.

## 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?:* **Determination: Less than Significant Impact.**

### Fire Protection

San Bernardino County Fire Department provides fire protection services to the Bloomington Community. The nearest County Fire station site is located at 10174 Magnolia Street in Bloomington, approximately 1.2 miles to the north. Development of the Project would increase property tax revenues to provide a source of funding that is sufficient to offset any increases in the anticipated demands for public services generated by this Project. Therefore, impacts would be less than significant.

### Police Protection

San Bernardino County Sheriff's Department provides police protection services to the Community of Bloomington. The nearest San Bernardino County Sheriff's station is the Fontana Station at the corner of Alder Avenue and Arrow Route in the City of Fontana, approximately 3.5 miles northwest. The station was remodeled and expanded in 2003. The station is staffed by one secretary, five clerks, one motor pool assistant, one Sheriff's Service Specialist, 27 deputy positions, five detectives, seven sergeants, one lieutenant, and one captain. Sheriff's deputies enjoy a close working relationship with the surrounding agencies of Fontana Police, Rialto Police, Rancho Cucamonga Police, and Riverside Sheriff. The Department is also supported by several volunteer groups, including Citizen's on Patrol, Search and Rescue, Explorers, and Line Reserves. Development of the Project would increase property tax revenues to provide a source of funding that is sufficient to offset any increases in the anticipated demands for public services generated by this Project. Therefore, impacts would be less than significant.

### Schools

School services for students in the area are provided by Colton Joint Unified School District. However, due to the nature of the Project (commercial development), no students would be directly generated by the Project.

Assembly Bill 2926 passed in 1986 allows school districts to collect impact fees from developers of new residential and commercial/industrial building space. Senate Bill 50 and Proposition 1A,

both of which passed in 1998, provided a comprehensive school facilities financing and reform program. The provisions of SB 50 prohibit local agencies from denying either legislative or adjudicative land use approvals on the basis that school facilities are inadequate, and reinstates the school facility cap for legislative actions. According to Government Code Section 65996, the payment of development fees authorized by SB 50 are deemed to be full and complete school facilities mitigation.

The Project would be required to pay mandated development fees for commercial/industrial buildings. Impacts would be less than significant.

### **Parks or Other Public Facilities**

Due to the nature of the Project, no new residents would be generated that would be likely to impact or create a need for additional local parks or other public facilities. However, it is possible that new employees may occasionally use public parks or facilities between shifts. Such use is likely to be negligible compared to existing conditions, or additional housing. Therefore, impacts would be less than significant.

### **RECREATION**

*a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? **Determination: Less than Significant Impact.***

The Project is commercial in nature, and would not introduce new residents to the area. While some of the employees associated with the Project may use local recreation facilities, such use would be minor and insufficient to contribute to substantial physical deterioration of recreation facilities. A small (2,200 sq ft), but active recreation center is currently located on 0.3 acres of the Project site, and is owned and operated by the Bloomington Parks and Recreation District. The recreation center offers community classes, such as art, language, music, culture, and fitness classes Monday through Saturday. The recreation center would be acquired and demolished in order to accommodate the Project. The County is voluntarily selling this property and would relocate the classes to other existing facilities nearby. For instance, according to the County, there are two recreation centers on Valley Boulevard within the Community of Bloomington where these classes may be accommodated. Omnitrans Route 29 travels along Cedar Avenue and Valley Boulevard every hour from Monday through Saturday, and provides a reliable source of transportation for residents to and from the Project vicinity and the recreation centers. Based on these considerations, impacts associated with the existing recreation center would not be expected to result in the substantial deterioration of existing facilities. Impacts would be less than significant.

- 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?*

**Determination: No Impact.**

The Project does not include recreational facilities, or require the expansion of recreational facilities which might have an adverse physical effect on the environment, because the type of Project being proposed would not result in an increased demand for recreational facilities. No impact would occur.

## UTILITIES AND SERVICE SYSTEMS

- a) *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? **Determination: Less than Significant Impact.***

Similar to most of the Bloomington area, development on the Project site uses septic systems to handle wastewater. The Project would similarly use a septic system. Because the site is currently underdeveloped, the Project would likely increase the amount of wastewater compared to existing condition. The on-site septic system would be designed, constructed, and maintained to be consistent with County and State Water Resources Control Board standards and requirements. Impacts would be less than significant.

- b) *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? **Determination: Less than Significant Impact.***

The Project would include the construction of an on-site septic system to manage Project wastewater. No other wastewater facilities would be required. Also see a) above.

Because the site is currently underdeveloped, the Project would likely increase the amount of water use compared to existing condition. Based on a rate of 231,250 gallons per thousand square feet per year, the estimated annual water use would be 156.6 million gallons per year. Water for the Project would be provided by the West Valley Water District. A Water Supply Assessment (WSA) was prepared by West Valley Water District and adopted by its Board of Directors on June 2, 2016 (West Valley Water District 2016). According to the District, the WSA projected water demands for the Project using the required information from the 2010 Regional Urban Water Management Plan (RUWMP) and concluded that the projected water demand was accounted for in the 2010 RUWMP, which demonstrated that sufficient water supplies are available. Development of new or expanded water facilities are not anticipated. Therefore, impacts would be less than significant.

- c) *Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

**Determination: Less than Significant Impact.**

As discussed in *Hydrology and Water Quality* herein, storm water facilities, including infiltration basins, would be installed on-site to filter and discharge storm water to emulate existing hydrologic conditions in terms of flow rate and volume. The impacts of project construction, including the storm water facilities are evaluated, as appropriate, throughout this EIR (e.g. air quality, noise, hydrology), and no significant environmental impacts would result from construction impacts. Therefore, the Project would not result in the need for off-site drainage improvements. Impacts would be less than significant.

- d) *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?* **Determination: Less than Significant Impact.**

As indicated in b) above, water for the Project would be provided by the West Valley Water District, and water supply has been evaluated in a Water Supply Assessment. Therefore, with compliance with State WSA requirements, impacts to water supply as a result of Project consumption would be less than significant. No additional water supply entitlements are anticipated to support the Project. Impacts would be less than significant.

- e) *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?* **Determination: Less than Significant Impact.**

Similar to most of the Bloomington area, development on the Project site uses septic systems to handle wastewater. The Project would similarly use a septic system. Because the site is currently underdeveloped, the Project would likely increase the amount of wastewater compared to the existing condition. The on-site septic system would be designed, constructed, and maintained to be consistent with County and State Water Resources Control Board standards and requirements, and to provide sufficient capacity to serve the Project. Impacts would be less than significant.

- f) *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?* **Determination: Less than Significant Impact.**

The Project site would continue to be served by the solid waste facilities and landfills that currently serve San Bernardino County in the area. Nearby landfills include:

- Mid-Valley Landfill in Rialto. This landfill is closest to the Project site, has a permitted capacity of 101,300,000 cubic yards, with an estimated remaining capacity of 67,520,000 cubic yards, or 67%. The estimated closure date is in 2033.
- San Timoteo Landfill in Redlands. This landfill has a permitted capacity of 20,400,000 cubic yards, a remaining capacity of 13,605,488 cubic yards, or 67%. The estimated closure date is in 2043. (California Department of Recycling and Recovery 2016.)

Demolition, site clearing, and construction, would generate construction debris. Because the site is currently underdeveloped, the Project would increase the amount of solid waste used compared to the existing conditions. Based on a generation rate of 0.006 pounds per square feet per day, it is estimated that the Project would generate approximately 4,062 pounds per day, and 1,482,593 pounds per year, or 741 tons of solid waste per year.

The County would continue to comply with the existing regulatory framework for reducing solid waste disposal volumes. The landfill serving the Project site would have the necessary capacity to accommodate the Project's waste disposal needs for the foreseeable future. Impacts would be less than significant.

*g) Comply with federal, state, and local statutes and regulations related to solid waste?*

***Determination: Less than Significant Impact.***

All collection, transportation, and disposal of any solid waste generated by the Project would be required to comply with all applicable federal, state, and local statutes and regulations. Prior to entering into a landfill facility, solid waste collection service providers would be required to comply with federal, state, and local statutes and regulations related to solid waste.

## **Section 7.0**

# **Growth Inducing Impacts**

**BLOOMINGTON INDUSTRIAL FACILITY**  
Draft  
**ENVIRONMENTAL IMPACT REPORT**





## **GROWTH INDUCING IMPACTS**

Section 15126.2(d) of the *CEQA Guidelines* requires that an EIR discuss a project's potential to foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. The *CEQA Guidelines* also indicate that it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment. This Chapter of the EIR analyzes such potential growth-inducing impacts, based on criteria suggested in the *CEQA Guidelines*.

In general terms, a project may foster spatial, economic, or population growth in a geographic area if it meets any one of the following criteria:

- 1) Remove an impediment to growth (e.g., establish an essential public service or provide new access to an area);
- 2) Foster economic expansion or growth (e.g., change revenue base, expand employment, etc.);
- 3) Foster population growth (e.g., construct additional housing), either directly or indirectly;
- 4) Establish a precedent-setting action (e.g., an innovation, a change in zoning, or a general plan amendment approval); or
- 5) Develop or encroach on an isolated or adjacent area of open space (distinct from an "infill" type of Project).

Should a project meet any one of the above-listed criteria, it may be considered growth inducing. The potential growth-inducing impacts of the proposed Project are evaluated against these five criteria in this Chapter.

Section 15126.2(d) of the *CEQA Guidelines* requires that an EIR "discuss the ways" a Project could be growth inducing and to "discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively." However, the *CEQA Guidelines* do not require that an EIR predict (or speculate), specifically where such growth would occur, in what form it would occur, or when it would occur. The answers to such questions require speculation, which CEQA discourages (see *CEQA Guidelines* § 15145).

## REMOVAL OF A BARRIER TO GROWTH

Several types of projects can induce population growth by removing obstacles that prevent growth. An example of this type of project would be the expansion of a wastewater treatment plant, which would accommodate additional sewer connections within a service area, and therefore would allow future construction and growth.

The Project Applicant proposes to construct a single 676,983 ft<sup>2</sup> distribution building within an approximately 34.54-acre property, with associated facilities and improvements such as a guard booth, parking, bicycle racks, landscaping and detention basins. All existing structures on the Project site would be demolished prior to Project construction.

Two detention basins would be located near the Project's southern boundary along Cedar Avenue and Jurupa Avenue. Landscaping would be provided and would represent approximately 15 percent of the site coverage. There would be a total of 272 automobile parking stalls constructed for employee parking with access from Cedar Avenue and Jurupa Avenue. All parking and site paving would be concrete and asphalt, and would represent approximately 38 percent of the site coverage. Truck access would be from Cedar Avenue, and the dockyard would include 138 trailer storage stalls, four (4) grade level ramps, and 110 dock high doors.

The existing SBCFCD parcels are linear parcels that bifurcate the middle of the Project site. These parcels are intended to support future flood control improvements associated with a railroad drainage master plan, to accept/convey drainage from the rail use to the north. This alignment would be abandoned in favor of one which would direct future flows east along the northern Project boundary and south along Cedar Avenue. The Project would dedicate the easement to SBCFCD to facilitate future drainage improvements.

Construction is anticipated to occur over a duration of approximately 10 months, commencing in the first half of 2017 and the facility would be operational in 2018.

The proposed infrastructure enhancements and upgrades, including roadways, water system, sewer system and storm drain system, would be designed to accommodate the proposed Project. These infrastructure capacity increases would remove impediments that currently inhibit growth associated specifically with the proposed Project site, resulting in the potential environmental impacts as discussed throughout this Draft EIR. However, proposed infrastructure improvements have been sized to serve the proposed Project and do not contain adequate excess capacity to support substantial, unplanned growth. Therefore, growth-inducing impacts are precluded because the infrastructure is sized to serve only the proposed Project.

## **ECONOMIC GROWTH**

Most of the southern portion of the Project site is vacant and has a levelled surface, with the exception of three existing structures. Two of the existing structures are adjacent to Jurupa Avenue; one is a recreation center, and the other is a residence. The third structure is a residence that is adjacent to Cedar Avenue. The northern portion of the Project site is a mix of low density residential and commercial/light industrial uses (e.g., scrap metal, truck/automobile yard). Therefore, little economic activity occurs onsite.

Construction activities required to implement the Project including demolition of existing facilities, developing the industrial uses, extension of utilities to the site and traffic improvements on surrounding streets would result in a temporary increase in construction jobs in the region. As construction jobs are temporary they are not anticipated to generate population growth in the area.

The Project would also create long-term employment associated with operation of the Project, and contribute to economic growth consistent with the processing and/or movement of goods. This growth is likely to be incremental and consistent with the development of warehouses in the region-at large. The economic growth associated with the Project is not sufficient in and of itself to be a growth inducer. Therefore, impacts would be less than significant.

## **POPULATION GROWTH**

CEQA requires the consideration of the potential direct and indirect growth inducing impacts of a proposed project. Implementation of the proposed Project would not induce the construction of new homes, and thereby result in direct residential growth.

Population growth in the Unincorporated Community of Bloomington has continuously been on the rise since the 90's (San Bernardino County 2007). In some cases, direct population growth can be created through the introduction of a new businesses; however, direct population growth associated with the proposed Project is not forecast to occur because the community has a need for employment and most of the jobs created are forecast to be occupied by local residents. Additionally, the Project would not involve any infrastructure improvements that would induce growth. Therefore, the Project would not substantially induce population growth.

## **ESTABLISHMENT OF A PRECEDENT SETTING ACTION**

The proposed Project includes a General Plan Amendment to change the existing land use designation from Bloomington/Residential 1-acre minimum lot size-additional agricultural

overly (BL/RS-1AA) and Bloomington/Institutional (BL/IN) to Bloomington/Industrial (BL/IC) on approximately 34.54 acres. Additionally, the Project includes the approval of Tentative Parcel Map 19635 to combine the existing 17 parcels into one lot on 34.54 acres; and a Conditional Use Permit (CUP) to construct a 676,983-square-foot (ft<sup>2</sup>) industrial warehouse building and associated facilities and improvements. None of these actions are considered precedent setting actions (defined as any act, decision, or case that serves as a guide or justification for subsequent situations), as they are commonly undertaken on a regular basis by many jurisdictions. Therefore, less than significant impacts would occur.

## **ENCROACH ON OPEN SPACE**

The Project site is approximately 34.5 acres in size. Most of the southern portion of the Project site is vacant and has a levelled surface, with the exception of three existing structures. Two of the existing structures are adjacent to Jurupa Avenue; one is a recreation center, and the other is a residence. The third structure is a residence that is adjacent to Cedar Avenue. The northern portion of the Project site is a mix of low density residential and commercial/light industrial uses (e.g., scrap metal, truck/automobile yard).

Surrounding land uses include a vacant lot, church, and residences to the north; medium density residences to the south; a parking lot, vacant land, and residences to the east; and commercial/light industrial uses and residences to the west. Walter Zimmerman Elementary School is located at 11050 Linden Avenue, to the immediate northwest of the Project site, and Kessler Park is located on the corner of Jurupa Avenue and Linden Avenue, to the immediate southwest of the Project site. Therefore, development of the site would not encroach on open space, as little undeveloped land is located within the Project site or the immediate vicinity of the site.

## **CONCLUSION**

Development of the project would result in some short- and long-term employment and contribute incrementally to economic growth in the area. The Project does not include the construction of new houses. As outlined above, the Project will not result in any of the following: remove an impediment to growth, foster substantial economic expansion or growth, establish a precedent-setting action, or develop or encroach on an isolated or adjacent area of open space. Therefore, the proposed Project would have a less than significant growth-related impacts.

## **Section 8.0 Alternatives**

**BLOOMINGTON INDUSTRIAL FACILITY  
Draft  
ENVIRONMENTAL IMPACT REPORT**



**ALTERNATIVES TO THE PROPOSED PROJECT****INTRODUCTION**

Section 15126.6(a) of the CEQA Guidelines requires that an EIR describe a range of reasonable alternatives to the Project, or a range of reasonable alternatives to the location of the Project, that could feasibly attain the basic objectives of the Project. An EIR does not need to consider every conceivable alternative project, but it does have to consider a range of potentially feasible alternatives that will facilitate informed decision making and public participation.

According to Section 15126.6(a) of the CEQA Guidelines, the discussion of alternatives must include several different issues. The discussion of alternatives must focus on alternatives to the Project, or to the Project location, which will avoid or substantially reduce any significant effects of the Project, even if the alternatives would be more costly or hinder to some degree the attainment of the Project objectives. The “No Project” alternative must also be evaluated. The “No Project” analysis must discuss the existing conditions and what would reasonably be expected to occur in the foreseeable future if the Project was not approved. The range of alternatives required is governed by a “rule of reason.” Therefore, the EIR must only evaluate those alternatives necessary to permit a reasoned choice. The alternatives must be limited to only ones that would avoid or substantially lessen any of the significant effects of the Project.

Additionally, an EIR should not consider an alternative whose effects cannot be reasonably ascertained and whose implementation is remote and speculative. The CEQA Guidelines also require an EIR to state why an alternative is being rejected. If the County ultimately rejects any, or all alternatives, the rationale for rejection will be presented in the findings that are required before the County certifies the EIR and takes action on the Project. According to Section 15126.6(f)(1) of the CEQA Guidelines, among the factors that may be taken into account when addressing feasibility of alternatives are environmental impacts, site suitability, economic viability, availability of infrastructure, general plan consistency, regulatory limitations, jurisdictional boundaries, and whether the applicant could reasonably acquire, control, or otherwise have access to the alternate site.

The Project alternatives are evaluated to determine the extent to which they attain the basic Project objectives of the County, while significantly reducing or avoiding any significant effects of the Project. The Project objectives are outlined in Section 3.5, *Project Objectives*, in Chapter 3.0, *Project Description*, of this EIR.

The objectives of the Project include the following:

- Implement County of San Bernardino's desire to create a revenue-generating use that capitalizes on nearby transportation corridors and truck routes, stimulates employment, and responds to current market opportunities.
- Provide a new land use that is in support of the County of San Bernardino's upcoming General Plan review to promote the Bloomington area.
- Assemble a number of small, older residential properties with minimal redevelopment potential located adjacent to the existing truck route to and near existing freeway access in an effort to isolate and reduce traffic congestion, air emissions, and impacts on non-industrial uses to the greatest extent feasible.
- Provide infrastructure and landscaping improvements to three (3) streets in the immediate vicinity and street signalization to enhance aesthetics as well as improve safety and traffic flow.
- Reduce existing blight and the opportunity for criminal activity and provide for a range of potential light industrial, manufacturing and warehouse uses.
- Facilitate goods movement for the benefit of local and regional economic growth.
- Provide new development that will generate a positive fiscal balance for the County and Bloomington area moving forward.
- Provide additional temporary and permanent employment opportunities while improving the local balance of housing and jobs.

## **ALTERNATIVES TO THE PROPOSED PROJECT**

As noted previously, the CEQA Guidelines (Section 15126.6(e)(2)) require that the alternatives discussion include an analysis of the "No Project" Alternative. Pursuant to CEQA, the "No Project" Alternative refers to the analysis of existing conditions (i.e., implementation of current plans) and what would reasonably be expected to occur in the foreseeable future if the Project was not approved. Potential environmental impacts associated with three alternatives are compared below to assess impacts from the Project. These alternatives include: 1) "No Project" Alternative; 2) Reduced Intensity Alternative, and 3) Commercial Use Alternative.

Each of the alternatives is further described and evaluated below. Also, refer to Table 8.0-1, *Comparison of Alternatives*, for an impact matrix that compares the Alternatives to the proposed Project.



**Table 8.0-1: Comparison of Alternatives and Environmental Considerations**

| Topic  | Alternative 1:<br>“No Project”<br>Alternative | Alternative 2:<br>Reduced Intensity<br>Alternative | Alternative 3:<br>Commercial Use<br>Alternative |
|--|---|--|---|
| Air Quality  | <   | <  | <   |
| Cultural Resources   | <   | =  | =   |
| Greenhouse Gas Emissions   | <   | <  | <   |
| Hazards and Hazardous Materials  | <   | =  | <   |
| Land Use   | <   | =  | <   |
| Noise  | <   | <  | <   |
| Population and Housing   | >   | <  | <   |
| Public Services  | >   | <  | <   |
| Transportation and Circulation   | <   | <  | <   |
| Achieves Project Objectives  | NO  | YES  | NO  |
| Notes:<br>= Impact is equivalent to impact of proposed Project (neither environmentally superior nor inferior).<br>< Impact is less than impact of proposed Project (environmentally superior).<br>> Impact is greater than impact of proposed Project (environmentally inferior). |   |  |   |

Table 8.0-2, *Project Objectives Consistency Analysis*, identifies objectives consistency for each of the proposed alternatives. Further discussion of objectives related to each Alternative is provided following the impact analysis comparison below.

**Table 8.0-2: Project Objectives Consistency Analysis**

| Project Objective  | Alternative 1:<br>"No Project"<br>Alternative | Alternative 2:<br>Reduced<br>Intensity<br>Alternative | Alternative 3:<br>Commercial<br>Use<br>Alternative |
|--|---|---|--|
|  | Consistent:                                   | Consistent:   | Consistent:  |
| Implement County of San Bernardino's desire to create a revenue-generating use that capitalizes on nearby transportation corridors and truck routes, stimulates employment, and responds to current market opportunities.  | No  | YES   | YES  |
| Provide a new land use that is in support of the County of San Bernardino's upcoming General Plan review to promote the Bloomington area.  | No  | YES   | YES  |
| Assemble a number of small, older residential properties with minimal redevelopment potential located adjacent to the existing truck route to and near existing freeway access in an effort to isolate and reduce traffic congestion, air emissions, and impacts on non-industrial uses to the greatest extent feasible. | No  | YES   | YES  |
| Provide infrastructure and landscaping improvements to three (3) streets in the immediate vicinity and street signalization to enhance aesthetics as well as improve safety and traffic flow.  | No  | YES   | YES  |
| Reduce existing blight and the opportunity for criminal activity and provide for a range of potential light industrial, manufacturing, and warehouse uses.   | No  | YES   | No   |
| Facilitate goods movement for the benefit of local and regional economic growth.   | No  | YES   | No   |
| Provide new development that will generate a positive fiscal balance for the County and Bloomington area moving forward.   | YES   | YES   | YES  |
| Provide additional temporary and permanent employment opportunities while improving the local balance of housing and jobs.   | No  | YES   | YES  |

## **ALTERNATIVE 1: “NO PROJECT” ALTERNATIVE**

### **DESCRIPTION OF ALTERNATIVE**

The “No Project” Alternative (Alternative 1) assumes that the proposed Project improvements would not be implemented, and no industrial development would occur on the site. The existing land use designation for the Project site is Bloomington/Residential 1 Acre Minimum lot size-additional agricultural overlay (BL/RS-1AA) and Bloomington/Institutional (BL/IN).

Therefore, the No Project Alternative assumes that in the future, the site could be developed under the existing land use designation/zoning, which is Residential 1 Acre Minimum lot size.

The Project site is approximately 34.5 acres in size. If the Project site were built out in accordance with its existing underlying land use designations, a maximum of 30 residential dwelling units could be constructed on the property (the remaining 4.5 acres is anticipated to contribute to associated streets, and infrastructure, and include some of the existing buildings). Additionally, under Alternative 1, some of the existing structures would remain intact and would not be demolished: two residences adjacent to Jurupa Avenue and Cedar Avenue respectively; and the existing recreation center.

It should be noted that in reviewing Alternative 1 presented below, it was determined that the resource areas eliminated from further analysis during the Initial Study process were also not considered to be impacted significantly with the exception of population/housing and utilities/public services. Therefore, this alternatives analysis focuses on the resource areas analyzed in detail in the Draft EIR in addition to population and housing. The topics eliminated from discussion include aesthetics, agriculture and forestry resources, biological resources, geology and soils, hydrology and water quality, mineral resources, public services, recreation, and service systems.

### **IMPACT COMPARISON TO THE PROPOSED PROJECT**

#### *AIR QUALITY*

The Project site currently includes undeveloped land that was previously used as grazing fields for livestock, mixed uses, as well as underdeveloped parcels. Development under Alternative 1 could greatly change the existing landscape of the Project site, as new residential uses could be developed. The intensity of development allowed on the Project site under the General Plan would generate air pollution via automobiles and other transportation associated with residential uses—less than 300 trips per day. No long-term diesel emissions would be produced under Alternative 1.

Implementation of the proposed Project would also generate increased automobile use, particularly with the generation of truck traffic—over 1,400 trips (PCEs) per day. Therefore, traffic-related air quality impacts associated with the implementation of Alternative 1 would be greatly reduced when compared to that of the proposed Project. In addition, development under Alternative 1 would be consistent with the General Plan, and therefore, consistent with the air quality management plan unlike the proposed Project which conflicts with the air quality management plan, resulting in a significant air quality impact.

Construction-related impacts would be similar for both Alternative 1, and the Project since the disturbance areas would be similar. Implementation of the proposed Project would result in potentially significant and unavoidable impacts to regional construction related emissions, long term operational emissions, consistency with applicable air quality plans, health risks, and cumulative emissions. Implementation of the Alternative 1 would also result in significant impacts associated with construction; however, long-term operational impacts would be less than significant.

#### *CULTURAL RESOURCES*

Both Alternative 1 and the proposed Project would include varying levels of ground disturbance within the same proposed footprint, and therefore each has the potential to impact previously discovered and undiscovered cultural resources through site preparation (e.g., vegetation removal, grading and filling), development of utility infrastructure or subsurface construction associated with any of the proposed elements. Mitigation measures identified in Chapter 4.2 of this Draft EIR would reduce potential cultural resources impacts associated with both Alternative 1 and the proposed Project to a level of less than significant.

#### *GREENHOUSE GAS EMISSIONS*

Development associated with both Alternative 1 and the proposed Project would be similar in extant, however, the land use intensity would be less under Alternative 1. In addition, energy conscious fixtures and current construction requirements contribute to energy efficient and low production of greenhouse gas emissions. Overall greenhouse gas emissions would be less under Alternative 1 than the proposed Project. Nonetheless, as discussed in Chapter 4.5 of this Draft EIR, the proposed Project would have a less than significant impact on greenhouse gases.

#### *HAZARDS AND HAZARDOUS MATERIALS*

Both Alternative 1 and the proposed Project would be developed within the same footprint; however, Alternative 1 consists of residential land uses where the proposed Project consists of industrial development. While the hazardous materials used in the construction of both

scenarios would generally be similar, the operational impacts of Alternative 1 relating to hazards are of a lower risk due to the residential nature of the land use.

#### *LAND USE*

Under the No Project Alternative, the Project site would be developed with uses consistent with the current General Plan and zoning designations. Additionally, development of residential uses proposed as part of Alternative 1 would be compatible with surrounding land uses. As discussed in Chapter 4.5 of this Draft EIR, development of the proposed Project would create inconsistencies with the current General Plan and zoning designations, as well as incompatibility with the surrounding land uses (residential). Therefore, when compared to the proposed Project, Alternative 1 would have reduced impacts with respect to land use.

#### *NOISE*

Development of the Project site would occur under both Alternative 1 and the proposed Project, although development of the site as outlined under Alternative 1 would be less intense in nature. Due to the size of development that could occur under both Alternative 1 and the proposed Project, it is anticipated that both scenarios would result in potentially significant impacts to both short-term (construction) and long-term operational noise impacts which would be mitigated to a less than significant level as outlined in Chapter 4.6. However, the nature of the noise generated at the Project site would be different. The majority of the operational noise generated by Alternative 1 would result from residential traffic, which is compatible with surrounding land uses. When compared to the proposed Project, it is anticipated that noise impacts generated by Alternative 1 would be reduced.

#### *POPULATION AND HOUSING*

When compared to the proposed Project, Alternative 1 would create greater impacts to population and housing, as residential development would directly induce population growth. Additionally, Alternative 1 would provide a new source of housing for the Project area. However residential uses for the Project site and the impacts associated with those uses were previously contemplated in the General Plan and General Plan EIR. Therefore, impacts are anticipated to be greater than the Project's but, ultimately, still less than significant.

#### *PUBLIC SERVICES*

The demand for public services under Alternative 1 would be different from that of the proposed Project. Typically, residential development has a greater impact on public services, including police, fire, parks, schools, and other services because residential development induces the population that would burden these services. Therefore, implementation of

Alternative 1 would result in greater impacts to public services when compared to the proposed Project. However, residential uses for the Project site and the impacts associated with those uses were previously contemplated in the General Plan and General Plan EIR. Therefore, impacts are anticipated to be greater than the Project's but, ultimately, still less than significant.

#### *TRANSPORTATION AND CIRCULATION*

As previously discussed, development of the Project site would occur under both Alternative 1 and the proposed Project, although development of the site as outlined under Alternative 1 would be less intense in nature. While Alternative 1 would create approximately 300 trips per day for the residential uses, the proposed Project would generate approximately 1,400 trips per day. Additionally, no operational truck trips would be generated with the implementation of Alternative 1. Thus, traffic impacts would be significantly reduced when compared to the proposed Project.

#### **ALTERNATIVE 1 SUMMARY AND FEASIBILITY**

As discussed above, Alternative 1 would reduce the significant impacts (air quality and land use) compared to the proposed Project. Overall impacts would be reduced compared to the proposed Project.

However, Alternative 1 fails to meet 7 of the 8 Project objectives. Alternative 1 would only meet one objective:

- Provide new development that will generate a positive fiscal balance for the County and Bloomington area moving forward.

The feasibility of Alternative 1 is somewhat speculative, because similar to the proposed Project, a number of parcels would need to be assembled from disparate property owners to facilitate a cohesive development.

With consideration of the above information, Alternative 1 is rejected because it fails to meet overall project objectives.

#### **ALTERNATIVE 2: "REDUCED DENSITY" ALTERNATIVE**

##### **DESCRIPTION OF ALTERNATIVE**

The "Reduced Density" Alternative (Alternative 2) assumes that the Project site would be developed with industrial uses, as the proposed Project proposes, albeit at a reduction in

density of 25 percent. The Reduced Density Alternative would involve development of a single 507,738 ft<sup>2</sup> distribution building within an approximately 34.54-acre property, with associated facilities and improvements such as a guard booth, parking, bicycle racks, landscaping and detention basins. The reduction in building size and footprint would thus reduce impacts associated with traffic, noise, and air quality. The existing structures would still be demolished to accommodate the industrial uses.

It should be noted that in reviewing the Alternative 2 presented below, it was determined that the resource areas eliminated from further analysis during the Initial Study process were also not considered to be impacted significantly by Alternative 2. Therefore, this alternatives analysis focuses on the resource areas analyzed in detail in the Draft EIR. The topics eliminated from discussion include aesthetics, agriculture and forestry resources, biological resources, geology and soils, hydrology and water quality, mineral resources, population and housing, public services, recreation, and utilities and service systems.

## **IMPACT COMPARISON TO THE PROPOSED PROJECT**

### *AIR QUALITY*

The Project site is currently underdeveloped. Development under Alternative 2: Reduced Density Alternative could greatly change the existing landscape of the Project site, as reduced density industrial uses would be developed. The intensity of development for Alternative 2 would generate less air pollution via automobiles and other transportation when compared to the proposed Project.

Implementation of the proposed Project would generate increased truck and automobile use through the increased square footage of industrial development. Therefore, air quality impacts associated with the implementation of the proposed Project would be greater to that of Alternative 2. Implementation of Alternative 2 would result in reduced impacts to regional construction related emissions, long term operational emissions, consistency with applicable air quality plans, and cumulative emissions. However, both Alternative 2 and the Project would conflict with the air quality management plan, resulting in a significant air quality impacts. Therefore, it is still anticipated that Alternative 2 would result in significant and unavoidable impacts.

Implementation of the proposed Project would also result in significant impacts.

---

*CULTURAL RESOURCES*

Both Alternative 2 and the proposed Project would include varying levels of ground disturbance within the same proposed footprint, and therefore each has the potential to impact previously discovered and undiscovered cultural resources through site preparation (e.g., vegetation removal, grading and filling), development of utility infrastructure or subsurface construction associated with any of the proposed elements. Mitigation measures identified in Chapter 4.2 of this Draft EIR would reduce potential cultural resources impacts associated with both Alternative 2 and the proposed Project to a level of less than significant.

*GREENHOUSE GAS EMISSIONS*

Development associated with Alternative 2 and the proposed Project would be similar in size but not scale, as previously stated. Due to the reduced size and nature of development that would occur under Alternative 2, it is anticipated that scenario would generate 25 percent less greenhouse gas emissions when compared to the proposed Project. Impacts would be less than significant for both Alternative 2 and the proposed Project.

*HAZARDS AND HAZARDOUS MATERIALS*

Both Alternative 2 and the proposed Project would be developed within the same footprint. Both scenarios consist of only industrial development. Hazardous materials used in the construction of both scenarios would be similar, as would be the operation of each scenario.

*LAND USE*

Both Alternative 2 and the proposed Project propose uses that are inconsistent with the existing General Plan and zoning designations for the Project site. While Alternative 2 proposes industrial uses at a reduced scale when compared to the proposed Project, it would still be considered incompatible with the surrounding land uses. Therefore, similar land use impacts would occur when compared to the proposed Project and would be significant under both scenarios.

*NOISE*

As previously stated, development associated with both Alternative 2 and the proposed Project would be similar in size, but not intensity. Alternative 2 would construct a smaller industrial warehouse, and therefore, noise associated with construction and operation would be reduced when compared to that of the proposed Project. Traffic generated under Alternative 2 would be reduced, thus reducing operational noise impacts. It is anticipated that both scenarios would result in potentially significant impacts to both short term (construction) and long term



operational noise impacts which would be mitigated to a less than significant level as outlined in Chapter 4.6.

#### *TRANSPORTATION AND CIRCULATION*

Due to the reduced development potential under Alternative 2, it is anticipated that transportation and circulation impacts would be reduced by approximately 25 percent when compared to the proposed Project. Mitigation similar to what is identified in Chapter 4.7 of this Draft EIR would be required. Impacts would be reduced when compared to the proposed Project.

### **ALTERNATIVE 2 SUMMARY AND FEASIBILITY**

As discussed above, Alternative 2 would result in similar, significant impacts (air quality and land use), compared to the proposed Project. Overall impacts would be slightly reduced, but similar in nature as the proposed Project.

In addition, Alternative 2 would meet all of the Project objectives. However, because the project would involve less square footage, the Alternative is also likely to have incrementally less economic benefits, such as less tax revenue and employment associated with a smaller facility. Thus, Alternative 2 would result in a lesser economic return compared to the Project, but commit the same development footprint, and a similar commitment of resources and investment for development.

No issues related to the feasibility of Alternative 2 has been identified.

With consideration of the above information, Alternative 2 is rejected because it fails to provide the same degree of achievement of project objectives compared to the Project.

### **ALTERNATIVE 3: “COMMERCIAL USE” ALTERNATIVE**

#### **DESCRIPTION OF ALTERNATIVE**

The “Commercial Use” Alternative (Alternative 2) assumes that the entire 34.54 acre site would be developed with commercial uses instead of industrial uses. As with the proposed Project, the existing structures would be demolished to accommodate the commercial uses.

It should be noted that in reviewing the Alternative 3 presented below, it was determined that the resource areas eliminated from further analysis during the Initial Study process were also not considered to be impacted significantly by Alternative 3. Therefore, this alternatives analysis focuses on the resource areas analyzed in detail in the Draft EIR. The topics eliminated

from discussion include aesthetics, agriculture and forestry resources, biological resources, geology and soils, hydrology and water quality, mineral resources, population and housing, public services, recreation, and utilities and service systems.

## **IMPACT COMPARISON TO THE PROPOSED PROJECT**

### *AIR QUALITY*

Implementation of Alternative 3 would generate similar construction related emissions since a similar area would be developed. Operationally, truck trips would be reduced when compared to the proposed Project; however, passenger car trips would be increased. While Alternative 3 would increase the overall amount of automotive emissions when compared to the proposed Project, many of these trips would be generated by local residents, who would be utilizing the nearby services, which in turn could reduce longer trip emissions. Therefore, it is anticipated that Alternative 3 would generate reduced air quality impacts when compared to the proposed Project. Both Alternative 3 and the Project would be inconsistent with the air quality management plan, and therefore conflict with an applicable air quality plan, resulting in a significant impact.

### *CULTURAL RESOURCES*

Both Alternative 3 and the proposed Project would include varying levels of ground disturbance within the same proposed footprint, and therefore each has the potential to impact previously discovered and undiscovered cultural resources through site preparation (e.g., vegetation removal, grading and filling), development of utility infrastructure or subsurface construction associated with any of the proposed elements. Mitigation measures identified in Chapter 4.2 of this Draft EIR would reduce potential cultural resources impacts associated with both Alternative 3 and the proposed Project to a level of less than significant.

### *GREENHOUSE GAS EMISSIONS*

Implementation of Alternative 3 would generate similar construction related emissions. Operationally, truck trips would be reduced when compared to the proposed Project. Alternative 3 would increase the amount of automotive emissions when compared to the proposed Project. However, many of these trips would be generated by local residents, who would be utilizing the nearby services, which in turn could reduce longer trip emissions. Therefore, it is anticipated that Alternative 3 would generate reduced greenhouse gas impacts when compared to the proposed Project.

---

*HAZARDS AND HAZARDOUS MATERIALS*

Both Alternative 3 and the proposed Project would be developed within the same footprint. Hazardous materials used in the construction of both scenarios would be similar, as would be the operation of each scenario.

*LAND USE*

Both Alternative 3 and the proposed Project propose uses that are inconsistent with the existing General Plan and zoning designations for the Project site. However, Alternative 3 would develop services that would support the surrounding residential community. Therefore, Alternative 3 would not be inconsistent with the surrounding land uses. Alternative 3 would result in reduced land use impacts when compared to the proposed Project.

*NOISE*

Development associated with both Alternative 3 and the proposed Project would be similar in size and scale. Construction related noise would be similar to that of the proposed Project. Additionally, Alternative 3 would create daily traffic, which would create operational noise impacts. It is anticipated that both scenarios would result in potentially significant impacts to both short term (construction) and long term operational noise impacts which would be mitigated to a less than significant level as outlined in Chapter 4.6.

*TRANSPORTATION AND CIRCULATION*

Alternative 3 would generate traffic both during construction and operation of the Project. When compared to the proposed Project, Alternative 3 would create more automobile trips, but fewer truck trips when compared to the proposed Project. However, it is anticipated that many of these automobile trips would be “pass by” trips, or trips in which local residents would stop temporarily at the commercial uses to obtain goods and services and then continue on to their ultimate destination. Impacts would be reduced when compared to the proposed Project. Mitigation similar to what is identified in Chapter 4.7 of this Draft EIR would be required.

**ALTERNATIVE 3 SUMMARY AND FEASIBILITY**

As discussed above, both Alternative 3 and the Project would conflict with the air quality management plan resulting in a significant impact. Alternative 3 would reduce significant impacts to land use compared to the proposed Project. Overall impacts would be reduced under Alternative 3.

In addition, Alternative 3 would meet 6 of the 8 Project objectives, compared to the Project. Because of the commercial nature of Alternative 3, it would not meet the following objectives:

- Reduce existing blight and the opportunity for criminal activity and provide for a range of potential light industrial, manufacturing, and warehouse uses.
- Facilitate goods movement for the benefit of local and regional economic growth.

The feasibility of Alternative 3 is somewhat speculative, because similar to the proposed Project, a number of parcels would need to be assembled from disparate property owners to facilitate a cohesive development.

With consideration of the above information, Alternative 3 is rejected because it fails to meet overall project objectives.

### **ALTERNATIVES CONSIDERED BUT REJECTED**

As previously discussed, an EIR should not consider an alternative whose effects cannot be reasonably ascertained and whose implementation is remote and speculative. The CEQA Guidelines also require an EIR to state why an alternative is being rejected. If the County ultimately rejects any, or all alternatives, the rationale for rejection will be presented in the findings that are required before the County certifies the EIR and takes action on the Project. According to Section 15126.6(f)(1) of the CEQA Guidelines, among the factors that may be taken into account when addressing feasibility of alternatives are environmental impacts, site suitability, economic viability, availability of infrastructure, general plan consistency, regulatory limitations, jurisdictional boundaries, and whether the applicant could reasonably acquire, control, or otherwise have access to the alternate site.

One of the alternatives initially considered, but rejected as infeasible was an offsite alternative that would potentially place the same Project on a different location. Ultimately, because this was a clearly infeasible option, that alternative was eliminated from further consideration. However, the rationale for the rejection of this offsite alternative is briefly summarized here in the interests of providing full public disclosure.

First, the number of sites in the area that are of sufficient size to accommodate the Project are substantially few, as evidenced by the fact that the Project site had to be cobbled from numerous separately owned parcels. Furthermore, CEQA confirms that whether a proponent can reasonably acquire, control, or otherwise have access to an alternative site is a key factor in determining whether an offsite alternative is potentially feasible (State CEQA Guidelines 15126.6(f)). Here, the applicant does not own or have control over those other parcels. Finally,

the selection of an offsite alternative (even if such a parcel did exist) would not avoid or substantially reduce the Project's significant effects. Specifically, the Project would still have significant air quality and cumulative land use impacts - it would just cause those impacts in a different location. In fact, if the site were further from the I-10 freeway, the overall traffic and air quality/GHG emissions would be even worse than those of the current proposal. As such, it was clearly infeasible to bring forward an off-site alternative for further analysis

### **ENVIRONMENTALLY SUPERIOR ALTERNATIVE**

CEQA Guidelines requires that an Environmentally Superior Alternative be identified; that is, an alternative that would result in the fewest or least significant environmental impacts. If the "No Project" Alternative is the environmentally superior alternative, State CEQA Guidelines Section 15126.6 (e)(2) requires that another alternative that could feasibly attain most of the basic Project's basic objectives be chosen as the environmentally superior alternative.

The No Project Alternative is considered the environmentally superior alternative. However, in accordance with State CEQA Guidelines Section 15126.6 (e)(2) a secondary alternative must be chosen if the No Project Alternative is environmentally superior. Therefore, Alternative 3, Commercial Use Alternative is the environmentally superior alternative. The Commercial Use Alternative reduces or avoids the majority of impacts associated with the proposed Project. This alternative reduces emissions from truck trips, reduces incompatibility with surrounding land uses, and generates a land use that would support the surrounding community. Alternative 3 would result in reduced impacts in the following areas when compared to the proposed Project: air quality, greenhouse gas emissions, hazards, land use, noise, and transportation. However, Alternative 3 would not meet the overall Project objectives. As previously mention, the feasibility of Alternative 3 is somewhat speculative.

---

*This page intentionally left blank.*

## **Section 9.0 References**

**BLOOMINGTON INDUSTRIAL FACILITY  
Draft  
ENVIRONMENTAL IMPACT REPORT**





## SECTION 9.0

### REFERENCES

---

- Bastien and Associates Inc. *Sight Photometric*, Western Realco, Cedar Avenue. 2016.
- Brunzell, D. and Brunzell, K. 2016. *Cultural Resources Evaluation, Bloomington Distribution Project, San Bernardino, California*. BCR Consulting LLC. July.
- CAL Fire. 2008. *Very High Fire Hazard Severity Zones in Local Responsibility Area, SW San Bernardino County*.
- California Air Resources Board (CARB). 1999. *Final Staff Report: Update to the Toxic Air Contaminant*.
- CARB. 2014. EMFAC2014 Emissions Model.
- CARB. 2015. *Ambient Air Quality Standards*. Website: [www.arb.ca.gov/research/aags/aags2.pdf](http://www.arb.ca.gov/research/aags/aags2.pdf), accessed on July 14, 2016.
- CARB. 2015. *Aerometric Data Analysis and Management System (ADAM) Air Quality Data Statistics*. Website: [www.arb.ca.gov/adam/index.html](http://www.arb.ca.gov/adam/index.html), accessed on July 13, 2016.
- CARB. 2015. *State and Federal Area Designation Maps*. Website: [www.arb.ca.gov/desig/adm/adm.htm](http://www.arb.ca.gov/desig/adm/adm.htm), accessed on July 13, 2016.
- CARB. 2016. *California Greenhouse Gas Emission Inventory – 2016 Edition*. Website: [www.arb.ca.gov/cc/inventory/data/data.htm](http://www.arb.ca.gov/cc/inventory/data/data.htm), accessed July 14, 2016.
- California Air Pollution Control Officers Association. 2013. *Health Effects*. Website: [www.capcoa.org/health-effects/](http://www.capcoa.org/health-effects/), accessed on July 14, 2016.
- California Board of Equalization. 2016. *Net Taxable Gasoline Sales*. 2016. Website: [www.boe.ca.gov/sptaxprog/reports/mvf\\_10\\_year\\_report.pdf](http://www.boe.ca.gov/sptaxprog/reports/mvf_10_year_report.pdf), accessed July 13, 2016.
- California Department of Conservation Division of Mines and Geology. 2000. *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report*.
- California Energy Commission (CEC). 2013. *California's Major Energy Sources*. Website: [http://energyalmanac.ca.gov/overview/energy\\_sources.html](http://energyalmanac.ca.gov/overview/energy_sources.html), accessed on February 2014.

- CEC. 2015. *California Energy Consumption Data Management System, Electricity and Natural Gas Consumption by County*. Website: <http://www.ecdms.energy.ca.gov/>, accessed July 13, 2016.
- California Office of Environmental Health Hazard Assessment. 2007. *Air Toxicology and Epidemiology: Air Pollution and Children's Health*. Website: [http://oehha.ca.gov/public\\_info/facts/airkids.html](http://oehha.ca.gov/public_info/facts/airkids.html), accessed on March 16, 2016.
- The Climate Registry. 2015. *General Reporting Protocol for the Voluntary Reporting Program, Version 2.1*.
- California Air Pollution Control Officers Association. 2008. *CEQA and Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*.
- Corrler, Adriane and Hale, Micah. 2015. *Cultural Resources Study for the Bloomington Distribution Project, San Bernardino County, California*. Dudek. November.
- Dudek. 2016a. *Biological Resources Technical Report, Bloomington Distribution Center*. July.
- Dudek. 2016b. *Technical Noise Report, Bloomington Distribution Project*. September.
- Hazard Management Consulting. 2014. *Phase I Environmental Site Assessment, Northwest corner of Cedar and Jurupal Avenues, Bloomington, California*. December.
- Hazard Management Consulting. 2016. *Results of Subsurface Investigation, 11134 and 11138 Cedar Avenue, Bloomington, California*. March.
- Hazard Management Consulting. 2016. *Western Realco Bloomington Facility, Response to Question*. May.
- Intergovernmental Panel on Climate Change (IPCC). 1996. *Climate Change, The Science of Climate Change – Contribution of Working Group I to the Second Assessment Report of the IPCC*.
- Kunzman Associates, Inc. 2016a. *Bloomington Option C Traffic Impact Analysis*. May.
- Kunzman Associates, Inc. 2016b. *Bloomington Option C Truck Circulation Analysis*. July.
- Michael Baker International. 2016. *Health Risk Assessment*.

- NorCal Engineering. 2016. *Geotechnical Investigation, Proposed Industrial Building Development, Northwest Corner Jurupa Avenue and Cedar Avenue, Bloomington, County of San Bernardino, California*. June.
- San Bernardino County. 2007. *Bloomington Community Plan*. April.
- San Bernardino County. 2014. *County of San Bernardino 2007 General Plan*. April.
- San Bernardino County. 2016. *Water Scheduling and Ordinance Restrictions*. Website: [www.specialdistricts.org/index.aspx?page=548](http://www.specialdistricts.org/index.aspx?page=548), accessed March 22, 2016.
- South Coast Air Quality Management District (SCAQMD). 1993. *CEQA Air Quality Handbook*.
- SCAQMD. 2008. *Final Localized Significance Threshold Methodology*. Website: [www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds](http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds), accessed on July 14, 2016.
- SCAQMD. Revised October 21, 2009. *Localized Significance Threshold Appendix C – Mass Rate LST Look-Up Tables*. Website: [www.aqmd.gov/ceqa/handbook/LST/LST.html](http://www.aqmd.gov/ceqa/handbook/LST/LST.html), accessed on July 14, 2016.
- SCAQMD. 2013. *Final 2012 Air Quality Management Plan*.
- Thienes Engineering, Inc. 2015. Preliminary Water Quality Management Plan. March.
- US Energy Information Administration. Updated April 16, 2015. *California State Profile and Energy Estimates*. Website: [www.eia.gov/state/data.cfm?sid=CA#ConsumptionExpenditures](http://www.eia.gov/state/data.cfm?sid=CA#ConsumptionExpenditures), accessed July 13, 2016.
- U.S. Environmental Protection Agency (EPA). 2002. *Health Assessment Document for Diesel Engine Exhaust*. Website: <http://cfpub.epa.gov/ncea/cfm/recorddisplay.cfm?deid=29060>, accessed on March 16, 2016.
- U.S. EPA. 2015. *Inventory of United States Greenhouse Gas Emissions and Sinks 1990 to 2013*. April.
- U.S. EPA. 2016. *Overview of Greenhouse Gas Emissions*. Website: <http://epa.gov/climatechange/ghgemissions/gases/fgases.html>, accessed March 22, 2016.

U.S. EPA. 2016. Class II Ozone-depleting Substances. Website:  
[www.epa.gov/ozone-layer-protection/ozone-depleting-substances](http://www.epa.gov/ozone-layer-protection/ozone-depleting-substances), accessed March 22,  
2016.

West Valley Water District. 2016. *Water Supply Assessment for Western Realco—Cedar  
Avenue*. June.

## **Section 10.0**

### **Preparers**

**BLOOMINGTON INDUSTRIAL FACILITY**  
Draft  
**ENVIRONMENTAL IMPACT REPORT**



## **10.1 PREPARERS**

### **COUNTY OF SAN BERNARDINO [LEAD AGENCY]**

#### LAND USE SERVICES

Terri Rahhal, Planning Director

Kevin White, Senior Planner

#### REAL ESTATE SERVICES

Kelley Kelley, Real Property Agent

#### RECREATION DISTRICT

Tim Millington

#### ENVIRONMENTAL MANAGEMENT

Nikham Aram Alrayes, MSCE, PE, QSD/P, Public Works Engineer II

### **WESTERN REALCO**

#### PROJECT APPLICANT

Gary Edwards, Principal

Jeremy Mape, Director of Acquisitions

### **MICHAEL BAKER INTERNATIONAL**

#### EIR CONSULTANT TO COUNTY

*See Appendix K for qualifications of key staff.*

Christine Donoghue, Sr. Project Manager

Kari Cano, Project Manager

Renee Gleason, Environmental Planner

Alex Pohlman, Environmental Planner

Ruben Salas, Assistant Environmental Planner

Achilles Malisos, Air and Noise Studies Manager

Seth Meyer, Air and Noise Specialist

Carla Dietrich, Transportation Engineer

Thomas J. McGill, Ph.D., Natural Resources Manager

Ryan S. Winkleman, Biologist

Amanda McCallum, Administrative Assistant

## **BCR CONSULTING, LLC**

### **CULTURAL RESOURCES**

David Brunzell, MA, RPA, Project Manager and Principal Investigator

Kara Brunzell, MA, Architectural Historian

## **DUDEK**

### **CULTURAL RESOURCES, BIOLOGICAL RESOURCES, NOISE**

Adrian Dorrlor, BA, Archaeologist

Micah Hale, PhD, RPA, Archeologist

Mike Greene, INCE, Environmental Specialist/Acoustician

Shelah Riggs, Senior Regulatory Specialist

## **HMC CONSULTING, INC.**

### **HAZARDOUS MATERIALS INVESTIGATIONS**

Mark Cousineau, NREP, Principal

Paul A. Roberts, Principal Geologist



**KUNZMAN ASSOCIATES, INC.**

TRAFFIC ENGINEER

*See Appendix K for qualifications of key staff.*

William Kunzman, P.E.

Robert Kunzman

Carl Ballard, LEED GA

**NORCAL ENGINEERING**

GEOTECHNICAL INVESTIGATION

Keith D. Tucker, R.G.E. 841, Project Engineer

Mark A. Burkholder, Project Manager

**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

COMPLIANCE AND PERFORMANCE MONITORING

Ping Chang, Acting Manager

**THIENES ENGINEERING, INC.**

WATER QUALITY MANAGEMENT PLAN

Reinhard Stenzel, Director of Engineering

Luis Prado, Design Engineer

## **10.2 AGENCIES CONSULTED**

### **CITY OF FONTANA**

#### PLANNING

Rina Leung, Assistant Planner

### **CITY OF RIALTO**

#### DEVELOPMENT SERVICES

Melody Segura, Intern

### **CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE**

Leslie MacNair, Regional Manager

### **SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT**

#### PLANNING, RULE DEVELOPMENT AND AREA SOURCES

Julian Wong, PhD, Program Supervisor

### **WEST VALLEY WATER DISTRICT**

#### WATER SUPPLY ASSESSMENT

Linda Jadeski, Engineering Services Manager