

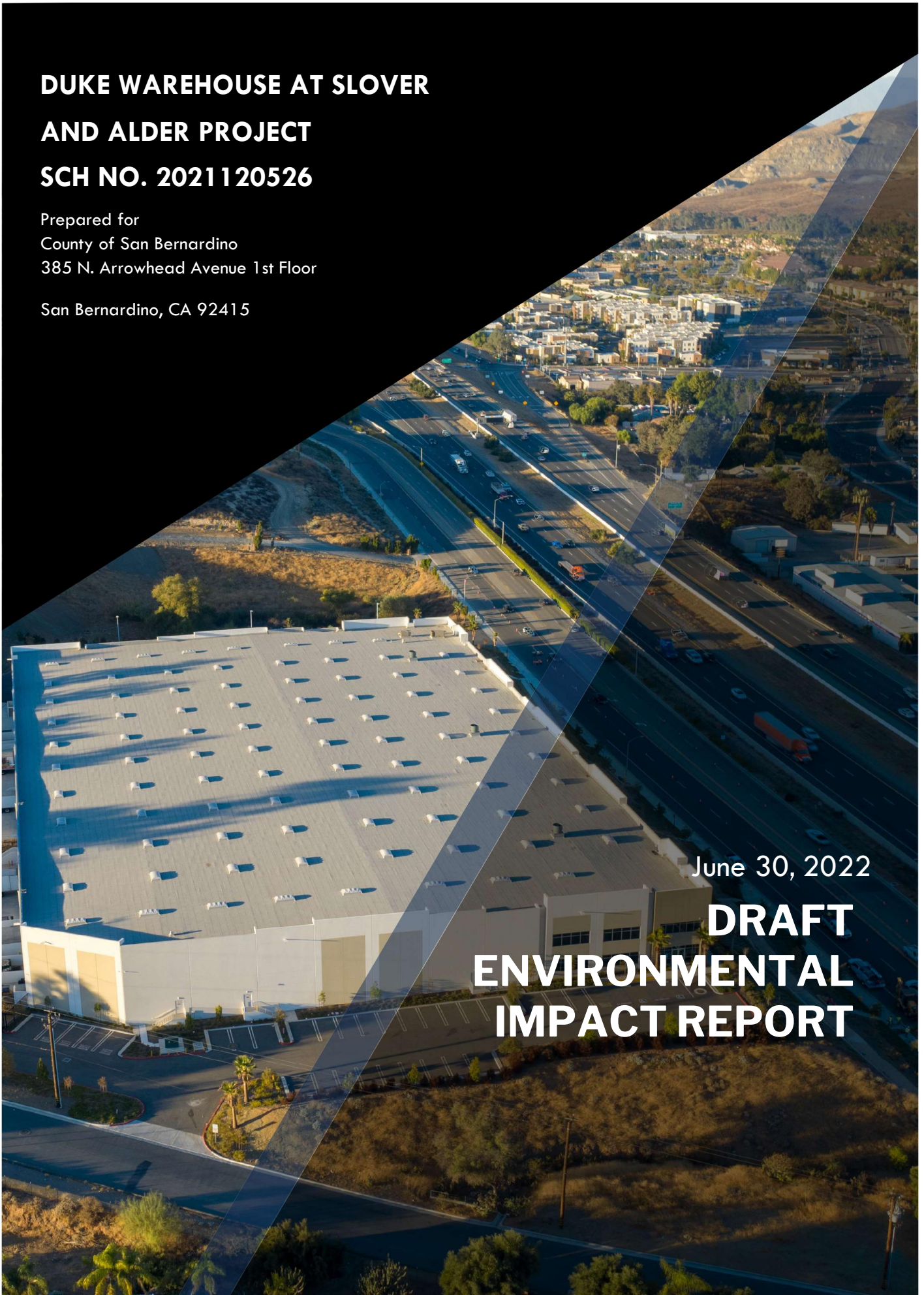
**DUKE WAREHOUSE AT SLOVER
AND ALDER PROJECT
SCH NO. 2021120526**

Prepared for
County of San Bernardino
385 N. Arrowhead Avenue 1st Floor

San Bernardino, CA 92415

June 30, 2022

**DRAFT
ENVIRONMENTAL
IMPACT REPORT**



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ACRONYMS AND ABBREVIATIONS

°C	degrees celsius
µg/m ³	micrograms per cubic meter
AB 52	California Assembly Bill 52
ACM	asbestos-containing material
AF	acre-feet
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
amsl	above mean sea level
AQIA	Air Quality Impact Analyses
AQMP	Air Quality Management Plan
APN	Assessor's Parcel Number
ATCM	airborne toxic control measure
BAAQMD	Bay Area Air Quality Management District
BACM	best available control measure
BACT	best available control technology
Basin	South Coast Air Quality Basin
BAU	business as usual
BFE	base flood elevation
bgs	below ground surface
BMPs	Best Management Practices
CAA	Clean Air Act of 1970
CAAA	CAA Amendments of 1990
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
CAP	Climate Action Plan of 2013
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act of 1988
CDFW	California Department of Fish and Wildlife
CC&Rs	Covenants, Conditions, and Restrictions
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CGEU	California Gas and Electric Utilities 2016 California Gas Report
CGS	California Geological Survey
CH ₄	methane
CHAPIS	Community Health Air Pollution Information System (CARB)
CHRIS	California Historical Resources Inventory System
CNDDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
CTP	Clean Truck Program
CUP	Conditional Use Permit
dB	decibel

dba	A-weighted decibels
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EMS	Emergency Medical Services
ESA	Environmental Site Assessment
FAR	floor area ratio
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act of 1973
FMMP	Farmland Mapping and Monitoring Program
gal/day	gallons per day
GHG	greenhouse gas
GWP	global warming potential
Handbook	Air Quality and Land Use Handbook: A Community Health Perspective (CARB 2005)
HAPs	hazardous air pollutants
HCM	Highway Capacity Manual
HCP	Habitat Conservation Plan
HDT	Heavy Duty Trucks
HFCs	hydroflourocarbons
Hot Spots Act	Air Toxics Hot Spots Information and Assessment Act of 1987
HP	horsepower
HPLV	High Pressure Low Volume
HVAC	heating, ventilating, and air conditioning
ICU	intersection capacity utilization
I	Interstate
I-5	Santa Ana Freeway
LBP	lead-based paint
LCFS	Low Carbon Fuel Standard
LEED	Leadership in Energy and Environmental Design
LEV	Low Emission Vehicle
LID	low impact development
LOS	level of service
LSTs	localized significance thresholds
MACT	maximum available control technology
MBTA	Migratory Bird Treaty Act of 1918
MCC	Material Culture Consulting
mgd	million gallons per day
MMRP	Mitigation Monitoring and Reporting Program
MMT	million metric tons
MPO	metropolitan planning organization
MT	metric tons
MT CO _{2e}	metric tons of carbon dioxide equivalent
NAAQS	National Ambient Air Quality Standards
N ₂ O	nitrous oxide
NAHC	Native American Heritage Commission
NALs	numeric action levels
NCCP	Natural Community Conservation Plan
NESHAP	national emissions standards for HAPs
NH ₃	ammonia
NHPA	National Historic Preservation Act of 1966
NHTSA	National Highway Traffic and Safety Administration

NOP	Notice of Preparation
NO ₂	nitrogen oxide
NO _x	nitrogen oxide
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
NRCS	U.A. Department of Agriculture Natural Resources Conservation Service
O ₃	ozone
ODC	Ontario Development Code
ONT	Ontario International Airport
PA	Planning Area
Pb	lead
PDF	project design feature
PFCs	perfluorocarbons
PM _{2.5}	particulate matter less than 2.5 micrometers in aerodynamic diameter
PM ₁₀	particulate matter less than 10 micrometers in aerodynamic diameter
ppb	parts per billion
PPP	Plans, Programs, and Policies
PRC	Public Resources Code
PRIMP	Paleontological Resources Impact Mitigation Plan
PWS	public water supplier
REC	recognized environmental conditions
ROG	reactive organic gas
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SB 18	California Senate Bill 18, Ch. 905 (2004)
SC	Standard Condition
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison Company
SCS	Sustainable Communities Strategy
SF	square feet
SF ₆	sulfur hexafluoride
SIP	state implementation plan
SO ₂	sulfur dioxide
SO ₃	sulfur trioxide
SO ₄	sulfates
SoCalGas	Southern California Gas Company
SO _x	sulfur oxides
SP	Specific Plan
SR	State Route
SR-60	Pomona Freeway
SR-83	Euclid Avenue
SRA	Source Receptor Area
SWPPP	Storm Water Pollution Prevention Plan
SWQMP	Storm Water Quality Management Plan
SWRCB	Storm Water Resources Control Board
TACs	toxic air contaminants
TIA	Traffic Impact Analysis
tpy	tons per year
TTCP	traditional tribal cultural places

TUA	traditional use area
USDA	United States Department of Agriculture
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
UTRs	utility tractors
UWMP	Urban Water Management Plan
VdB	velocity levels expressed in decibel notation
VMT	vehicle miles travelled
VOC	volatile organic compounds
WDR	Waste Discharge Requirements
WFA	Water Facilities Authority
Williamson Act	California Land Conservation Act of 1965
WQC	Water Quality Certification

1. Executive Summary

This Draft Environmental Impact Report (EIR) evaluates the environmental effects that may result from the construction and operation of the proposed Duke Warehouse at Slover and Alder Project (proposed Project). This EIR has been prepared in conformance with State and County of San Bernardino environmental policy guidelines for implementation of the California Environmental Quality Act (CEQA).

The EIR is being circulated for review and comment by the public and other interested parties, agencies and organizations for 45 days in accordance with Section 15087 and Section 15105 of the CEQA Guidelines. During the 45-day review period, the Draft EIR will be available for public review at the County's website (<http://cms.sbcounty.gov/lus/Planning/Environmental/Valley.aspx>).

Written comments related to environmental issues in the Draft EIR should be addressed to:

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A Notice of Availability of the Draft EIR was published concurrently with distribution of this document.

1.1 PROJECT LOCATION

The Project site is located in the unincorporated community of Bloomington in the southwestern area of San Bernardino County's Valley Region. The 6.7-square mile Bloomington community is just north of the San Bernardino County/Riverside County boundary line and is approximately 60 miles east of downtown Los Angeles and 50 miles north (inland) of Orange County. Regional access to the Project site is provided via Interstate 10 (I-10) and the Sierra Avenue interchange. The Project site is located within the Fontana, California, United States Geological Survey 7.5' Quadrangle in the northwest quarter of Section 28 in Township 01 South, Range 05 West, San Bernardino Base and Meridian.

Within Bloomington, the Project site is bounded by Slover Avenue to the north and by Alder Avenue to the west. The Project site consists of seven generally rectangularly-shaped parcels that together comprise 13.23 acres. The Assessor Parcel Numbers (APN) for the site include 0256-031-07 through 10, and 0256-031-17 through 19. Regional location and local vicinity are provided below in *Figure 3-1, Regional Location* and *Figure 3-2, Local Vicinity*.

1.2 PROJECT DESCRIPTION SUMMARY

The applicant, Duke Realty, has submitted applications to the County of San Bernardino for a Conditional Use Permit (CUP) for the Project referred to as the Duke Warehouse at Slover and Alder Project. The CUP would allow for warehousing and distribution (logistics) uses. The Project would demolish existing residential and commercial structures to develop a new 259,481 square foot high-cube warehouse/distribution use.

Building and Architecture. The proposed Project consists of a 50-foot-tall warehouse/distribution building to the parapet and 48 feet to the roof with an outdoor truck court which would occupy approximately the northern third of the site. The Project building would include 5,000 square feet of office space, a 2,975

square foot mezzanine, and 38 dock doors along the north side of the building, facing Slover Avenue. Lot coverage would equate to 45% of the 12.23-acre Project site. The building would be joined by an outdoor, concrete truck court which would include 85 trailer stalls for loading and unloading.

Circulation and Street Improvements. Vehicle access to the site would be from four new driveways, as shown in Figure 3-4, *Conceptual Site Plan*. Two new driveways along Slover Avenue and a new driveway along Alder Avenue, provide truck and vehicle access to the site. Street improvements include installation of curb, gutter, and sidewalk on Slover Avenue and Alder Avenue along the Project frontage.

Parking. The Project would provide a total of 131 parking spaces, including 126 standard-size stalls and 5 handicapped spaces. Automobile parking would be located in the northwestern corner of the Project site and along the eastern/northeastern area of the Project site. The Project also includes bicycle racks at each pedestrian entrance.

Landscaping and Walls. Landscaping would be planted along the east, west and south perimeter of the warehouse/logistics building and throughout the parking areas. Concrete screen walls 12 feet in height would enclose the truck court in the northern portion of the Project site and screen views into the Project site from Slover Avenue and Alder Avenue and adjacent uses.

Infrastructure. The proposed Project would install onsite water lines that would connect to the existing 24-inch water line in Slover Avenue or the existing 20-inch water line in Alder Avenue. A new gravity line installed as part of the proposed Project would carry sewage flows to the northeast portion of the Project site and connect to a proposed 3,000-gallon septic tank and seepage pit approximately 25-feet below surface elevation. The project would install an onsite drainage system that would convey drainage flows through a curb and gutters system to a subsurface chamber infiltration system.

1.3 PROJECT OBJECTIVES

The following objectives have been identified in order to aid decision makers in their review of the proposed Project and its associated environmental impacts.

- To make efficient use of the property in the Bloomington Community by adding to its potential for employment-generating uses.
- To attract new business and employment to San Bernardino County and thereby promote economic growth.
- To reduce the need for members of the local workforce to commute outside the Project vicinity to work.
- To develop an underutilized property with a high-cube industrial warehouse building near available infrastructure, including roads and utilities, to help meet demand for logistics business in the Inland Empire.
- To build an industrial warehouse project consistent with the San Bernardino Countywide Plan Land Use designation and San Bernardino Development Code regulations.
- To provide a Project designed to orient operational activities away from adjacent sensitive land uses to the south.
- Develop a project that does not contribute to surface and groundwater quality degradation by treating surface and stormwater flows.

1.4 SUMMARY OF ALTERNATIVES

Section 7.0, *Alternatives*, of this EIR analyzes a range of reasonable alternatives to the proposed Project. The alternatives that are analyzed in detail in Section 7.0 are summarized below.

- **Alternative 1: No Project/No Build Alternative.** Under this alternative, the Project would not be developed, and no development would occur. The existing single-family residential uses and commercial uses would remain on the Project site. In accordance with the CEQA Guidelines, the No Project/No Build Alternative for a development project on an identifiable property consists of the circumstance under which the project does not proceed. Section 15126.6(e)(3)(B) of the CEQA *Guidelines* states that, “In certain instances, the no project alternative means ‘no build’ wherein the existing environmental setting is maintained.”

Accordingly, Alternative 1: No Project/No Build provides a comparison between the environmental impacts of the Project in contrast to the result from not approving, or denying, the Project. Thus, this alternative is intended to meet the requirements of CEQA *Guidelines* Section 15126.6(e) for evaluation of a no project alternative.

- **Alternative 2: Reduced Development Footprint Alternative.** Under this alternative, 6.6 of the 13.23 acres would be developed with a 129,740 square foot warehouse/distribution use. A proportional reduction in the amount of surface parking area and commensurate number of parking spaces for vehicles and trucks also would occur in the Reduced Development Footprint Alternative. This alternative assumes that access to the site would be similar to the Project with access from driveways on Slover Avenue and Alder Avenue with the removal of one driveway on Slover Avenue.

1.5 SUMMARY OF IMPACTS

Table 1-1 summarizes the conclusions of the environmental analysis contained in this EIR. Section 2.0, *Introduction*, established that the proposed Project would not result in impacts related to certain thresholds from CEQA Appendix G including Agriculture and Forest Resources, Mineral Resources, Population and Housing, Public Services, and Wildfire. Thus, no further assessment of those impacts was required in the Draft EIR. Therefore, the numbering of impacts shown in Table 1-1 reflects the omission of further evaluation for certain thresholds.

Relevant standard conditions of approval are identified, and mitigation measures are provided for all potentially significant impacts. The level of significance of impacts after the proposed mitigation measures are applied are identified as either significant and unavoidable, less than significant, or no impact.

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Table 1-1: Summary of Impacts, Mitigation Measures, and Level of Significance

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
5.1 Aesthetics				
Impact AE-1: Would the Project have a substantial adverse effect on a scenic vista?		Less than significant	None required	Less than significant
Impact AE-2: Would the Project substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?		Less than significant	None required	Less than significant
Impact AE-3: Would the Project in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?		Less than significant	None required	Less than significant
Impact AE-4: Would the Project create a new source of substantial light or glare that would adversely affect day and nighttime views in the area?		Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant
5.2 Air Quality				

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Impact AQ-1: Would the Project conflict with or obstruct implementation of the applicable air quality plan?	PDF AQ-1: The Project Applicant/Developer/Operator shall post both interior and exterior facing signs, including signs directed at all dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, SCAGMD, and the building manager.	Less than significant	None required	Less than significant
Impact AQ-2: Would the Project result in a cumulatively considerable net increase of a criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	PDF AQ-2: During Project grading operations, Project contractors shall limit the amount of daily grading disturbance area to not exceed the assumptions specified in the Draft EIR Air Quality Impact Analysis.	Less than significant	None required	Less than significant
Impact AQ-3: The Project would not expose sensitive receptors to substantial pollutant concentrations.	PDF AQ-3: Project construction plans and specifications shall require on-road heavy-duty haul trucks to be model year 2010 or newer if diesel-fueled, if such equipment is widely available and economically feasible.	Less than significant	None required	Less than significant
Impact AQ-4: The Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.	PDF AQ-4: The Project shall provide electrical hook ups to the power grid, rather than use diesel-fueled generators, for electric construction tools, such as saws, drills and compressors, and shall use electric tools whenever feasible. PDF AQ-5: The construction plans and specifications shall prohibit off-road diesel powered construction equipment from being in the "on" position for more than 10 hours per day during Project	Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	<p>construction.</p> <p>PDF AQ-6: During Project construction, the Project contractors shall keep all equipment maintenance records and data sheets, including design specifications and emission control tier classifications, onsite or at the contractor's office and shall furnish documents to the Lead Agency or other regulators, upon request.</p> <p>PDF AQ-7: The Project Applicant/Developer shall provide information on transit and ridesharing programs and services to construction employees.</p> <p>PDF AQ-8: The Project Applicant/Developer shall provide meal options onsite or shuttles between the construction site and nearby meal destinations for construction employees.</p> <p>PDF AQ-9: The Project Applicant/Developer/Tenant shall require that all facility-owned and operated fleet equipment with a gross vehicle weight rating greater than 14,000 pounds accessing the site meet or exceed 2010 model-year emissions equivalent engine standards as currently defined in California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025. Facility operators which own vehicles subject to Section 2025 shall</p>			

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	<p>maintain records on-site demonstrating compliance with this requirement and shall make records available for inspection by the local jurisdiction, air district, and state upon request.</p> <p>PDF AQ-10: The Project Applicant/Developer/Tenant shall require that all heavy-duty trucks entering or operated on the project site to be zero-emission beginning in 2030, if such trucks are widely available and economically feasible.</p> <p>PDF AQ-11: The Project Applicant/Developer/Tenant shall require all on-site equipment, such as forklifts and yard trucks, to be electric, propane or natural gas with the necessary electrical charging stations provided.</p> <p>PDF AQ-12: The Project Applicant/Developer/Owner shall require tenants to use zero-emission light- and medium-duty trucks as part of business operations, if such trucks are widely available and economically feasible.</p> <p>PDF AQ-13: The Project Applicant/Developer shall construct electric truck charging infrastructure consisting of infrastructure (i.e., conduit) to support future installation of charging stations, when such trucks are widely available and economically</p>			

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	<p>feasible.</p> <p>PDF AQ-14: The Project Applicant/Developer shall construct electric light-duty truck charging infrastructure consisting of infrastructure (i.e., conduit) proportional, i.e., conduit for one charging station for every five light-duty truck parking spaces at the Project.</p> <p>PDF AQ-15: The Project Applicant/Developer shall install all necessary infrastructure (i.e., wiring, reinforced roofs) to allow solar photovoltaic systems on the project site to be installed in the future, with a specified electrical generation capacity, such as equal to the building's projected energy needs.</p> <p>PDF AQ-16: The Project Applicant/Developer/Owner shall require all stand-by emergency generators to be powered by a non-diesel fuel.</p> <p>PDF AQ-17: The Project owner shall require facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.</p> <p>PDF AQ-18: The Project owner shall require operators to establish and promote a rideshare program</p>			

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	<p>that discourages single-occupancy vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking.</p> <p>PDF AQ-19: The Project shall meet CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking.</p> <p>PDF AQ-20: The Project will achieve certification of compliance or demonstrate equivalency with LEED green building standards.</p> <p>PDF AQ-21: The Project Owner/Tenant shall provide meal options onsite or shuttles between the facility and nearby meal destinations if feasible.</p> <p>PDF AQ-22: The Project Applicant/Developer/Owner shall post signs at every truck exit driveway providing directional information to the truck route.</p> <p>PDF AQ-23: The Project Applicant/Developer/Owner shall require that every tenant train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB-approved courses. Also, if the tenant/facility operator owns its own fleet of</p>			

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	<p>vehicles, subject to 13 California Code of Regulations section 2025, require such tenants/facility operators to maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request.</p> <p>PDF AQ-24: The Project Applicant/Developer/Owner shall encourage tenants to enroll in the United States Environmental Protection Agency's SmartWay program and encourage tenants to use carriers that are SmartWay carriers.</p> <p>PDF AQ-25: The Project Applicant/Developer/Owner shall provide tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets.</p>			
Cumulative		Less than Significant	None required.	Less than significant
5.3 Biological Resources				
Impact BIO-1: 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		No Impact	None required	No Impact

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Service?.				
<p>Impact BIO-2: Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?</p>		No Impact	None required	No Impact
<p>Impact BIO-3: Would the Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</p>		No Impact	None required	No Impact
<p>Impact BIO-4: 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?</p>		Potentially Significant	<p>Mitigation Measure BIO-1: Nesting Birds: To the extent possible, construction activities (i.e., demolition, earthwork, clearing, and grubbing) within the Project site and offsite infrastructure areas, shall occur outside of the general bird nesting season for migratory birds, which is March 15 through August 31 for songbirds and January 1 through August 31 for raptors. If construction activities (i.e., earthwork, clearing, and grubbing) must occur during the general bird nesting season for migratory songbirds (March 15 through August 31) and raptors (January 1 to August 31), a qualified biologist shall perform a pre-construction survey of potential nesting habitat to confirm the absence of active nests belonging to migratory birds and raptors afforded protection under the MBTA and California Fish & Game Code. The pre-construction survey shall be performed no more than</p>	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>three days prior to the commencement of construction activities. The results of the pre-construction survey shall be documented by the qualified biologist. If construction is inactive for more than seven days, an additional survey shall be conducted.</p> <p>If the qualified biologist determines that no active migratory bird or raptor nests occur, the activities shall be allowed to proceed without any further requirements. If the qualified biologist determines that an active migratory bird or raptor nest is present, no impacts within 300 feet (500 feet for raptors) of the active nest shall occur until the young have fledged the nest and the nest is confirmed to no longer be active, or as determined by the qualified biologist. The biological monitor may modify the buffer or propose other recommendations in order to minimize disturbance to nesting birds.</p>	
<p>Impact BIO-5: Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?.</p>		Less than Significant	None required.	Less than significant
<p>Impact BIO-6: 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?</p>		No Impact.	None required.	No Impact.
<p>Cumulative</p>		Less than Significant	None required.	Less than significant
<p>5.4 Cultural Resources</p>				
<p>Impact CUL-1: Would the project</p>	<p>PPP CUL-1. Cultural and</p>	Less than Significant	None required.	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<p>cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?</p>	<p>paleontological resources are recognized as nonrenewable resources and receive protection under the PRC and CEQA.</p>			
<p>Impact CUL-2: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?</p>	<p>PPP CUL-2. Native American historical and cultural resources and sacred sites are protected under PRC Sections 5097.9 to 5097.991, which require that descendants be notified when Native American human remains are discovered and provide for treatment and disposition of human remains and associated grave goods.</p> <p>PPP CUL-3. If human remains are discovered within a project site, disturbance of the site must stop until the coroner has investigated and made recommendations for the treatment and disposition of the human remains to the person responsible for the excavation, or to his or her authorized representative. If the coroner has reason to believe the human remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. (California Health and Safety Code Section 7050.5)</p>	<p>Potentially Significant</p>	<p>Mitigation Measure CUL-1: Archaeological Monitoring of All Developments</p> <ul style="list-style-type: none"> a) Prior to the issuance of a grading permit for the Project, the Applicant or construction contractor shall provide evidence to the County of San Bernardino that a qualified professional archeologist meeting the Secretary of Interior's PQS for Archaeology (as defined in the Code of Federal Regulations, 36 CFR Part 61) has been retained to conduct monitoring of grading activities to a depth of 3 feet below the existing grade. The archaeologist shall have the authority to redirect earthmoving activities in the event that suspected cultural resources are unearthed during construction activities. b) The archaeologist shall prepare a Cultural Resources Monitoring and Treatment Plan, which would be approved by the County and describe processes for archaeological and tribal monitoring and for handling incidental discovery of cultural resources for all ground-disturbing construction and pre-construction activities. The monitoring plan shall be provided to the San Manuel Band of Mission Indians 	<p>Less than significant</p>

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>and Gabrieleño Band of Mission Indians – Kizh Nation for review and comment, as detailed in MM TCR-2. Prior to the issuance of a grading permit, the Applicant or construction contractor shall provide evidence to the County of San Bernardino that all construction workers involved with grading and trenching operations have received training by the archaeologist to recognize archaeological resources, including tribal cultural resources, should such resources be unearthed during ground-disturbing construction activities. Pursuant to MM TCR-1, all Native American Tribal Representatives, including the San Manuel Band of Mission Indians and the Gabrieleño Band of Mission Indians – Kizh Nation, shall be allowed to attend the training session.</p> <p>c) The training of all construction workers involved with grading and trenching operations shall explain the importance and legal basis for the protection of significant archaeological resources. It will include a brief review of the cultural sensitivity of the construction area and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent</p>	

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel involved with grading and trenching operations that begin work following the initial training session must take the training prior to beginning work; the archaeologist shall be available to provide the training on an as-needed basis.</p> <p>d) In the event archaeological resources (artifacts or features) are encountered during ground-disturbing activities, the construction supervisor shall be required by his contract to immediately halt and redirect grading operations within a 50-foot radius of the discovery and seek identification and evaluation of the suspected resource by the archaeologist. This requirement shall be noted on all grading plans and the construction contractor shall be obligated to comply with the note.</p> <p>e) After the archaeologist makes his/her initial assessment of the nature of the find, the archaeologist shall notify the Native American Tribal Representatives—including the</p>	

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>San Manuel Band of Mission Indians Cultural Resources Department and the Gabrieleño Band of Mission Indians – Kizh Nation —to provide Tribal input with regard to the significance and treatment. If it is not of Native American heritage, the archaeologist shall pursue either protection in place or recovery, salvage, and treatment of the deposits. Recovery, salvage, and treatment protocols shall be developed in accordance with applicable provisions of Public Resource Code Section 21083.2 and State CEQA Guidelines 15064.5 and 15126.4 in consultation with the County or a with a recognized scientific or educational repository, including the SCCIC. Per CEQA Guidelines Section 15126.4(b)(3), preservation in place shall be the preferred means to avoid impacts to archaeological resources qualifying as historical resources, consistent with CEQA Guidelines Section 15126.4(b)(3)(C). If unique archaeological resources cannot be preserved in place or left in an undisturbed state, recovery, salvage and treatment shall be required at the Applicant’s expense.</p> <p>f) If a significant tribal cultural resource is discovered on the property, ground disturbing activities shall be suspended 50 feet around the resource until a</p>	

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>tribal resource treatment plan is implemented. A tribal resource treatment plan shall be prepared and implemented, subject to approval by the County of San Bernardino, to protect the identified resource(s) from damage and destruction. The treatment plan shall contain a research design and data recovery program necessary to document the size and content of the discovery such that the resource(s) can be evaluated for significance under CEQA criteria. The research design shall list the sampling procedures appropriate to exhaust the research potential of the archaeological or tribal cultural resource(s) in accordance with current professional archaeology standards. The treatment plan shall require monitoring by the appropriate Native American Tribe(s) during data recovery and shall require that all recovered artifacts undergo basic field analysis and documentation or laboratory analysis, whichever is appropriate. At the completion of the basic field analysis and documentation or laboratory analysis, any recovered resource(s) shall be processed and curated according to current professional repository standards. The collections and associated records shall be donated to an appropriate curation facility, or the artifacts may be delivered to the appropriate Native American</p>	

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			Tribe(s) if that is recommended by the County of San Bernardino. A final report containing the significance and treatment findings shall be prepared by the archaeologist and submitted to the County of San Bernardino, the South Central Coastal Information Center (SCCIC) at California State University (CSU), Fullerton, and the appropriate Native American Tribe(s).	
Impact CUL-3: Would the Project disturb any human remains, including those interred outside of formal cemeteries?		Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant
5.5 Energy				
Impact E-1: Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?		Less than significant	None required	Less than significant
Impact E-2: Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?		No impact	None required	No impact
Cumulative		Less than significant	None required	Less than significant
5.6 Geology and Soils				
Impact GEO-1i: Would the project directly or indirectly cause potential substantial adverse effects, including		Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
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?				
Impact GEO-1ii: Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?		Less than significant	None required	Less than significant
Impact GEO-1iii: Would the project directly or indirectly cause potential substantial adverse effects including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?		Less than significant	None required	Less than significant
Impact GEO-1iv: Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?		Less than significant	None required	Less than significant
Impact GEO-2: Would the project result in substantial soil erosion or the loss of topsoil?		Less than significant	None required	Less than significant
Impact GEO-3: Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		Less than significant	None required	Less than significant
Impact GEO-4: Would the project be located on expansive soil, as defined in table 18-1-b of the uniform building		Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
code (1994) but would not create substantial risks to life or property?				
Impact GEO-5: Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?		Less than significant	None required	Less than significant
Impact GEO-6: Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		Potentially significant	<p>Mitigation Measure GEO-1: Paleontological Resources. Prior to issuance of a Grading Permit, the Project Applicant/Developer shall submit a Paleontological Resource Management Program focused upon monitoring, salvaging, and curating any recovered fossils associated with the Project site to the Director of Planning for her/his approval. The Paleontological Resource Management Program shall provide procedures for implementing the following procedures:</p> <ul style="list-style-type: none"> • A trained and qualified paleontological monitor should perform monitoring of any excavations on the Project site that have the potential to impact paleontological resources. The monitor will have the ability to redirect construction activities to ensure avoidance of adverse impacts to paleontological resources. • The Project paleontologist may re-evaluate necessity for paleontological monitoring after examination of affected sediments during excavation with approval from the County of San Bernardino and Client representatives. 	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<ul style="list-style-type: none"> • Any potentially significant fossils observed shall be collected and recorded in conjunction with Best Management Practices and Society of Vertebrate Paleontology (SVP) professional standards. • Any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations. • A report documenting results of monitoring, including any salvage activities and significance of any fossils, will be prepared and submitted to the appropriate personnel. 	
Cumulative		Less than significant	None required	Less than significant
5.7 Greenhouse Gas Emissions				
Impact GHG-1: The Project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.		Less than significant	None required	Less than significant
Impact GHG-2: The Project would conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.		Less than significant	None required	Less than significant
Cumulative		Less than significant		Less than significant
5.8 Hazards and Hazardous Materials				
Impact HAZ-1: Would the Project create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	PPP HAZ-1: SCAQMD Rule 1403. Prior to issuance of a Demolition Permit, the Project Applicant/Developer shall submit verification to the County Building	Less than significant	None.	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<p>Impact HAZ-2: Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment?</p>	<p>Division that an asbestos survey has been conducted at all existing buildings located on the Project site. If asbestos is found, the Project Applicant/Developer shall follow all procedural requirements and regulations of South Coast Air Quality Management District Rule (SCAQMD) 1403. Rule 1403 regulations require the following actions be taken: notification of SCAQMD prior to construction activity, asbestos removal in accordance with prescribed procedures, placement of collected asbestos in leak-tight containers or wrapping, and proper disposal.</p> <p>PPP HAZ-2: Lead. Prior to issuance of a Demolition Permit, the Project Applicant/Developer shall submit verification to the County Building Division that a lead-based paint survey has been conducted at all existing buildings located on the Project site. If lead-based paint is found, the Project Applicant/Developer shall follow all procedural requirements and regulations for proper removal and disposal of the Lead-based paint. Cal-OSHA has established limits of exposure to lead contained in dusts and fumes. Specifically, CCR Title 8, Section 1532.1 provides for exposure limits, exposure monitoring, and respiratory protection, and mandates good working practices by workers exposed to lead.</p>	Less than significant	None.	Less than significant
<p>Impact HAZ-3: Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within 0.25 mile of an existing or proposed school?</p>		Less than significant	None.	Less than significant
<p>Impact HAZ-4: Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment?</p>		No impact	None.	No impact
<p>Impact HAZ-5: Would the project result in a safety hazard or excessive noise for people residing or working in the project area for a project located within an airport land use plan or, where such a plan has not been adopted, be within two miles of a public airport or public use airport?</p>		No impact	None.	No impact
<p>Impact HAZ-6: Would the project not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?</p>		Less than significant	None.	Less than significant
<p>Impact HAZ-7: Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving</p>		No impact	None.	No impact

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
wildland fires?				
Cumulative	<p>PPP WQ-1: NPDES/SWPPP. Prior to issuance of a Demolition Permit or Grading Permit, the Project Applicant/Developer shall provide the County Building Division with evidence of compliance with the NPDES (National Pollutant Discharge Elimination System) requirement to obtain a Construction Permit from the State Water Resource Control Board (SWRCB). The Permit requirement applies to grading and construction sites of one acre or larger. The Project Applicant/Developer shall comply by submitting a Notice of Intent (NOI) and by developing and implementing a Stormwater Pollution Prevention Plan (SWPPP) and a monitoring program and reporting plan for the construction site.</p> <p>PPP WQ-2: WQMP. Prior to issuance of a Grading Permit, a completed Water Quality Management Plan (WQMP) shall be submitted to and approved by the City Building and Safety Division. The WQMP shall identify all Post-Construction, Site Design, Source Control, and Treatment Control Best Management Practices (BMP) that will be incorporated into the development project in order to minimize the adverse effects on receiving waters.</p>	Less than significant	None.	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
5.9 Hydrology and Water Quality				
<p>Impact WQ-1: Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?</p>	<p>PPP WQ-1: NPDES/SWPPP. Prior to issuance of any grading or demolition permits, the applicant shall provide the County Building and Safety Division evidence of compliance with the NPDES (National Pollutant Discharge Elimination System) requirement to obtain a construction permit from the State Water Resource Control Board (SWRCB). The permit requirement applies to grading and construction sites of one acre or larger. The Project applicant/proponent shall comply by submitting a Notice of Intent (NOI) and by developing and implementing a Stormwater Pollution Prevention Plan (SWPPP) and a monitoring program and reporting plan for the construction site.</p> <p>PPP WQ-2: WQMP. Prior to the approval of the Grading Plan and issuance of Grading Permits a completed Water Quality Management Plan (WQMP) shall be submitted to and approved by the Public Works Department. The WQMP shall be submitted using the San Bernardino County Stormwater Program’s model form and shall identify all Post-Construction, Site Design, Source Control, and Treatment Control Best Management Practices (BMPs) that will be incorporated into the development project in order to minimize the adverse effects on</p>	<p>Less than significant</p>	<p>None required</p>	<p>Less than significant</p>

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	receiving waters.			
<p>Impact WQ-2: Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?</p>		Less than significant	None required	Less than significant
<p>Impact WQ-3: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?.</p>	<p>PPP HYD-1: NPDES/SWPPP, listed above</p> <p>PPP HYD-2: Santa Ana RWQCB MS4 Permit/WQMP, listed above</p>	Less than significant	None required	Less than significant
<p>Impact WQ-4: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?</p>	<p>PPP HYD-1: NPDES/SWPPP, listed above</p> <p>PPP HYD-2: Santa Ana RWQCB MS4 Permit/WQMP, listed above</p>	Less than significant	None required	Less than significant
<p>Impact WQ-5: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or</p>	<p>PPP HYD-1: NPDES/SWPPP, listed above</p> <p>PPP HYD-2: Santa Ana RWQCB MS4 Permit/WQMP, listed above</p>	Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				
Impact WQ-8: Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?		Less than significant	None required	Less than significant
Cumulative	PPP HYD-1: NPDES/SWPPP, listed above PPP HYD-2: Santa Ana RWQCB MS4 Permit/WQMP, listed above	Less than significant	None required	Less than significant
5.10 Land Use and Planning				
Impact LU-1: Would the project physically divide an established community?		Less than significant	None required	Less than significant
Impact LU-2: Would the Project cause significant environmental impacts due to conflicts with land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?		Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant
5.11 Noise				
Impact NOI-1: Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		Less than significant	None required	Less than significant
Impact NOI-2: Would the Project result in generation of excessive		Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
groundborne vibration or groundborne noise levels?				
Impact NOI-3: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?		Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant
5.12 Transportation				
Impact TR-1: Would the Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?		Less than significant	None required	Less than significant
Impact TR-2: Would the Project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b).		Less than significant	None required	Less than significant
Impact TR-3: Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		Less than significant	None required	Less than significant
Impact TR-4: Would the Project result in inadequate emergency access?		Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant
5.13 Tribal Cultural Resources				
Impact TCR-1: Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources		Potentially Significant	Mitigation Measure CUL-1: Archaeological Resources (As provided in Section 5.5, <i>Cultural Resources</i>).	No Impact

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<p>Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?</p>			<p>Mitigation Measure TCR-1: Native American Monitoring of Ground-Disturbing Activities</p> <ul style="list-style-type: none"> a) The Project applicant shall retain a Native American monitor from (or approved by) the San Manuel Band of Mission Indians and the Gabrieleno Band of Mission Indians-Kizh Nation (“Tribes”). The monitor shall be retained prior to the commencement of any “ground-disturbing activity” for the Project, at all Project locations (i.e., both on-site and any off-site locations that are included in the Project description/definition and/or required in connection with the Project, such as public improvement work). “Ground-disturbing activity” includes, but is not limited to, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. Monitors from the San Manuel Band of Mission Indians and the Gabrieleno Band of Mission Indians-Kizh Nation shall provide Native American monitoring services on a rotating basis. b) A copy of the executed monitoring agreement shall be provided to the Lead Agency prior to the earlier of the commencement of any ground-disturbing activity for the Project, or the issuance of any permit necessary to commence a ground-disturbing activity. c) The Project Applicant/Developer 	

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>shall provide the Tribe(s) with a minimum of 30 days advance written notice of the commencement of any Project ground-disturbing activity so that the Tribe(s) have sufficient time to secure and schedule a monitor for the Project.</p> <p>d) The Project Applicant/Developer shall hold at least one pre-construction sensitivity/educational meeting prior to the commencement of any ground-disturbing activities, where at a senior member of the Tribe(s) will inform and educate the Project's construction and managerial crew and staff members (including any Project subcontractors and consultants) about the tribal cultural resource mitigation measures and compliance obligations, as well as places of significance located on the Project site (if any), the appearance of potential tribal cultural resources, and other informational and operational guidance to aid in the Project's compliance with the tribal cultural resource mitigation measures. The Native American Tribe(s) shall be notified of and allowed to attend the pre-grading meeting with the County and Project construction contractors and/or monitor all Project mass grading and trenching activities. In the event that suspected tribal cultural resources are unearthed, the Native American Tribe(s) shall</p>	

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>have the authority to redirect earth moving activities in the affected area.</p> <p>e) The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the Project applicant/Lead Agency upon written request.</p> <p>f) Native American monitoring for the Project shall conclude upon the latter of the following: (1) written confirmation from a designated Project point of contact to the Tribe representatives that all ground-disturbing activities and all phases that may involve ground-disturbing activities on the Project site and at any off-site Project location are complete; or (2) written notice by the Tribe to the Project Applicant and Lead</p>	

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>Agency that no future, planned construction activity and/or development/construction phase (known by the Tribe at that time) at the Project site and at any off-site project location possesses the potential to impact tribal cultural resources.</p> <p>g) Any and all archaeological or cultural documents created as a part of the Project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the Project Applicant and Lead Agency for dissemination to the San Manuel Band of Mission Indians and the Gabrieleno Band of Mission Indians-Kizh Nation. The Lead Agency and/or Project Applicant shall, in good faith, consult with both Tribes throughout the life of the Project.</p> <p>Mitigation Measure TCR-2: Potential Tribal Cultural Resource Discovery Procedures</p> <p>a) Upon the discovery of a tribal cultural resource, all construction activities in the immediate vicinity of the discovery (i.e., not less than the surrounding 50 feet) shall cease. The Mission Indians and Gabrieleno Band of Mission Indians-Kizh Nation and the San Manuel Band of Mission Indians Cultural Resources Departments shall be contacted regarding any cultural resources discovered during construction activities and be provided information regarding the nature of the find,</p>	

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>so as to provide Tribal input with regards to significance and treatment. No Project construction activities shall resume in the surrounding 50 feet of the discovered tribal cultural resource unless and until the Tribe has completed its assessment/evaluation/recovery of the discovered tribal cultural resource and surveyed the surrounding area.</p> <p>b) Should the find be deemed significant, as defined by CEQA, a Cultural Resources Monitoring and Treatment Plan shall be prepared and implemented by the Project archaeologist, in coordination with the Mission Indians and Gabrieleno Band of Mission Indians-Kizh Nation and San Manuel Band of Mission Indians.</p> <p>c) The Tribe(s) will recover and retain all discovered tribal cultural resources in the form and/or manner the Tribe(s) deems appropriate in its discretion, per the Cultural Resources Monitoring and Treatment Plan, and for any purpose the Tribe(s) deems appropriate, including but not limited to, educational, cultural and/or historic purposes.</p> <p>d) Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered resources.</p> <p>e) Any historic archaeological</p>	

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>material that is not Native American in origin (non-tribal cultural resources) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes</p>	
<p>Impact TCR-2: Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?</p>		<p>Potentially significant</p>	<p>Mitigation Measure CUL-1: Archaeological Resources (As provided in Section 5.5, <i>Cultural Resources</i>).</p> <p>Mitigation Measure TCR-1: Native American Monitoring of Ground-Disturbing Activities (as listed above).</p> <p>Mitigation Measure TCR-2: Potential Tribal Cultural Resource Discovery Procedures (as listed above).</p>	<p>Less than significant</p>
<p>Cumulative</p>		<p>Potentially significant</p>	<p>Mitigation Measure TCR-1, listed above.</p>	<p>Less than significant</p>

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Impact UT-1: Would the Project require or result in the relocation or construction of new water facilities, the construction or relocation of which could cause significant environmental effects?		Less than significant	None required	Less than significant
Impact UT-2: Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable development during normal, dry, and multiple dry years?		Less than significant	None required	Less than significant
Impact UT-3: Would the Project require or result in the construction of new or expanded wastewater facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects?		Less than significant	None required	Less than significant
Impact UT-4: Would the Project result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?		Less than significant	None required	Less than significant
Impact UT-5: The Project would not 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.		Less than significant	None required	Less than significant
Impact UT-6: The Project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.		Less than significant	None required	Less than significant
Impact UT-7: The Project would comply		No impact	None required	No impact

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
with federal, state, and local statutes and regulations related to solid waste.				
Cumulative		Less than significant	None required	Less than significant

2. Introduction

This Draft Environmental Impact Report (EIR) evaluates the environmental effects that may result from the construction and operation of the proposed Project. This EIR has been prepared by the County of San Bernardino in its capacity as Lead Agency, as that term is defined in Section 15367 of the CEQA Guidelines (14 California Code of Regulations Section 15000 et seq.) and in conformance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.). This EIR has been prepared to identify, analyze, and mitigate the significant environmental effects of the proposed Project.

CEQA requires each EIR to reflect the independent judgment of the Lead Agency, including but not limited to the thresholds of significance used to analyze Project impacts, analyses and conclusions regarding the level of significance of impacts both before and after mitigation, the identification and application of mitigation measures to avoid or reduce Project-related impacts, and the consideration of alternatives to the proposed Project. In preparing this EIR, the County of San Bernardino has employed CEQA and environmental technical specialists; however, the analyses and conclusions set forth in this EIR reflect the independent judgment of the County as Lead Agency.

2.1 PURPOSE OF AN EIR

CEQA requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority prior to taking action on those projects. Pursuant to the provisions of CEQA Guidelines Section 15121(a), this EIR is intended as an informational document to inform public agency decision makers and the general public of the significant environmental effects of the proposed Project, identify possible ways to avoid or minimize those significant effects, and describe reasonable alternatives to the Project that might avoid or lessen significant environmental effects. Thus, this EIR is intended to aid the review and decision-making process.

The CEQA Guidelines provide the following information regarding the purpose of an EIR:

- **Project Information and Environmental Effects.** An EIR is an informational document that will inform public agency decision-makers and the public generally of the significant environmental effect(s) of a Project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the Project. The public agency shall consider the information in the EIR along with other information that may be presented to the agency (CEQA Guidelines Section 15121(a)).
- **Standards for Adequacy of an EIR.** An EIR should be prepared with a sufficient degree of analysis to enable decision makers to make an intelligent decision that takes account of environmental consequences. An evaluation of the environmental effects of a proposed Project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure (CEQA Guidelines Section 15151).

As a public disclosure document, the purpose of an EIR is not to recommend either approval or denial of a Project, but to provide information regarding the physical environmental changes that would result from an action being considered by a public agency to aid in the agency's decision-making process.

2.2 EIR SCOPE AND CONTENT

Impacts Found to Be Potentially Significant. The County determined that an EIR should be prepared for the Duke Warehouse at Slover and Alder Project. As a result, a Notice of Preparation (NOP) was prepared and circulated between December 22, 2021 and January 21, 2022 for the required 30-day review period. The purpose of the NOP was to solicit early comments from public agencies with expertise in subjects that are discussed in this Draft EIR. The NOP and written responses to the NOP are contained in Appendix A of this Draft EIR. The County of San Bernardino also held a scoping meeting for the Project to solicit oral and written comments from the public and public agencies. The public scoping meeting was held on January 18, 2022. Comments received at the meeting are contained in Appendix A of this Draft EIR. Topics requiring a detailed level of analysis evaluated in this Draft EIR have been identified based upon the responses to both the NOP and a review of the Project by the County of San Bernardino. The County determined through the initial review process that impacts related to the following topics are potentially significant and require a detailed level of analysis in this Draft EIR:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Transportation
- Tribal Cultural Resources
- Utilities

Impacts Found Not to Be Significant. CEQA Guidelines Section 15126.2(a) states that “[a]n EIR shall identify and focus on the significant effects on the environment”. Topics that have been determined not to be significant and are therefore not discussed in detail in the Draft EIR were identified based upon the responses to the NOP and a review of the Project by the County of San Bernardino. The County determined through the initial review process that impacts related to the following topics are not potentially significant and are not required to be analyzed in this Draft EIR:

- Agriculture & Forest Resources
- Mineral Resources
- Population and Housing
- Public Services
- Wildfire

2.3 IMPACTS FOUND NOT TO BE SIGNIFICANT

CEQA Guidelines Section 15126.2(a) states that “[a]n EIR shall identify and focus on the significant effects on the environment”. However, CEQA Guidelines Section 15128 requires that an EIR contain a statement briefly indicating the reasons that various possible effects of a Project were determined not to be significant and were therefore not discussed in detail in the EIR. The following environmental issue areas would not be potentially impacted or be significantly impacted by the proposed Project, as detailed below.

Agriculture and Forestry Resources

The Project site is zoned Community Industrial (IC) and is located in an area that is developed with urban uses. The Project is not in a Williamson Act contract and is identified as Urban and Built-Up Land based on

the California Department of Conservation Farmland Mapping and Monitoring Program. No areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance would be affected by the Project or converted to a non-agricultural use. In addition, the Project site and vicinity is void of forest land or timberland. As the Project site and vicinity do not include these resources, no other changes to the existing environment would occur from implementation of the proposed Project that could result in conversion of farmland to nonagricultural use or forest/timberland land to non-forest or non-timberland use. Thus, impacts related to agriculture and forestry resources would not occur.

Mineral Resources

The San Bernardino Countywide Plan designates the Project site as being located within MRZ-3. The site was previously used for residential, commercial, and industrial uses and was not used for mineral extraction. As such, the proposed Project would not result in the loss of availability of a known mineral resource as the mineral resource was not previously available for extraction. Thus, implementation of the Project would not cause the loss of availability of mineral resources valuable to the region or state, and no impact would occur.

Population/Housing

The proposed Project would demolish two single-family residences on the northwest and southwest corner, three commercial/industrial buildings totaling 16,800 square feet, a construction storage site, trailer parking lot, and multiple shipping containers and other storage units are located on the northeast portion of the site. The Project would develop a high-cube warehouse/distribution use in an area that is zoned for industrial development. Implementation of the proposed Project would result in long-term employment opportunities in the community of Bloomington and the Valley Region. Because the future tenants are unknown, the number of jobs generated from operation cannot be precisely determined. However, based on SCAG's employment generation factor of 1,195 square feet of light industrial space per employee, implementation of the proposed Project would create up to an additional 217 jobs in Bloomington. Employees are anticipated to live within the region prior to Project development. In addition, the Project would not require the extension of roads or other infrastructure. Thus, the Project would not induce substantial unplanned population growth in an area and impacts would be less than significant. The Project would positively contribute to employment growth in Bloomington, the Valley Region of San Bernardino County, as well as the inland Southern California region.

The proposed Project would demolish two single-family residences which would not displace a substantial number of existing people or housing and would not necessitate construction of housing elsewhere. Thus, there would be no impacts related to displacing substantial numbers of existing people or housing.

Public Services

The San Bernardino County Fire Protection District (County Fire) would serve the Project. County Fire provides fire suppression, emergency medical services (paramedic and non-paramedic), ambulance services, hazardous materials (HAZMAT) response, arson investigation, technical rescue, winter rescue operations, hazard abatement, and terrorism and weapons of mass destruction. County Fire provides for the management of community safety services such as fire prevention, building construction plans and permits, household hazardous waste, and local oversight and collection program for hazardous materials. The Project site would be served by two fire stations (Station 76 and 77) that are within two miles of the Project site. The Project is required to comply with the provisions of the County of San Bernardino Fire Protection District Ordinance (Ordinance No. FPD 20-01), which requires a fee payment for any

developments requiring permitting that the County applies to the funding of fire protection facilities. The fees collected would ensure the level of fire protection services are maintained and can be applied to the purchase of equipment, maintenance of existing facilities, and the construction of facilities. Thus, no impacts would occur.

Impacts to police services are considered significant if Project implementation would result in inadequate staffing levels, response times, and/or increased demand for services that would require the construction of new or expansion of existing police facilities. The Countywide Plan EIR addressed a projected increase in demand for law enforcement services in Bloomington. According to the Countywide Plan EIR, operations at the Fontana County Sheriff Station have decreased over the years, because their service areas have been annexed to the City of Fontana, which has its own police department. Therefore, the Fontana County Sheriff Station has capacity to accommodate more staff in order to meet the increased demand in Bloomington, including that contributed by the Project. Therefore, construction of a new or expansion of the existing police station would not be required; and therefore, impacts would be less than significant. Property tax revenue generated by development of the Project and would provide funding for police services and would help to offset the Project's increase in the demand for services; the Project would additionally include funding of additional San Bernardino County Sheriff's Deputy for the Bloomington Area. Therefore, no impacts to police protection facilities would occur.

The Project would develop a high-cube warehouse/distribution use that would not generate students. Under state law, development projects are required to pay school impact fees in accordance with Senate Bill 50 (SB 50) at the time of building permit issuance. No impacts to schools would occur.

As discussed previously, the proposed Project would create up to 217 new jobs in Bloomington. The Countywide Plan EIR addressed the demand increase in park services and provides that development (residential and nonresidential) in the community of Bloomington would be accompanied by a direct increase in property tax revenue assessed explicitly for the Bloomington Park and Recreational District to provide park and recreation service. The funds would be used to maintain and operate the existing park facilities and construct additional facilities, as deemed warranted by the Parks and Recreation District. Any potential new facilities would be subject to the County's policies designed to protect environmental resources and environmental review under CEQA, which would be separate from this Project. Employees are expected to live within the County and would not be expected to utilize parks during the workday. The Project would proportionately fund necessary improvements created by the Project's increase in use of existing park and recreation facilities, there would be no impact.

The Project would not require the construction of new or the expansion of existing government services or facilities. As with all developments, the Project would contribute to the incremental demand for expanded government services and facilities, including libraries, community recreation centers, public health facilities, and/or animal shelters. However, the Project would generate new tax revenues that would contribute to and supplement existing revenue sources for the maintenance and enhancement of these facilities. Therefore, Project implementation would not adversely affect public facilities or require the construction of new or modified public facilities that are not already addressed in this document. Employees are expected to live within the County and would not be expected to utilize these services. Thus, impacts would not occur.

Recreation

According to the San Bernardino County Profile, there are 2.5 million acres of recreational land in San Bernardino County, and six acres of parkland per 1,000 residents. The Project would create up to 217 new jobs but would not directly increase residents within the area. As discussed previously, the Bloomington

Community would be accompanied by a direct increase in property tax revenue assessed explicitly for the Bloomington Park and Recreational District to provide park and recreation service. Thus, impacts related to recreation would not occur.

Wildfire

According to the HZ-5 Fire Hazard Severity Zone Map within the Countywide Plan, the Project site is not within an area identified as a Fire Hazard Severity Zone that may contain substantial fire risk or a Very High Fire Hazard Severity Zone (CWP 2020). The Project site does not contain any emergency facilities, nor does it serve as an emergency evacuation route. During construction and long-term operation, the Project would be required to maintain adequate emergency access for emergency vehicles via Project roadways as required by the County. Furthermore, the Project would not result in a substantial alteration to the design or capacity of any public road that would impair or interfere with the implementation of evacuation procedures. Therefore, implementation of the Project would not result in any impacts related to wildfire.

2.4 EIR PROCESS

Notice of Preparation/Initial Study

Pursuant to the requirements of CEQA, the County of San Bernardino, as Lead Agency, prepared a Notice of Preparation (NOP) for the proposed Project included as Appendix A, which was distributed on December 21, 2021 for a 30-day public review and comment period that ended on January 21, 2021. The NOP requested members of the public and public agencies to provide input on the scope and content of environmental impacts that should be included in the Draft EIR being prepared. Comments received on the NOP are included in Appendix A and summarized in Table 2-1, which also includes a reference to the Draft EIR section(s) in which issues raised in the comment letters are addressed.

Table 2-1: Summary of NOP/Initial Study Comment Letters

Comment Letter and Comment	Relevant EIR Section
State Agencies	
California Department of Transportation (CalTrans) January 18, 2022	
<p>This letter discusses that the letter is submitted as a responsible agency under CEQA. The comment states due to the Project’s potential impact to Interstate 10, it is subject to policies and regulations including providing a traffic impact analysis, providing safety reviews as a stand-alone report, perform the appropriate VMT-focused Traffic Impact Study and submit for review. In addition, the comment states that they encourage the County to design the local streets to serve vehicular and pedestrian circulation equally and Provide a continuous circulation system allowing current/future residents, employees, and guests to access the attraction places. The comment also states to relegate the parking spaces to the back of the buildings and locate preferential parking for vanpools and carpools along with secure, visible, and convenient bicycle parking/racks accessible to retail and office locations. The comment also states</p>	<p>Transportation</p>

Comment Letter and Comment	Relevant EIR Section
Local Agencies	
Colton Joint Unified School District January 21, 2022	
<p>This letter provides the six schools that are within one mile of the Project site. The comment requests that the proposed high cube warehouse and dock doors face north, ensure trailer truck access occurs via Slover Avenue, and that trailer trucks cannot be allowed on Alder Avenue, south of Slover Avenue. The comment requests that the Draft EIR shows the truck routes that would be used during the construction and operational phases. The comment states that a cumulative analysis should occur for traffic and air quality to include past, present, and reasonably foreseeable projects. The comment also states that the Project’s stationary and mobile source emissions should be analyzed especially Bloomington High School. The comment also states that the Project is in a community with some of the highest pollution burden in all of California. The District requests that the proposed Project uses health-protective significance thresholds instead of the thresholds established by SCAQMD. The comment also requests considering contributing to the District’s efforts in funding hospital-grade air purification systems at schools. The letter states that the noise analysis should identify residential uses and the District schools as sensitive receptors. The comment also states that the noise and vibration analysis must determine that the proposed Project’s direct and indirect impacts as well as cumulative impacts on indoor and outdoor noise at Bloomington and Slover Mountain High School. The comment also states that the District has concerns related to increased vehicle and truck traffic near the schools. The District requests to evaluate whether the intersections of Slover/Alder, Slover/Cedar, and Slover/Sierra have adequate pedestrian safety features. The comment provided best practices and mitigation measures to comply with the California Environmental Quality Act.</p>	<p>Air Quality, Greenhouse Gas Emissions, Energy, Noise, Transportation</p>
South Coast Air Quality Management District January 11, 2022	
<p>The letter requests a copy of the Draft EIR, technical studies, and appendices related to air quality, health risk, and greenhouse gas analyses upon release of the Public Draft EIR. The comment recommends that the County use the South Coast AQMD’s CEQA Air Quality Handbook as guidance along with the CalEEMod software. The letter recommends that the County quantify criteria pollutant emissions and compare the emissions to SCAQMD’s CEQA regional pollutant emissions significance thresholds and localized significance thresholds to determine the proposed Project’s air quality impacts. The comment states that the Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the proposed Project. The comment states that a mobile source health risk assessment would be required if the proposed Project generates diesel emissions from long-term construction or attracts diesel-fueled vehicular trips. The comment also states that if the proposed Project requires a permit from SCAQMD, they should be identified as a responsible agency for the Project. The comment states that when the health</p>	<p>Air Quality, Energy, and Greenhouse Gas Emissions</p>

Comment Letter and Comment	Relevant EIR Section
<p>impacts from the proposed Project are added to those existing impacts, residents living in the communities will possibly face a greater exposure to air pollution and increase health risks. The comment identifies possible mitigation measures for operational air quality impacts from mobile sources.</p>	
<p>West Valley Water District January 26, 2022</p>	
<p>This letter states that the Project is within the WVWD service area and states that the applicant will be required to apply for and submit a plan check for the abandonment of the existing services and installation of all new water services. The comment also states that the Project will be required to perform a hydraulic analysis and all water improvements must be installed by one of the District's preapproved contractors. The District will require a break tank to be installed if the Project requires an on-site fire pump.</p>	<p>Utilities</p>

Public Scoping Meeting

Pursuant to Section 15082(c)(1) of the CEQA Guidelines, the County of San Bernardino hosted a public scoping meeting for members of the public and public agencies to provide input as to the scope and content of the environmental information and analysis to be included in the Draft EIR for the proposed Project. The scoping meeting was held on January 18, 2022 at 6:00 p.m. online through Zoom.

Public Review of the Draft EIR

The County of San Bernardino filed a Notice of Completion with the Governor's Office of Planning and Research, State Clearinghouse, indicating that this Draft EIR has been completed and is available for review. A Notice of Availability of the Draft EIR was published concurrently with distribution of this document. The Draft EIR is being circulated for review and comment by the public and other interested parties, agencies and organizations for 45 days in accordance with Section 15087 and Section 15105 of the CEQA Guidelines. During the 45-day review period, the Draft EIR is available for public review digitally on the County's website: (<http://cms.sbcounty.gov/lus/Planning/Environmental/Valley.aspx>)

Written comments related to environmental issues in the Draft EIR should be addressed to:

Aron Liang, Senior Planner
 County of San Bernardino Land Use Services Department
 385 N. Arrowhead Ave
 San Bernardino, CA 92415

Email: Aron.Liang@lus.sbcounty.gov

Final EIR

Upon completion of the 45-day review period, written responses to all comments related to the environmental issues in the Draft EIR will be prepared and incorporated into a Final EIR. The written responses to comments will be made available at least 10 days prior to the public hearing at which the certification of the Final EIR will be considered. These comments, and their responses, will be included in the Final EIR for consideration by the County, as well as other responsible agencies per CEQA. The Final EIR may also contain corrections and additions to the Draft EIR, and other information relevant to the environmental issues associated with the Project. The Final EIR will be available for public review prior to

its certification by the County. Notice of the availability of the Final EIR will be sent to all who commented on the Draft EIR.

2.3 ORGANIZATION OF THIS DRAFT EIR

The Draft EIR is organized into the following Sections. To help the reader locate information of interest, a brief summary of the contents of each chapter of this Draft EIR is provided.

- **Section 1 Executive Summary:** This section provides a brief summary of the Project area, the proposed Project, and alternatives. The section also provides a summary of environmental impacts and mitigation measures that lists each identified environmental impact, applicable Project design features, standard conditions, proposed mitigation measure(s) (if any), and the level of significance after implementation of the mitigation measure. The level of significance after implementation of the proposed mitigation measure(s) will be characterized as either less than significant or significant and unavoidable.
- **Section 2 Introduction:** This section provides an overview of the purpose and use of the EIR, the scope of this EIR, a summary of the legal authority for the EIR, a summary of the environmental review process, and the general format of the document.
- **Section 3 Project Description:** This section provides a detailed description of the proposed Project, its objectives, and a list of Project-related discretionary actions.
- **Section 4 Environmental Setting:** This section provides a discussion of the existing conditions within the Project area.
- **Section 5 Environmental Impact Analysis:** This section includes a summary of the existing statutes, ordinances and regulations that apply to the environmental impact area being discussed; the analysis of the Project's direct and indirect environmental impacts on the environment, including potential cumulative impacts that could result from the proposed Project; any applicable Project design features; standard conditions and plans, policies, and programs that could reduce potential impacts; and the feasible mitigation measures that would reduce or eliminate the significant adverse impacts identified. Impacts that cannot be mitigated to less than significant are identified as significant and unavoidable.

This section also summarizes the significant and unavoidable impacts that would occur from implementation of the proposed Project and provides a summary of the environmental effects of the implementation of the proposed Project that were found not to be significant. Additionally, this section provides a discussion of various CEQA-mandated considerations including growth-inducing impacts and the identification of significant irreversible changes that would occur from implementation of the proposed Project.

- **Section 6 Significant and Unavoidable:** This section summarizes the significant and unavoidable impacts that would occur from implementation of the proposed Project. In addition, this section provides a summary of the environmental effects of the implementation of the proposed Project that were found not to be significant.
- **Section 7 Alternatives:** This section describes and analyzes a reasonable range of alternatives to the proposed Project. The CEQA-mandated No Project Alternative is included along with alternatives that would reduce one or more significant effects of the proposed Project. As required by the CEQA Guidelines, the environmentally superior alternative is also identified.

- **Section 8 Growth and Irreversible:** This section provides a discussion of various CEQA-mandated considerations including growth-inducing impacts and the identification of significant irreversible changes that would occur from implementation of the proposed Project.
- **Section 9 Report Preparation and Persons Contacted:** This section lists authors of the Draft EIR and County staff that assisted with the preparation and review of this document. This section also lists other people that were contacted for information that is included in this EIR document.

2.4 INCORPORATION BY REFERENCE

State CEQA Guidelines Section 15150 allows for the incorporation “by reference all or portions of another document...[and is] most appropriate for including long, descriptive, or technical materials that provide general background but do not contribute directly to the analysis of a problem at hand.” The purpose of incorporation by reference is to assist the Lead Agency in limiting the length of this Draft EIR. Where this EIR incorporates a document by reference, the document is identified in the body of the Draft EIR, citing the appropriate section(s) of the incorporated document and describing the relationship between the incorporated part of the referenced document and this Draft EIR.

The Project is within the geographical limits of the County of San Bernardino and is covered by its Countywide Plan. The Countywide Plan was approved by the County on October 27, 2020, and provides the fundamental basis for the County’s land use and development policies. The Countywide Plan was the subject of an environmental review under CEQA; a Program EIR for the Countywide Plan was certified by the County in 2020 (State Clearinghouse Number 2017101033). The Program EIR contains information relevant to the Project. Accordingly, the Program EIR for the Countywide Plan is herein incorporated by reference in accordance with State CEQA Guidelines Section 15150. The documents are available at <https://countywideplan.com> and the County of San Bernardino, Planning Department, 385 North Arrowhead Avenue, First Floor, San Bernardino, CA 92415.

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3. Project Description

3.1 PROJECT LOCATION

The Duke Warehouse at Slover and Alder Project (Project) site is located in the unincorporated community of Bloomington in the southwestern area of San Bernardino County's Valley Region. The 6.7-square mile Bloomington community is just north of the San Bernardino County/Riverside County boundary line and is approximately 60 miles east of downtown Los Angeles and 50 miles north (inland) of Orange County. Regional access to the Project site is provided via Interstate 10 (I-10) and the Sierra Avenue interchange. The Project site is located within the Fontana, California, United States Geological Survey 7.5' Quadrangle in the northwest quarter of Section 28 in Township 01 South, Range 05 West, San Bernardino Base and Meridian.

The Project site is bounded by Slover Avenue to the north and by Alder Avenue to the west. The Project site consists of seven generally rectangularly-shaped parcels that together comprise 13.23 acres. The Assessor Parcel Numbers (APN) for the site include 0256-031-07 through 10, and 0256-031-17 through 19. Regional location and local vicinity are provided below in *Figure 3-1, Regional Location* and *Figure 3-2, Local Vicinity*.

3.2 PROJECT BACKGROUND

Historically, the parcels that comprise the Project site have been used for many purposes ranging from agricultural production and residential use to commercial/industrial use, construction storage, and trailer parking in recent decades. The site contains two existing single-family residential structures and three commercial/industrial buildings that support businesses currently operating on the site. The existing land uses and conditions of the Project site are described in Chapter 4, *Environmental Setting*.

3.3. PROJECT OBJECTIVES

The Project site plan has been designed to meet a series of Project-specific objectives that have been carefully crafted in order to aid decision makers in their review of the Project and its associated environmental impacts. The primary purpose and goal of the Project is to redevelop a underutilized property with a warehouse/distribution use to provide an employment-generating use to help grow the economy in the community of Bloomington in unincorporated San Bernardino County. The Project would achieve this goal through the following objectives:

1. To make efficient use of the property in the Bloomington Community by adding to its potential for employment-generating uses.
2. To attract new business and employment to San Bernardino County and thereby promote economic growth.
3. To reduce the need for members of the local workforce to commute outside the Project vicinity to work.
4. To develop an underutilized property with a high-cube industrial warehouse building near available infrastructure, including roads and utilities, to help meet demand for logistics business in the County.
5. To build an industrial warehouse project consistent with the San Bernardino Countywide Plan Land Use designation and San Bernardino County Development Code regulations.

6. To provide a Project designed to orient operational activities away from adjacent sensitive land uses to the south.
7. Develop a project that does not contribute to surface and groundwater quality degradation by treating surface and stormwater flows.

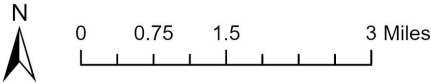
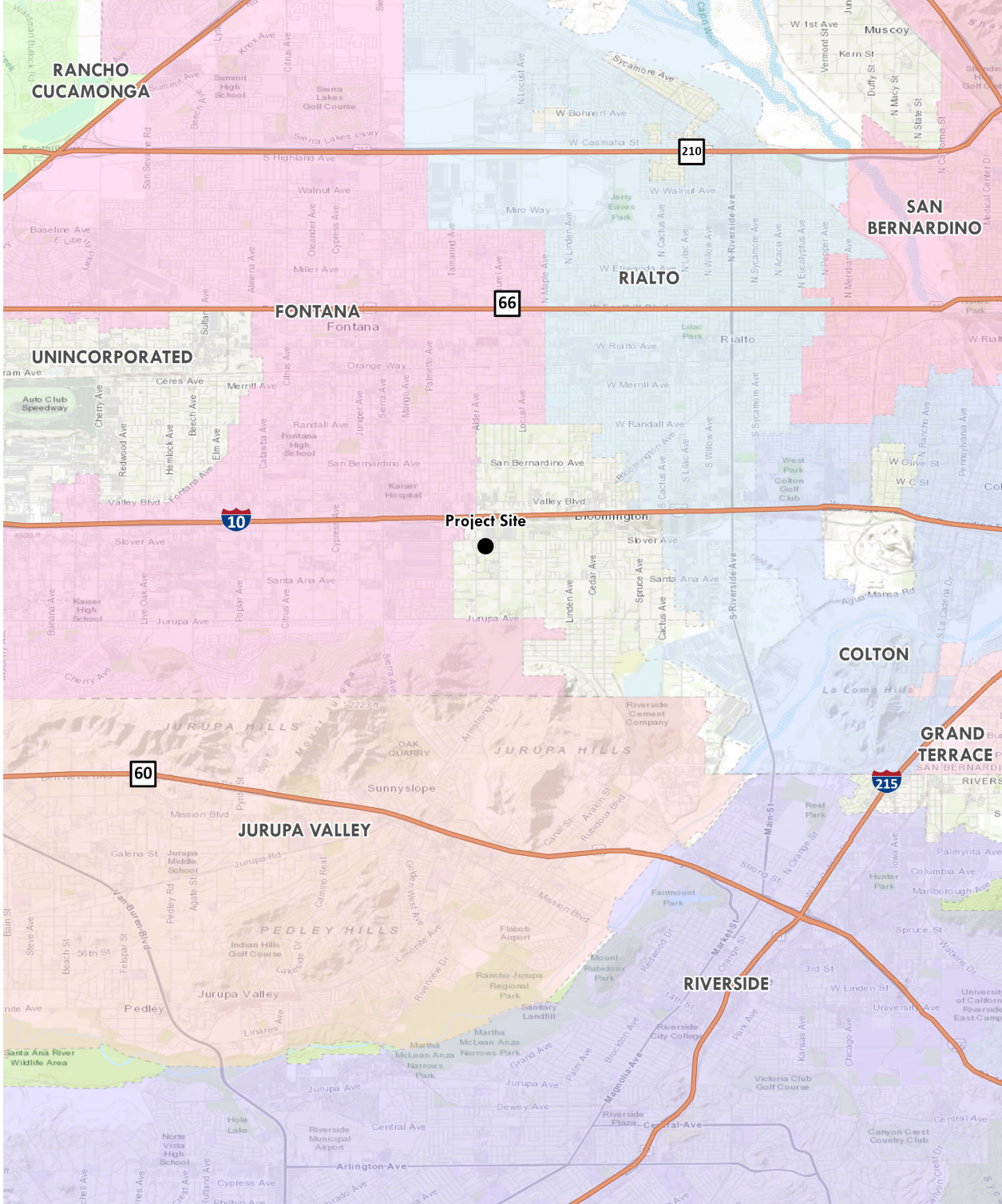
3.4 PROJECT CHARACTERISTICS

“Project,” as defined by the State CEQA Guidelines, means:

the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1)...enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100–65700.” (14 Cal. Code of Reg. § 15378(a).)

The Project analyzed in this Draft EIR would be developed in one phase and constructed over approximately 16 months. The Draft EIR analyzes buildout at a Project level of detail, based upon entitlement applications being considered by the County of San Bernardino, compared to the existing conditions.

Regional Location

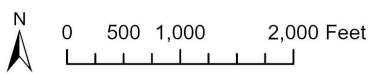
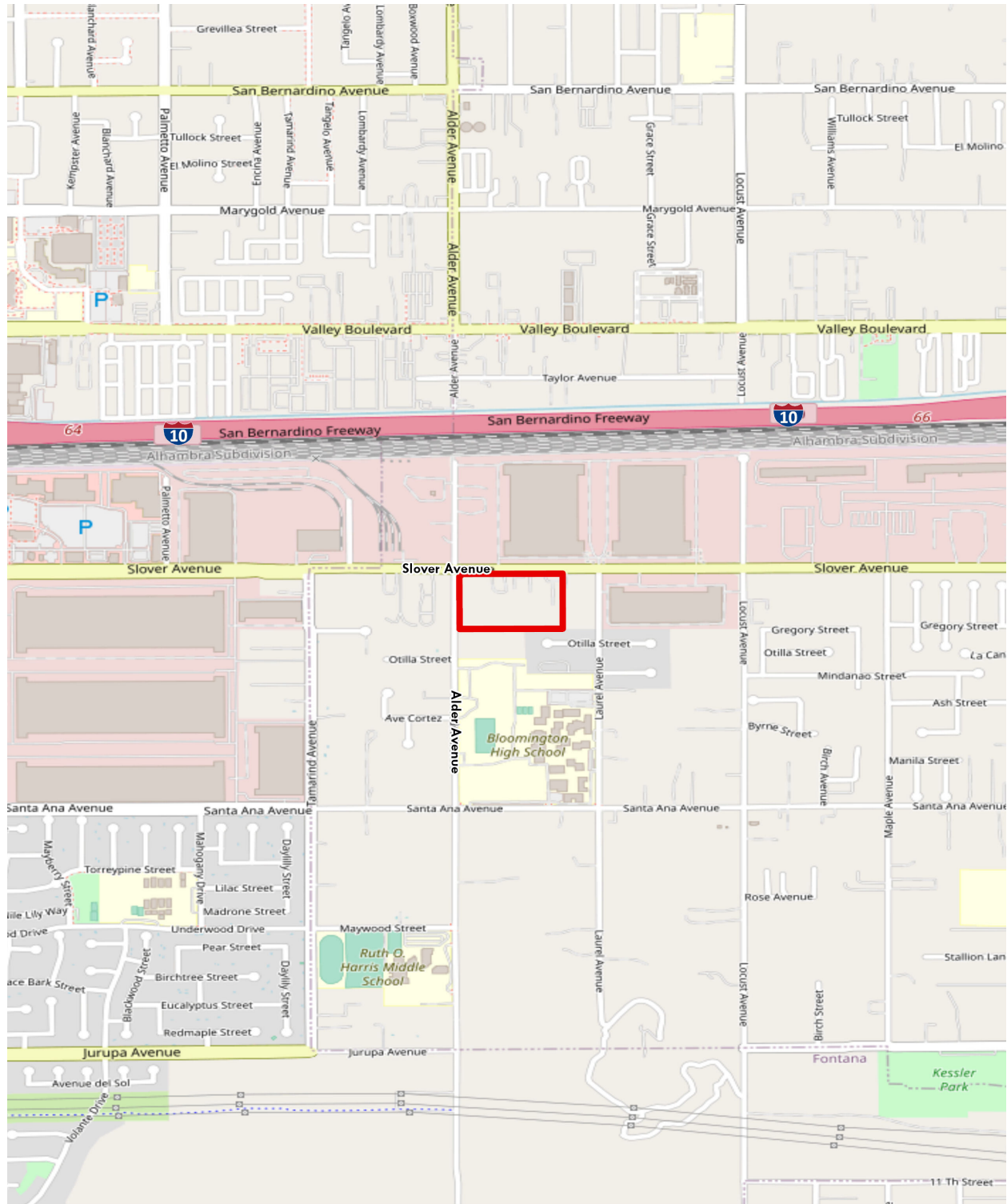


Slover and Alder Avenue Industrial Project

Figure 3-1

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Local Vicinity



 Project Location

Duke Warehouse at Slover and Alder Project

Figure 3-2

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Aerial



Duke Warehouse at Slover and Alder Project

Figure 3-3

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3.5 DESCRIPTION OF THE PROJECT

Project Overview

The 13.23-acre Project site consists of two single-family residences on the northwest and southwest corner, three commercial/industrial buildings totaling 16,800 square feet, a construction storage site, trailer parking lot, and multiple shipping containers and other storage units are located on the northeast portion of the site. The Project would demolish all existing residential and commercial structures to develop a new 259,481 square foot high-cube warehouse/logistics building.

Building and Architecture

Figure 3-4, *Conceptual Site Plan* depicts the Conceptual Site Plan for the Project and Figure 3-5, *Elevations* shows the building aesthetics and height. The building would be 50 feet in height to the parapet and 48 feet in height to the roof.

The proposed Project consists of a 48-foot-tall warehouse/logistics building and an outdoor truck court which would occupy approximately the northern third of the site. Total square footage of the building would be 259,481 square feet.

The Project building would include 5,000 square feet of office space, a 2,975 square foot mezzanine, and 38 dock doors along the north side of the building, facing Slover Avenue. Lot coverage would equate to 45% of the 12.23-acre Project site. The building would be joined by an outdoor, concrete truck court which would include 85 trailer stalls for loading and unloading.

Circulation and Street Improvements

Vehicle access to the site would be from four new driveways, as shown in Figure 3-4, *Conceptual Site Plan*. Two new driveways along Slover Avenue and a new driveway along Alder Avenue would provide truck and vehicle access to the site. The northwesternmost driveway on Slover is a 50-foot-wide driveway that would be gated and reserved for truck ingress and egress only, providing direct access to truck bays and building loading docks. The northeastern driveway along Slover Avenue is a 40-foot-wide driveway that would provide direct access to truck bays, building loading docks, and also employee parking. Along Alder Avenue, trucks and employees would be able to access the site from one 34-foot-wide driveway near the northwest corner of the Project site. A 30-foot-wide gated driveway accessible from the southeast corner of the Project site along Alder Avenue would be reserved for emergency vehicle access. An on-site area for truck circulation would be located in the central portion of the site.

Street improvements include installation of curb, gutter, and sidewalk on Slover Avenue and Alder Avenue along the Project frontage. Pedestrian access to the site would be provided from the new sidewalks on Slover Avenue along the northern border of the project and Alder Avenue on the western border. Internal pedestrian walks would also be constructed in front of the proposed building.

Parking

The Project would provide a total of 131 parking spaces, including 126 standard-size stalls and 5 handicapped spaces. Table 3-1 below shows the parking required and provided by the Project. Automobile parking would be located in the northwestern corner of the Project site and along the eastern/northeastern area of the Project site. The Project also includes bicycle racks at each pedestrian entrance.

Table 3-1: Project Parking

Land Use Parking Requirement	Parking Spaces Required	Parking Provided
1 stall for every 250 square feet of office space	20	
1 stall for every 1,000 square feet of floor area of the first 40,000 sf of building	40	
1 stall for every 4,000 sf of floor area for square footage exceeding 40,000	54	
Handicapped Parking Stalls		5
Total Parking Stalls	114	131
Truck Trailer Parking Stalls		85

Landscaping and Walls

Landscaping would be planted along the perimeter of the Project site and would cover at least 15 percent (86,498 square feet) of the Project site pursuant to section 83.10.060 of the San Bernardino County Development Code. The landscaping would be planted along the east, west and south perimeter of the Project building and throughout the parking areas. In addition, a landscaped buffer of a minimum 25 feet in width would be installed along Slover Avenue and along Alder Avenue. Landscaped areas would be 10 feet in width along the majority of the eastern portion of the Project site adjacent to the vehicular parking area. Landscaping along the southern perimeter of the Project site would be a minimum of 14 feet, 4 inches in width, with additional landscaping to be installed adjacent to the southern building wall and within the eastern vehicular parking lot. Enhanced landscaping would be located at building entries and in and around automobile parking areas to create a buffer between the Project site and adjacent areas.

Concrete screen walls 12 feet in height would enclose the truck court in the northern portion of the Project site and screen views into the Project site from Slover Avenue and Alder Avenue and adjacent uses.

Infrastructure Improvements

Regulated electrical, gas and communication utilities would be extended to the site from existing facilities along Slover Avenue and Alder Avenue.

Water

The proposed Project would install onsite water lines that would connect to the existing 24-inch water line in Slover Avenue or the existing 20-inch water line in Alder Avenue. West Valley Water District provides water service to the Project site and vicinity. This service would continue during Project development and Project operation.

Sewer

Sewage disposal on the Project site currently is via septic systems. A new gravity line installed as part of the proposed Project would carry flows to the northeast portion of the Project site and connect to a proposed 3,000-gallon septic tank and seepage pit approximately 25-feet below surface elevation.

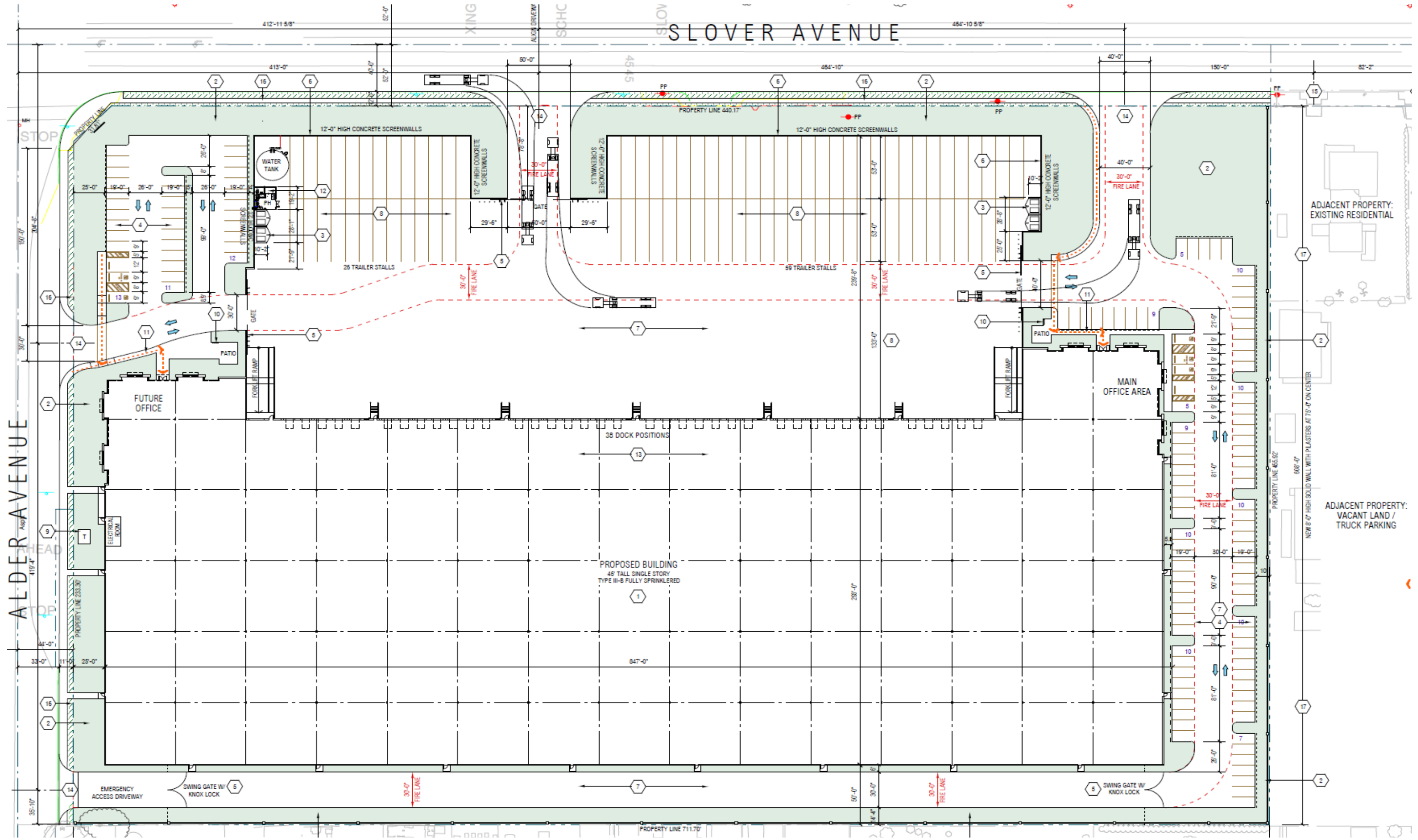
Drainage

The project would install an onsite drainage system that would convey drainage flows through a curb

and gutters system to a subsurface chamber infiltration system. The perforated underground chamber would be installed in the northeasterly truck court and designed pursuant to Municipal Stormwater National Pollutant Discharge Elimination System (NPDES) requirements.

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Conceptual Site Plan

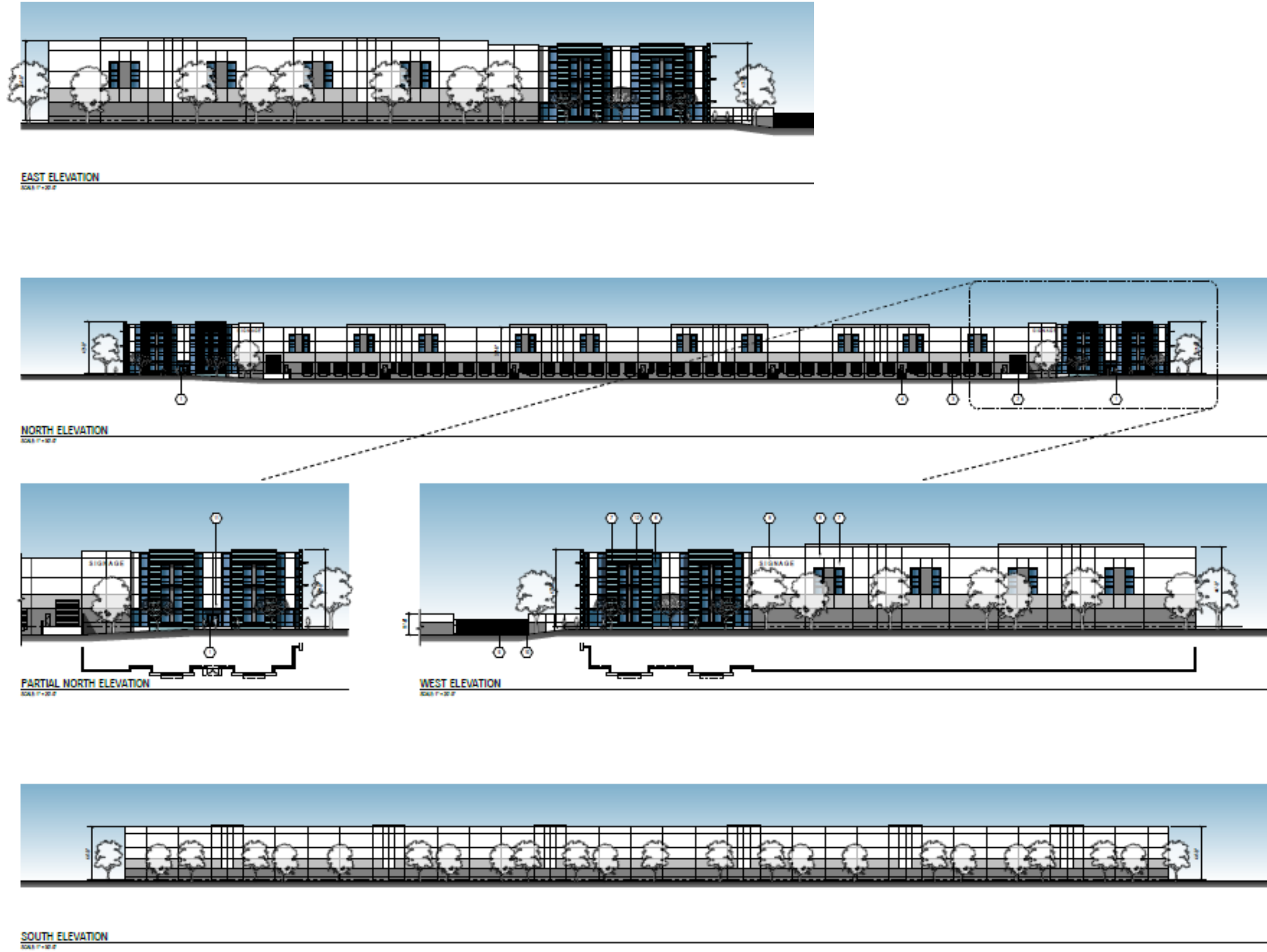


Duke Warehouse at Slover and Alder Project

Figure 3-4

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Elevations



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Operations

Although a tenant has not been identified, the Project building occupant is assumed to be a warehouse distribution and logistics operator, a light manufacturer or a similar industrial use. The buildings are not designed to accommodate any warehouse cold storage or refrigerated uses. For purposes of evaluation in this Draft EIR, the proposed development is assumed to be operational 24 hours a day, 7 days a week, with exterior loading and parking areas illuminated at night. Lighting would be subject to County Development Code Section 83.07.030, which states that exterior lighting shall be fully shielded to preclude light pollution or light trespass on abutting sites and public rights-of-way.

A high-cube warehouse is primarily used for the storage and/or consolidation of manufactured goods prior to their distribution to retail locations or other warehouses. The buildings are designed such that business operations would be conducted within the buildings, with the exception of traffic movement, parking, trailer connection and disconnection, storage and the loading and unloading of trailers at designated loading bays. The outdoor cargo handling equipment used during loading and unloading of trailers (e.g., yard trucks, hostlers, yard goats, pallet jacks, forklifts) would be non-diesel powered, in accordance with contemporary industry standards.

Dock doors on warehouse buildings would not be occupied by a truck at all times of the day. There are typically many more dock door positions on warehouse buildings than are needed for receiving and shipping volumes. The dock doors that are in use at any given time are usually selected based on interior building operation efficiencies (i.e., trucks dock closest to where the goods carried by the truck are stored inside the warehouse). As a result, many dock door positions are frequently inactive throughout the day. Pursuant to State law, on-road diesel-fueled trucks are required to comply with air quality and greenhouse gas emission standards, including but not limited to the type of fuel used, engine model year stipulations, aerodynamic features, and idling time restrictions.

Construction

Project development is estimated to take approximately 16 months and includes demolition of all existing structures and related subsurface components, grading/site preparation in a single phase, construction of backbone infrastructure components, followed by warehouse/logistics building construction, parking lot paving and striping, and architectural coatings. Demolition would include removal of all existing structural foundations, floor slabs, septic systems, utilities, and any other existing subsurface improvements. Additionally, the Project would involve removal of existing site vegetation, grading and excavation of site soils to a depth of at least 5 feet below existing grade and to a depth of at least 3 feet below proposed pad grade and soils would be balanced on site. Table 3-2 provides the anticipated construction schedule.

Table 3-2: Construction Schedule

Construction Activity	Working Days
Demolition	20
Site Preparation	10
Grading	30
Building Construction	300
Architectural Coating	130
Paving	130

Construction activities would adhere to San Bernardino County Development Code Section 3.11, which limits construction between the hours of 7:00 a.m. to 7:00 p.m., Monday to Saturday, with no construction activity permitted on Sundays or national holidays.

3.6 PROJECT DESIGN FEATURES AND EXISTING PLANS, PROGRAMS, OR POLICIES

Throughout the impact analysis in this Draft EIR, reference is made to existing Plans, Programs, or Policies (PPPs) currently in place which effectively reduce environmental impacts. Where applicable, PPPs are listed to show their effect in reducing potential environmental impacts. The Project proponent has also incorporated into the Project various measures which serve to reduce potentially significant impacts. These voluntary measures are referred to as Project Design Features (PDFs) and are identified and discussed in the impact analysis. Where the application of these measures does not reduce an impact to below a level of significance, Project-specific mitigation is introduced. The County of San Bernardino would include these PPPs and PDFs along with Mitigation Measures in the Mitigation Monitoring and Reporting Program (MMRP) for the Project to ensure their implementation.

Sustainable Design Features

The Project would comply with the San Bernardino County *General Plan Renewable Energy and Conservation Element* policies related to sustainable design and energy conservation and would comply with the California Green Building Standards Code (CalGreen), California Code of Regulations, Title 24, Part 11) by incorporating the following features into Project development and/or operation.

- Installation of enhanced insulation
- Design structure to be solar ready
- Design electrical system to accommodate future renewable energy technologies, solar PV systems, and battery storage systems
- Installation of energy efficient lighting, heating and ventilation systems, and appliances
- Installation of drought-tolerant landscaping and water-efficient irrigation systems
- Implementation of a County-required construction waste diversion program

Noise

- Installation of 12-foot high screen walls to screen loading docks

3.7 DISCRETIONARY APPROVALS AND PERMITS

As part of the Project, the following discretionary actions are being requested by the Project proponent:

- **Conditional Use Permit.** The Project is seeking approval of a Conditional Use Permit (CUP), pursuant to San Bernardino County Development Code Section 85.060.050 (a)(7) (Projects That Do Not Qualify for a Minor Use Permit) to allow for warehousing and distribution (logistics) uses. The Project does not qualify for a Minor Use Permit because it proposes a structure in excess of 80,000 square feet in area within the Community Industrial (IC) Zoning District.

In addition, Project development would require a number of administrative or ministerial approvals, including the following:

- Issuance of demolition permit
- Issuance of grading permit
- Issuance of building permit
- Issuance of encroachment permits
- Parcel Merger to merge the seven legal parcels into a single legal parcel

The following approvals are anticipated from responsible agencies:

- South Coast Air Quality Management District
 - Issuance of Air Quality permits for demolition
 - Issuance of Air Quality permits for construction
- Santa Ana Regional Water Quality Control Board
 - Issuance of a 401 Water Quality Certification permit
 - Issuance of a National Pollutant Discharge Elimination System (NPDES) Permit
 - Issuance of a Construction General Permit

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4. Environmental Setting

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15125, this Section of the EIR provides a description of overall existing physical environmental conditions on the Project site and in the Project vicinity from a local and regional perspective at the time the Notice of Preparation was published. Specific existing conditions also are discussed within each individual Section.

Each sub-section in Section 5.0 of the EIR includes a discussion of existing conditions and an assessment of potential impacts of the Project. In addition, each sub-section includes a discussion of cumulative impacts associated with the Project. The cumulative impacts discussion in each sub-section is based on the environmental impacts of the Project combined with the related environmental impacts of projects planned in the Project vicinity.

4.1 PROJECT LOCATION

The Project site is located in the unincorporated community of Bloomington in the southwestern area of San Bernardino County's Valley Region. The 6.7-square mile Bloomington community is just north of the San Bernardino County/Riverside County boundary line and is approximately 60 miles east of downtown Los Angeles and 50 miles north (inland) of Orange County. Regional access to the Project site is provided via Interstate 10 (I-10) and the Sierra Avenue interchange. The Project site is located within the Fontana, California, United States Geological Survey 7.5' Quadrangle in the northwest quarter of Section 28 in Township 01 South, Range 05 West, San Bernardino Base and Meridian.

Within Bloomington, the Project site is bounded by Slover Avenue to the north and by Alder Avenue to the west. The Project site consists of seven generally rectangularly-shaped parcels that together comprise 13.23 acres. The Assessor Parcel Numbers (APN) for the site include 0256-031-07 through 10, and 0256-031-17 through 19. Regional location and local vicinity are provided below in *Figure 3-1, Regional Location* and *Figure 3-2, Local Vicinity*.

The 13.23-acre site consists of two single-family residences on the northwest and southwest corner, three commercial/industrial buildings totaling 16,800 square feet, a construction storage site, trailer parking lot, and multiple shipping containers and other storage units are located on the northeast portion of the site.

4.2 AESTHETICS

Scenic Vistas

Scenic vistas consist of expansive, panoramic views of important, unique, or highly valued visual features that are seen from public viewing areas. This definition combines visual quality with information about view exposure to describe the level of interest or concern that viewers may have for the quality of a particular view or visual setting. A scenic vista can be impacted in two ways: a development project can have visual impacts by either directly diminishing the scenic quality of the vista or by blocking the view corridors or "vista" of the scenic resource at public locations. Important factors in determining whether a proposed project would block scenic vistas include location of the vista, in combination with the project's proposed height, mass, and surrounding public land uses and travel corridors.

The San Bernardino Countywide Plan does not specifically identify any scenic vistas from the Project site, roadways adjacent to the Project site, or the Project site vicinity. The San Bernardino and San Gabriel

Mountains are 6 miles and 45 north of Bloomington, respectively and contain some of Southern California's highest peaks. The Jurupa Hills are located approximately one and a half mile southwest of the Project site. Because Bloomington is in a relatively flat valley, distant views of the surrounding mountains and ridgelines are visible; however, they are fragmented by existing buildings, utility poles, trees, and other elements of the built environment.

Visual Character And Quality

Project Site

The existing visual character of the 13.23-acre Project site and surrounding area is neither unique nor of special aesthetic value or quality. The Project site is currently developed with two single-family residential structures, together with three commercial/industrial buildings, a construction storage site, and trailer parking lot. Multiple shipping containers and other storage units are located on the northeast area of the Project site. The majority of the Project site is disturbed as a result of the noted development/structures on-site. Portions of the Project site contain areas of ruderal, non-native vegetation that appear to be regularly mowed for weed abatement. The site consists of seven legal parcels that will be merged through a Lot Merger or other appropriate Subdivision Map Act procedure.

Light and Glare

Light pollution may simply be described as the alteration of natural light levels in the outdoor environment due to artificial light sources. More commonly, it is taken to mean excessive or obtrusive artificial light. The term also includes the incidental or obtrusive aspects of outdoor lighting, such as glare (visual impairment), trespass into areas not needing lighting, use in locations or at times when lighting is not needed and disturbance of the natural nighttime landscape. Night lighting and glare can affect human vision, navigation and other activities.

The Project site is located within an urbanized area that generates the majority of light from vehicular traffic on local streets, street lighting, signage, industrial/commercial uses, and residential interiors. The existing residences and commercial uses on the Project site do not generate substantial light given their limited size, number, and functionality. Light generated by vehicular traffic primarily exists on arterial roadways such as Slover Avenue, which borders the Project site to the north, and Alder Avenue, which borders the Project to the west. Existing street lighting is located along Slover Avenue and Alder Avenue.

Nighttime lights can create a form of light pollution that adversely affects the natural environment, such as causing glare that endangers driving or glare into private off-site areas. Because nighttime lighting in the Project vicinity is currently limited, glare, which is a reflection of light, is also limited. The existing sensitive receptors relative to light and glare include the nearby residential uses and motorists traveling on local streets.

4.3 AIR QUALITY

The Project is located in the South Coast Air Basin that includes the non-desert portions of Riverside, San Bernardino, and Los Angeles Counties and all of Orange County. The South Coast Air Quality Management District (SCAQMD) maintains monitoring stations within district boundaries, Source/Receptor Areas (SRAs), that monitor air quality and compliance with associated ambient standards. The Project area is located within SRA 34. The Central San Bernardino Valley 1 monitoring station is located approximately 5 miles northwest of the Project site at 14360 Arrow Boulevard, Fontana. The most recent 3 years of data is shown on Table 5.2-2 and identifies the number of days ambient air quality standards were exceeded in the area. Additionally, data for SO₂ has been omitted as attainment is regularly met in the South Coast Air Basin and few monitoring stations measure SO₂ concentrations.

Both the California Air Resources Control Board and the United States Environmental Protection Agency use this type of monitoring data to designate areas with air quality problems and to initiate planning efforts for improvement. The three basic designation categories are nonattainment, attainment, and unclassified. Nonattainment is defined as any area that does not meet, or that contributes to ambient air quality in a nearby area that does not meet the primary or secondary ambient air quality standard for the pollutant. Attainment is defined as any area that meets the primary or secondary ambient air quality standard for the pollutant. Unclassifiable is defined as any area that cannot be classified on the basis of available information as meeting or not meeting the primary or secondary ambient air quality standard for the pollutant. California designations include a subcategory of nonattainment-transitional, which is given to nonattainment areas that are progressing and nearing attainment.

In 2020, the federal and state ambient air quality standards (NAAQS and CAAQS) were exceeded on one or more days for ozone, PM₁₀, and PM_{2.5} at most monitoring locations. No areas of the SCAB exceeded federal or state standards for NO₂, SO₂, CO, sulfates, or lead.

4.4 BIOLOGICAL RESOURCES

The majority of the 13.23-acre Project site is disturbed and developed. Portions of the Project site contain areas of ruderal, non-native vegetation that appear to be regularly mowed for weed abatement. Currently, there are two single-family residences in the northwest and southwest corners of the Project site, together with three commercial/industrial buildings, a construction storage site, and trailer parking lot. Multiple shipping containers and other storage units are located on the northeast area of the Project site. The Project vicinity is highly urbanized with residential, commercial and public uses.

Vegetation Communities

Disturbed/Developed Areas. Most of the site, approximately 10.31 acres, is disturbed and developed by existing residential and commercial/industrial uses. These areas are primarily unvegetated with scattered ornamental vegetation. Ornamental vegetation found in these areas includes blue gum eucalyptus (*Eucalyptus globulus*), jacaranda (*Jacaranda mimosifolia*), Persian silk tree (*Albizia julibrissin*), Italian cypress (*Cupressus sempervirens*), western white pine (*Pinus monticola*), Mexican fan palm (*Washingtonia robusta*), and Peruvian pepper tree (*Schinus molle*).

Ruderal. The project site contains approximately 2.92 acres of ruderal non-native vegetation. The ruderal areas found on the site are heavily disturbed. These areas are dominated by non-native plant species; however, some native species are present. These areas include mowed or disked fields. The dominant plant species observed within these areas include red brome (*Bromus madritensis*), ripgut brome (*Bromus diandrus*), Menzies fiddleneck (*Amsinckia menziesii*), telegraph weed (*Heterotheca grandiflora*), russian thistle (*Salsola tragus*), Canada horseweed (*Erigeron canadensis*), and short-podded mustard (*Hirschfeldia incana*).

Special Status Species

Special-status species are species that have been identified by federal, state, or local resource conservation agencies as threatened or endangered, under provisions of the federal and state Endangered Species Acts (FESA and CESA, respectively), because they have declining or limited population sizes, usually resulting from habitat loss.

Special-Status Plant Species. No special-status plants were detected on the Project site or within off-site areas affected by the Project. The potential for special status plant species was evaluated based on the following factors: 1) species identified by the California Natural Diversity Database (CNDDB) and California Native Plant Society (CNPS) as occurring (either currently or historically) on or in the vicinity of the Project

site, or 2) any other special-status plants that are known to occur within the vicinity of the Project site, or for which potentially suitable habitat occurs within the site (Hernandez 2021).

Special-Status Wildlife Species. No special-status animals were detected at the Project site. Several special-status species have the potential to occur or are known to occur in the vicinity of the Project site including the house sparrow (*Passer domesticus*), rock pigeon (*Columba livia*), northern mockingbird (*Mimus polyglottos*), hooded oriole (*Icterus cucullatus*), California scrub jay (*Aphelocoma californica*), brown headed cowbird (*Molothrus ater*), American crow (*Corvus brachyrhynchos*), mourning dove (*Zenaida macroura*), California ground squirrel (*Otospermophilus beecheyi*), and Cassin's kingbird (*Tyrannus vociferans*). (Hernandez 2021).

Jurisdictional Waters

The Project site does not contain any streams, water bodies, creeks, wetlands, or vernal pools that would be considered jurisdictional waters or wetlands (Hernandez 2021).

Wildlife Movement

The Project site lacks migratory wildlife corridors, as it does not contain the structural topography and vegetative cover that facilitate regional wildlife movement, is subject to a high level of ongoing human disturbance, and much of the Project study area is fenced or consists of active public roadways, which act as inhibitors to wildlife movement (Hernandez 2021).

4.5 CULTURAL RESOURCES

Historic

The Project site is within the original Semi-Tropic Land and Water Company subdivision that was created in approximately 1887 to serve the citrus industry. The Focused Cultural Resources Survey-Historic Resources Assessment (Appendix D2) describes that the Project site is not strongly associated with the Semi-Tropic Land and Water Company. None of the individual owners of the properties within the Project site were found in the historic record and, therefore, cannot be determined to be figured prominently in history.

The Project site currently includes five buildings of historic age. None of the properties within the Project site are listed on the National Register, California Register, the Office of Historic Preservation's Built Environment Resources Directory (BERD), or local registers. However, some of the properties meet the historic resources threshold of being at least 50 years of age for eligibility of listing, i.e., structures on the properties were constructed prior to 1971.

Archaeological

As described by the Phase I Cultural and Paleontological Resources Assessment (Appendix D1), Most researchers agree that the earliest occupation for the San Bernardino County area dates to the early Holocene (11,000 to 8,000 years ago). The cultural history of San Bernardino County includes the San Dieguito Complex, the Milling Stone Horizon, the Encinitas Tradition, the La Jolla Complex, the Pauma Complex, and the San Luis Rey Complex. The Late Prehistoric component in the area of Bloomington and western San Bernardino County was represented by the Gabrieleño culture.

In the Valley region, historic archaeological resources are present and include largely structural ruins and water control features and systems. Prehistoric resources are less prevalent in the Valley region, largely due to disturbance by historic and modern development. Types of archaeological sites discovered in the Valley Region include prehistoric lithic scattered and rock shelter/cave and historic refuse scatter. The Phase I

Cultural and Paleontological Resources Assessment identified four prehistoric resources within one mile of the Project site, the closest of which is 0.75-mile from the Project site.

The Project site soils have been disturbed from a variety of past uses. A review of historic topographic maps and aerial photographs show that the Project was used as an orchard from the 1930s through the 1950s and that building development on the site began in 1943. Since that time various urban uses and building development has occurred on the site. The Geotechnical Investigation (Appendix E) that was prepared for the Project site describes that artificial fill soils are located on site that extend to depths of 2.5 to 4.5 feet below the existing grade. Native alluvial soils were also identified both at the ground surface and beneath the artificial fill soils.

4.6 ENERGY

Electricity

The Southern California Edison Company (SCE) is the electrical purveyor in the County of San Bernardino. SCE provides electricity service to more than 14 million people in a 50,000 square-mile area of central, coastal and Southern California. California utilities are experiencing increasing demands that require modernization of the electric distribution grid to, among other things, accommodate two-way flows of electricity and increase the grid's capacity. SCE is in the process of implementing infrastructure upgrades to ensure the ability to meet future demands. In addition, as described by the Edison International 2019 Annual Report, the SCE electrical grid modernization effort supports implementation of California Senate Bill 32 that requires the state to cut greenhouse gas emissions 40 percent below 1990 levels by 2030 in order to help address global climate change. It describes that in 2019 Approximately 35% of power that SCE delivered to customers came from renewable sources (SCE 2019).

The Project site is currently served by the electricity distribution systems that exist along the roadways adjacent to the Project site.

Natural Gas

The Southern California Gas Company (SoCalGas) is the natural gas purveyor in the County of San Bernardino and is the principal distributor of natural gas in Southern California. SoCalGas estimates that gas demand will decline at an annual rate of one percent each year through 2035 due to modest economic growth, mandated energy efficiency standards and programs, renewable electricity goals, and conservation savings linked to advanced metering infrastructure (CGEU 2020). The gas supply available to SoCalGas is regionally diverse and includes supplies from California sources (onshore and offshore), Southwestern U.S. supply sources, the Rocky Mountains, and Canada (CGEU 2020). SoCalGas designs its facilities and supplies to provide continuous service during extreme peak demands and has identified the ability to meet peak demands through 2035 (CGEU 2020).

The Project site is currently served by the natural gas distribution system that exists within the roadways that are adjacent to the site.

4.7 GEOLOGY AND SOILS

Regional Setting

The Project is within the Peninsular Ranges Geomorphic province of California. The Peninsular Ranges consist of several northwesterly-trending ranges in southwestern California. The province is truncated to the north by the east-west trending Transverse Ranges. Prior to the mid-Mesozoic period, the region was covered by seas and thick marine sedimentary and volcanic sequences were deposited. The bedrock geology that

dominates the elevated areas of the Peninsular Ranges consists of high-grade metamorphic rocks intruded by Mesozoic plutons. During the Cretaceous period, extensive mountain building occurred during the emplacement of the southern California batholith.

The Peninsular Ranges have been significantly disrupted by Tertiary and Quaternary strike-slip faulting along the Elsinore and San Jacinto faults. This tectonic activity has resulted in the present terrain (GEO 2021). The Project site, like the majority of the Valley Region, is located within an erosion hazard area.

Faults and Ground Shaking

In 1972, the Alquist-Priolo Special Studies Zones Act was signed into law. In 1994, it was renamed the Alquist-Priolo Earthquake Fault Zoning Act (A-P Act). The primary purpose of the A-P Act is to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy across the trace of an active fault. The A-P Act requires the State Geologist (Chief of the California Geology Survey) to delineate "Earthquake Fault Zones" along with faults that are "sufficiently active" and "well-defined." The boundary of an "Earthquake Fault Zone" is generally about 500 feet from major active faults and 200 to 300 feet from well-defined minor faults. The A-P Act dictates that cities and counties withhold development permits for sites within an Alquist-Priolo Earthquake Fault Zone until geologic investigations demonstrate that the site zones are not threatened by surface displacements from future faulting.

The Project site is not within an Alquist-Priolo Earthquake Fault Zone. There are no known active faults within the vicinity of the Project site. According to the Countywide Plan Policy Map HZ-1, there are two major faults within the County, the San Andreas Fault and the San Jacinto Fault. The nearest active fault zone is the San Bernardino Section of the San Jacinto Fault Zone, which is 5.75 miles northeast from the Project site. The San Andreas Fault is 10.9 miles northeast of the Project site. Both faults, as well as other faults in the southern California region could cause moderate to intense ground shaking during the lifetime of the Project.

Ground Rupture

Ground rupture occurs when movement on a fault breaks through to the surface. Surface rupture usually occurs along pre-existing fault traces where zones of weakness exist. The State has established Earthquake Fault Zones for the purpose of mitigating the hazard of fault rupture by prohibiting the location of most human occupancy structures across the traces of active faults. Earthquake fault zones are regulatory zones that encompass surface traces of active faults with a potential for future surface fault rupture. The nearest Earthquake Fault Zone is the San Jacinto Fault Zone. There are no fault zones within the Project site. Therefore, ground rupture is considered to be low (GEO 2021).

Soils

The Geotechnical Investigation identified artificial fill soils extending to up to a depth of 4.5 feet below the existing grade. Native alluvial soils underly the artificial fill to at least the maximum depth explored of 25 feet below the existing grade. At depths less than 15 feet, the alluvial soils consist of loose-to-dense, fine sands and fine to coarse sands both with varying amounts of gravel content. At depths greater than 15 feet, the alluvial soil consists of medium dense to very dense fine sands, fine to coarse sands, silty fine sands, and fine sandy silts (GEO 2021).

Liquefaction, Lateral Spreading, Settlement, and Subsidence

Liquefaction occurs when vibrations or water pressure within a mass of soil cause the soil particles to lose contact with one another. As a result, the soil behaves like a liquid, has an inability to support weight, and can flow down very gentle slopes. This condition is usually temporary and is most often caused by an earthquake vibrating water-saturated fill or unconsolidated soil. Soils that are most susceptible to liquefaction are clean, loose, saturated, and uniformly graded fine-grained sands that lie below the

groundwater table within approximately 50 feet below ground surface. Clayey (cohesive) soils or soils which possess clay particles in excess of 20 percent are generally not considered to be susceptible to liquefaction, nor are those soils which are above the historic static groundwater table. Lateral spreading refers to spreading of soils in a rapid fluid-like flow movement similar to water.

The Geotechnical Investigation identifies that the Project site is located within an area mapped as having a medium to high liquefaction susceptibility. In addition, the depth of groundwater is estimated to be more than 240 feet below ground surface (bgs) (GEO 2021). Thus, the site has the potential for liquefaction and the Geotechnical Investigation included a site-specific liquefaction analysis, which identified specific locations with potentially liquefiable soil conditions on the site.

The elevation of the site ranges from approximately 1084 feet above mean sea level in the northwest corner of the site to approximately 1079 feet above mean sea level in the south area of the site adjacent to Bloomington High School. The site slopes down to the south at less than a one percent gradient. There is approximately five feet of elevation differential across the subject site. Due to the limited elevation change on the site, there is limited potential of seismically induced lateral spreading to occur on the onsite (GEO 2021).

Settlement analyses were then conducted for each of the potentially liquefiable locations. The analysis identified that seismic and liquefaction induced settlement onsite to be less than 1.0 inches over a distance of 100 feet, indicating a maximum angular distortion of less than $0.002\pm$ inches per inch (GEO 2021).

Ground subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement, and occur in areas with subterranean oil, gas, or groundwater. Effects of subsidence include fissures, sinkholes, depressions, and disruption of surface drainage. As detailed previously, the depth of groundwater is greater than 25 feet bgs and the Geotechnical Investigation describes that minor ground subsidence of 1.2 inches has the potential to occur on the site (GEO 2021).

Expansive Soils

Expansive soils are soils containing water-absorbing minerals that expand as they take in water. These soils can damage buildings due to the force they exert as they expand. Expansive soils contain certain types of clay minerals that shrink or swell as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semiarid areas with seasonal changes of soil moisture experience a much higher frequency of problems from expansive soils than areas with higher rainfall and more constant soil moisture. The Project is in a semiarid region with marked seasonal changes in precipitation: most rain falls in winter, and there is a long dry season in summer and autumn. Therefore, the City's climate is such that a relatively high incidence of soil expansion is expected where soils contain the requisite clay minerals.

The soils within the Project site consist of variable materials ranging from sands and silty sands with no appreciable clay content. The Geotechnical Investigation conducted expansion index testing, which indicated that the soils exhibit no expansiveness (GEO 2021).

Paleontological Resources

Paleontological resources include any fossilized remains, traces, or imprints of organisms, preserved in or on the earth's crust, that are of paleontological interest and that provide information about the history of life on earth, except that the term does not include any materials associated with an archaeological resource or any cultural item defined as Native American human remains. Significant paleontological resources are defined as fossils or assemblages of fossils that are unique, unusual, rare, uncommon, or important to define a particular time frame or geologic strata, or that add to an existing body of knowledge in specific areas, in local formations, or regionally.

The primary geological setting of the San Bernardino Valley area is defined by sediment accumulated from erosion of the surrounding highlands (i.e., the Jurupa Mountains, Chino Hills, and San Jacinto Mountains to the south and the San Bernardino Mountains to the north and northeast), and the upper layers of the younger alluvium found in the valley are generally too young to preserve fossil resources; however, the deeper layers and underlying sediments have high paleontological sensitivity (MCC 2021).

The paleontological records search conducted for the Project identified that the Project site is underlain by Pleistocene-aged alluvial deposits and that there are nearby resources in sedimentary deposits similar to those within the Project site. The locality search conducted by Western Science Center did not yield any fossil localities within the Project Area or within 1-mile of the Project Area; however, there are numerous localities within similarly mapped alluvial sediments throughout the region (MCC 2021).

4.8 GREENHOUSE GAS

Gases that trap heat in the atmosphere are called greenhouse gases (GHGs). The major concern with GHGs is that increases in their concentrations are contributing to global climate change. Global climate change is a change in the average weather on Earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the rate of global climate change and the extent of the impacts attributable to human activities, most in the scientific community agree that there is a direct link between increased emissions of GHGs and long-term global temperature increases.

The principal GHGs are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs). Because different GHGs have different warming potential, and CO₂ is the most common reference gas for climate change, GHG emissions are often quantified and reported as CO₂ equivalents (CO₂e). For example, SF₆ is a GHG commonly used in the utility industry as an insulating gas in circuit breakers and other electronic equipment. SF₆, while comprising a small fraction of the total GHGs emitted annually world-wide, is a much more potent GHG, with 22,800 times the global warming potential as CO₂. Therefore, an emission of one metric ton (MT) of SF₆ could be reported as an emission of 22,800 MT of CO₂e. Large emission sources are reported in million metric tons (MMT) of CO₂e.

4.9 HAZARDS AND HAZARDOUS MATERIALS

The Project site contains two residences, three commercial/industrial buildings (MAS Auto & Truck Electric, Van Corporation, and Ortega Construction), a construction storage site (Surina Construction Company, Inc.), and a trailer parking lot. MAS has been an industrial equipment supplier since 1974. Several shipping containers and other storage units are located on the MAS Auto & Truck northeast portion of the Project site. The residential structures are located on the northwestern and southwestern portion of the Project site. Vance Corporation and Surina Construction Company Inc., have storage containers and construction materials stored on the Project site and Ortega Construction uses its parcel for storage and maintenance of construction equipment.

Historically, the Phase I ESA (Appendix F) describes the Project site and surrounding lands as having been utilized for orchard plantings prior to the 1950s when orchard trees were removed and the Project site was developed. APEX's visual and record review of adjoining and surrounding properties (which are primarily residential or vacant to the west and south, and primarily commercial/light industrial to the north and east) to the Project site did not identify any current uses considered to be a Recognized Environmental Condition (REC). Although not identified as a REC, given the age of the structures on the Project site, asbestos and lead paint may be released during demolition of the structures.

Other Environmental Conditions

According to the San Bernardino County Land Use Plan Hazard Overlay Map, the Project site is not within:

- Flood: 100-year flood zone, dam/basin inundation area.
- Geologic: Alquist Priolo earthquake fault zone; County-identified fault zone; rockfall/debris-flow hazard area, medium or high liquefaction area (low to high and localized).
- Fire: high or very high fire hazard severity zone.

The southern part of the Project site is designated a moderate to high landslide susceptibility area; this is further addressed in Section 5.7, Geology and Soils.

The County has identified Valley Boulevard, Slover Avenue, and the San Bernardino Freeway (I-10) as potential emergency evacuation routes. This does not mean that other roadways within the community cannot be used as evacuation routes, as County authorities will specify evacuation routes during an emergency in order to respond to the specific needs of the situation and circumstances.

4.10 HYDROLOGY AND WATER QUALITY

Regional Hydrology

The community of Bloomington is in the Santa Ana River Basin, a 2,700-square-mile area in the Coastal Range Province of Southern California located roughly between Los Angeles and San Diego. The upper Basin drainage in southwestern San Bernardino County consists mainly of snowmelt and storm runoff from the San Gabriel Mountains.

Watershed

The Project is located in the Santa Ana River watershed. The watershed is located south and east of Los Angeles and includes much of Orange County, the northwestern corner of Riverside County, the southwestern corner of San Bernardino County, and a small portion of Los Angeles County. The watershed is bounded on the south by the Santa Margarita watershed, on the east by the Salton Sea and Southern Mojave watersheds, and on the north and west by the Mojave and San Gabriel watersheds. The entire Santa Ana River watershed is divided into smaller specific watersheds. This watershed is in an arid region and therefore has little natural perennial surface water. Surface waters start in the upper erosion zone of the watershed, primarily in the San Bernardino and San Gabriel mountains. This upper zone has the highest gradient and soils and geology that do not allow large quantities of percolation of surface water into the ground. A variety of downstream water storage reservoirs (Lake Perris, Lake Mathews, and Big Bear Lake) and flood control areas (Prado Dam area and Seven Oaks Dam area) have been created to hold surface water.

The Santa Ana River watershed is regulated by the Santa Ana Regional Water Quality Control Board (RWQCB). The Santa Ana RWQCB manages a large watershed area, which includes most of San Bernardino County to the east and then southwest through northern Orange County to the Pacific Ocean. The Santa Ana RWQCB's jurisdiction encompasses 2,800 square miles.

Groundwater Basin

The Project is location in the Chino Subbasin of the Upper Santa Ana Groundwater Basin. The Chino Basin is one of the largest groundwater basins in southern California and encompasses about 235 square miles of the Upper Santa Ana River watershed. It lies within portions of San Bernardino, Riverside, and Los Angeles counties. The Chino Basin has approximately five to seven million-acre feet of water in storage and an estimated one million acre-feet of additional unused storage capacity. Prior to 1978, the Basin was in overdraft. After 1978, the Basin has been managed via adjudication by the Chino Basin Watermaster.

Water Quality

The nearest surface water is the Santa Ana River, located approximately 3.8 miles to the southwest of the Project Site. The Santa Ana River is the main receiving water for the Project site. The Santa Ana River, Reach 3 and Santa Ana River, Reach 2 are classified as impaired water bodies and have been placed on the 303(d) list of impaired waters for the following pollutants: pathogens, copper and lead (Reach 3) and indicator bacteria and pathogens (Reach 2). Since the development site is a tributary to Reaches 1, 2, and 3 of the Santa Ana River, the development site is a contributor of pollutants to the impairments within Reaches 1, 2, and 3 of the Santa Ana River.

The County of San Bernardino has adopted the USEPA's National Pollutant Discharge Elimination System (NPDES) regulations in an effort to reduce pollutants in urban runoff and stormwater flows. The Santa Ana RWQCB issued the County a Municipal Separate Storm Sewer System (MS4) Permit (Order No. R8-2010-0036), which establishes pollution prevention requirements for planned developments. The County participates in an Area-wide Urban Stormwater Runoff Management Program to comply with the MS4 permit requirements. Runoff is managed and regulated under the NPDES MS4 permit and associated Storm Water Management Program.

Storm Drainage Facilities

The existing topography of the project site is developed and relatively flat, sloping down at approximately 1.2 percent grade to the south/southeast. The existing drainage pattern is characterized by sheet flows that converge at the low point within the southeast portion of the project site. Flows are conveyed to Otilia Street approximately 150 feet south of the project site via a concrete channel and under-sidewalk drain. The project site is not impacted by offsite flows as there are existing streets around the perimeter of the project site that convey any offsite flow away from the site.

4.11 LAND USE AND PLANNING

Project Site

The 13.23-acre site has a Countywide Plan land use designation of Limited Industrial (LI) and a zoning designation of Community Industrial (IC). The San Bernardino Countywide Plan Limited Industrial land use designation is intended to provide suitable locations for light or limited industrial activities where operations are entirely enclosed in a structure, and limited exterior storage is fully screened from public view. In addition, the Limited Industrial land use category is intended to provide suitable locations for employee-intensive uses such as research and development, technology centers, corporate offices, clean industry, and supporting retail uses. The San Bernardino County Development Code allows warehousing and distribution uses in the Community Industrial zoning district, subject to an approved Conditional Use Permit.

4.12 NOISE

Existing Noise Levels

To assess the existing noise level environment, 24-hour noise level measurements were taken between Tuesday, July 27, 2021 and Wednesday, July 28, 2021 at three locations along the Project site boundary, which are shown on Figure 5.10-1. The background ambient noise levels in the Project area are dominated by the transportation-related noise associated with surface streets in addition to background industrial land use activities. This includes the auto and heavy truck activities on study area roadways. Ambient noise levels on and near the site range from 57.0 to 68.0 dBA CNEL.

Existing Vibration

Aside from periodic construction work that may occur in the vicinity of the Project area, other sources of groundborne vibration include heavy-duty vehicular travel (e.g., refuse trucks and delivery trucks) on area roadways. Trucks traveling at a distance of 50 feet typically generate groundborne vibration velocity levels of around 63 VdB (approximately 0.006 in/sec PPV) and could reach 72 VdB (approximately 0.016 in/sec PPV) when trucks pass over bumps in the road (FTA, 2006).

Sensitive Receptors

Noise sensitive receptors are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include: residences, schools, hospitals, and recreation areas.

The nearest sensitive receptors to the Project site are the single-family residences that are located adjacent to the south and west side of the site, as close as 30 feet south of the Project site, as shown on Figure 5.11-3. The nearest school is Bloomington High School, which is located approximately 330 feet south of the Project site.

Airport

The nearest airport is Flabob Airport that is located approximately five miles south of the Project site. The Project site is also located outside of the 60 dBA CNEL noise contours of Ontario International Airport, which is located approximately nine miles to the west.

4.13 Transportation

Existing Roadway Network

- **Slover Avenue** is identified as Major Arterial Highway in the Countywide Plan.
- **Alder Avenue** is identified as a Secondary Highway in the Countywide Plan.
- **Santa Ana Avenue** is identified as a Secondary Highway in the Countywide Plan.
- **Laurel Avenue** is identified as a collector street in the Countywide Plan.
- Local Streets in the Project site vicinity include the following:
 - **Otilla Street** – extending east-west, southeast of the Project site
- In addition, **Interstate-10** extends in an east-west direction, approximately one-half mile north of the Project site

Transit Services

The Project area is served by bus service via Omnitrans, which serves the San Bernardino Valley. Omnitrans Route 329 serves Fontana and Bloomington, including the Project area, with buses running every 60 minutes on weekdays and Saturdays (no service on Sundays) and has stops along Slover Avenue, Laurel Avenue, Santa Ana Avenue, Locust Avenue, 11th Street, and Cedar Avenue. From Bloomington, Route 329 continues into Fontana via Cedar Avenue and Valley Boulevard connecting with the South Fontana Transfer Center.

Existing Bicycle and Pedestrian Facilities

Slover Avenue and Alder Avenue are planned to have Class II bicycle facilities adjacent to the Project site, as depicted in the San Bernardino Countywide Plan EIR (reference Figure 5.16.14 – Future Bicycle Facilities-Valley Region). The Project site and surrounding area do not currently support bicycle infrastructure. Additionally, the Project site does not contain sidewalks. Alder Avenue includes discontinuous portions of sidewalk.

4.14 TRIBAL CULTURAL RESOURCES

Native American Tribes

The Project is within an area where the traditional use territories of the Serrano, Cahuilla, and Gabrielino meet, just southeast of the present-day city of San Bernardino.

Listed Native American Historic Places

According to the CWP EIR, the Valley Region of San Bernardino County includes two Native American archaeological sites listed in the National Register of Historic Places: the Fontana Pit and Groove Petroglyph Site in the City of Fontana and the Crowder Canyon Archeological District in unincorporated San Bernardino. The Valley Region has fewer TCR than surrounding regions, likely due to its historical and modern disturbance and development among other factors. However, there are NAHC-listed sacred lands in the Valley Region.

Site Conditions The Project site soils have been disturbed from a variety of past uses. A review of historic topographic maps and aerial photographs show that the Project was used as an orchard from the 1930s through the 1950s and that building development on the site began in 1943. Since that time various urban uses and building development has occurred on the site. The Geotechnical Investigation (Appendix E) that was prepared for the Project site describes that artificial fill soils are located within the site that extend to depths of 2.5 to 4.5 feet below the existing grade. Native alluvial soils were also identified both at the ground surface and beneath the artificial fill soils. The site is not listed on the NAHC Sacred Lands File.

4.15 UTILITIES AND SERVICE SYSTEMS

Water. The Project site is located within the water service area of the West Valley Water District (WVWD), which provides retail water service to Fontana and portions of unincorporated San Bernardino County. The WVWD is in southwestern San Bernardino County, with a small part in northern Riverside County. WVWD's service area boundaries are adjacent to the western limits of the city of San Bernardino on the east, to and including the eastern part of Fontana on the west, to the US Forest Service boundary on the north, and to Riverside County on the south. WVWD is divided into northern and southern sections by the central portion of the City of Rialto.

WVWD participates in the San Bernardino Valley Regional Urban Water Management Plan. This Urban Water Management Plan (UWMP) is a tool that provides a summary of anticipated supplies and demands for the years 2015 to 2040 within the Valley Region of unincorporated San Bernardino County, which includes the Project site.

Groundwater: WVWD draws approximately 65 percent of its water supply from its wells. WVWD's normal operating practice is to pump its wells 16 hours a day during off peak hours to take advantage of Southern California Edison's time of use rate. If, for some reason, wells are not in service (maintenance or repair), WVWD has the ability and right to pump its wells up to 24 hours per day. WVWD has approximately 36 MGD production capability from all of its wells in operation 24 hours per day.

WVWD extracts groundwater from five regional groundwater basins: Bunker Hill and Lytle Creek (which are both part of the San Bernardino Basin Area), Rialto-Colton, Riverside North, and Chino Basins. All five basins have been adjudicated and are managed.

WVWD, in a joint venture with the City of Rialto and the San Bernardino Valley Municipal Water District (SBVMWD), constructed 25,000 feet of 48-inch transmission line known as the Baseline Feeder. Through an agreement with SBVMWD, WVWD is to receive 5,000 AFY of supply through this transmission line. WVWD has received water through the Baseline Feeder since 1998.

Purchased or Imported Water: WVWD receives SWP water from SBVMWD through the Lytle Turnout off the San Gabriel Feeder Pipeline. Newly constructed metering and transmission facilities will enable WVWD to purchase and treat up to 20 MGD (approximately 23,000 AFY) at final treatment plant expansion. SWP water is treated at SBVMWD's Oliver P. Roemer Water Filtration Facility (WFF) and used for potable supply, or can be used to supply non-potable customers, or for groundwater recharge in the Lytle Creek Basin. In 2006 the WFF was expanded to increase production capacity to 14.4 MGD. Ultimately this plant will have a capacity of 20.4 MGD. WVWD has been utilizing SWP water through the Lytle Turnout since 1999.

Surface Water: WVWD has the right to divert and export out of the Lytle Creek Region 2,290 gpm when it is available. WVWD can also purchase an additional 1,350 gpm of Lytle Creek flows through an agreement with the City of San Bernardino (San Bernardino is not able to utilize their surface water flows), which is treated at the Oliver P. Roemer WFF. WVWD also utilizes Lytle Creek surface water flows for groundwater recharge in the Lytle Creek Basin.

Water Infrastructure: The Project site is currently served by the WVWD's water utility and is connected to the existing water infrastructure. Slover Avenue contains a 24-inch water main and Alder Avenue contains a 20-inch water main that conveys water supplies to the existing uses and adjacent uses along Slover and Alder Avenue.

Wastewater: As stated in the Countywide Plan EIR, portions of the unincorporated County including portions of Bloomington rely on private septic systems because there are no close regional sewer services. The existing residences and buildings on the Project site currently utilize private septic systems.

Stormwater: The Project site has an existing 146,400 square feet of impervious surface area (HYD, 2021). is developed and relatively flat, sloping down at approximately 1.2 percent grade to the south/southeast. The existing drainage pattern is characterized by sheet flows that converge at the low point within the southeast portion of the Project site. The County of San Bernardino has adopted a Master Storm Drainage Plan. The Project site is in the Comprehensive Storm Drain Plan.

Solid Waste: According to the Countywide Plan EIR, the Valley Region of San Bernardino County is served by the Mid-Valley Sanitary Landfill and San Timoteo Sanitary Landfill. In 2019, 21 percent of the solid waste from unincorporated San Bernardino County, which was disposed of in landfills, went to the Mid-Valley Sanitary Landfill and 20 percent went to the San Timoteo Sanitary Landfill (Calrecycle 2021). The Mid-Valley Sanitary Landfill has a remaining capacity of 61,219,377 tons. The Mid-Valley Sanitary Landfill is permitted to accept 7,500 tons per day of solid waste and is permitted to operate through 2045. In 2019, the average tonnage received was 3,056 tons. Thus, on average, the facility had additional capacity of 4,444 tons per day (Calrecycle 2021). The San Timoteo Sanitary Landfill has a remaining capacity of 12,360,396 tons. San Timoteo Sanitary Landfill is permitted to accept 2,000 tons per day of solid waste and is permitted to operate through 2039. In 2019, the average tonnage received was 757 tons per day (Calrecycle, 2021). Thus, on average the facility has an additional capacity of 1,243 tons per day. Due to the locations of both landfills, Project waste would likely be disposed of in Mid-Valley Sanitary Landfill as it is significantly closer to the Project site.

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5.0 Environmental Impact Analysis

Chapter 5 examines the environmental setting of the Project, analyzes its effects and the significance of its impacts, and recommends mitigation measures to reduce or avoid impacts. This chapter has a separate section for each environmental issue area that was determined to need further study in the Draft EIR. This scope was determined in the Notice of Preparation (NOP), which was published December 21, 2021, and through public and agency comments received during the NOP comment period that ended January 21, 2022 (see Appendix A). Environmental issues and their corresponding sections are:

5.1 Aesthetics	5.9 Hydrology and Water Quality
5.2 Air Quality	5.10 Land Use and Planning
5.3 Biological Resources	5.11 Noise
5.4 Cultural Resources	5.12 Transportation
5.5 Energy	5.13 Tribal Cultural Resources
5.6 Geology and Soils	5.14 Utilities and Service Systems
5.7 Greenhouse Gas Emissions	
5.8 Hazards and Hazardous Materials	

This Draft EIR evaluates the direct and indirect impacts resulting from the planning, construction, and operations of the Project. Under CEQA, EIRs are intended to focus their discussion on significant impacts and may limit discussion of other impacts to a brief explanation of why the impacts are not significant.

Format of Environmental Topic Sections

Each environmental topic section generally includes the following main subsections:

- **Introduction:** This describes the purpose of analysis for the environmental topic and referenced documents used to complete the analysis. This subsection may define terms used.
- **Regulatory Setting:** This subsection describes applicable federal, state, and local plans, policies, and regulations that the Project must address and may affect its implementation.
- **Environmental Setting:** This subsection describes the existing physical environmental conditions (environmental baseline) related to the environmental topic being analyzed.
- **Thresholds of Significance:** This subsection sets forth the thresholds of significance (significance criteria) used to determine whether impacts are “significant.” The thresholds of significance used to assess the significant of impacts are based on those provided in Appendix G of the CEQA Guidelines.
- **Methodology:** This subsection provides a description of the methods used to analyze the impact and determine whether it would be significant or less than significant.
- **Environmental Impacts:** This subsection provides an analysis of the impact statements for each identified significance threshold. The analysis of each impact statement is organized as follows:
 - A statement of the CEQA threshold being analyzed,
 - The Draft EIR’s conclusion as to the significance of the impact.

- An impact assessment that evaluates the changes to the physical environment that would result from the Project.
- An identification of significance comparing identified impacts of the Project to the significance threshold with implementation of existing regulations, prior to implementation of any required mitigation.
- **Cumulative Impacts:** This subsection describes the potential cumulative impacts that would occur from the Project's environmental effects in combination with other cumulative projects (See Table 4-8).
- **Existing Regulations and Regulatory Requirements.** A list of applicable laws and regulations that would reduce potentially significant impacts.
- **Level of Significance Before Mitigation.** A determination of the significance of the impacts after the application of applicable existing regulations and regulatory requirements.
- **Mitigation Measures.** For each impact determined to be potentially significant after the application of applicable laws and regulations, feasible mitigation measure(s) to be implemented are provided. Mitigation measures include enforceable actions to:
 - avoid a significant impact;
 - minimize the severity of a significant impact;
 - rectify an impact by repairing, rehabilitating, or restoring the effected physical environment;
 - reduce or eliminate the impact over time through preservation and/or maintenance operations during the life of the Project; and/or
 - compensating for the impact by replacing or providing substitute resources or environmental conditions.
- **Level of Significance after Mitigation.** This section provides the determination of the impact's level of significance after the application of regulations, regulatory requirements, and mitigation measures.

Impact Significance Classifications

The below classifications are used throughout the impact analysis in this Draft EIR to describe the level of significance of environmental impacts. Although the criteria for determining significance are different for each topic area, the environmental analysis applies a uniform classification of the impacts based on definitions consistent with CEQA and the CEQA Guidelines.

- **No Impact.** The Project would not change the environment.
- **Less Than Significant.** The Project would not cause any substantial, adverse change in the environment.
- **Less Than Significant with Mitigation Incorporated.** The Draft EIR includes mitigation measures that avoid substantial adverse impacts on the environment.

5.1 Aesthetics

5.1.1 INTRODUCTION

This section describes the existing visual setting and aesthetic character of the Project site and vicinity and evaluates the potential for the Project to impact scenic vistas, visual character and quality, light and glare, as well as shadow. This analysis focuses on changes that would be seen from public viewpoints and provides an assessment of whether aesthetic changes from implementation of the Project would result in substantially degraded aesthetic conditions. Descriptions of existing aesthetic/visual conditions are based, in part, on site visits by the consulting team, analysis of aerial photography (Google Earth Pro, 2021), and the Project application materials submitted to the County of San Bernardino described in Section 3.0, Project Description, of this EIR. This section is also based, in part, on the following documents and resources:

- San Bernardino Countywide Plan, Natural Resources Element, October 2020
- Countywide Plan Environmental Impact Report (CWP EIR), PlaceWorks, June 2019
- County of San Bernardino Development Code
- California Department of Transportation (Caltrans) Scenic Highway Mapping System (Caltrans, 2018).

5.1.2 REGULATORY SETTING

5.1.2.1 Federal Regulations

There are no federal regulations concerning aesthetic impacts that are applicable to the Project.

5.1.2.2 State Regulations

There are no state regulations concerning aesthetic impacts that are directly applicable to the Project.

Urbanized Area

For an unincorporated area, Public Resources Code Section 21071(b) defines “urbanized area” as being completely surrounded by one or more incorporated cities and meeting both criteria: (i) The population of the unincorporated area and the population of the surrounding incorporated city or cities equals not less than 100,000 persons. (ii) The population density of the unincorporated area at least equals the population density of the surrounding city or cities. Based on these criteria, the Project is located within an urbanized area for purposes of determining if the Project would conflict with applicable zoning and other

5.1.2.3 Local Regulations

San Bernardino Countywide Plan - Natural Resources Element, Resources & Conservation Section

The San Bernardino Countywide Plan Land Use, Housing, and Natural Resources Elements contain the following goals and policies related to aesthetics that are applicable to the Project:

- Policy LU-2.1** We require that new development is located, scaled, buffered, and designed to minimize negative impacts on existing conforming uses and adjacent neighborhoods. We also require that new residential developments are located, scaled, buffered, and designed so

as to not hinder the viability and continuity of existing conforming nonresidential development.

Policy LU-2.3 We require that new development is located, scaled, buffered, and designed for compatibility with the surrounding natural environment and biodiversity.

Policy LU-2.4 Land use map consistency. We consider proposed development that is consistent with the Land Use Map (i.e., it does not require a change in Land Use Category), to be generally compatible and consistent with surrounding land uses and a community's identity. Additional site, building, and landscape design treatment, per other policies in the Policy Plan and development standards in the Development Code, may be required to maximize compatibility with surrounding land uses and community identity.

Policy NR-4.1 We consider the location and scale of development to preserve regionally significant scenic vistas and natural features, including prominent hillsides, ridgelines, dominant landforms, and reservoirs.

Policy NR-4.3 We prohibit new off-site signage and encourage the removal of existing off-site signage along or within view of County Scenic Routes and State Scenic Highways.

San Bernardino County Development Code

1. Chapter 83.02 (General Development and Use Standards). This chapter provides development standards that ensure an environment of stable and desirable character that is harmonious and compatible between existing and future development. Sections within this chapter detail requirements pertaining to maximum building heights, screening and buffering, setbacks, and allowed projections/structures within setbacks.
2. Chapter 83.06 (Fences, Hedges, and Walls). This chapter establishes requirements for fences, hedges, and walls to ensure that these elements do not unnecessarily block views and sunlight; provide adequate buffering between different land uses, provide screening of outdoor uses and equipment; and provide for noise mitigation. Overall, the requirements are designed to provide aesthetic enhancement of the County. This chapter of the code discusses requirements for fences, hedges, and walls, including maximum height limit, walls required between different land uses, special walls/fencing for different uses, and prohibited fence materials.
3. Chapter 83.07 (Glare and Outdoor Lighting). This chapter encourages outdoor lighting practices and systems that minimize light pollution, glare, and light trespass; conserve energy and resources while maintaining nighttime safety, visibility, utility and productivity; and curtail the degradation of the nighttime visual environment. Sections within this chapter detail shielding, illumination, location, and height of lighting fixtures.
4. Chapter 83.10 (Landscaping Standards). The purpose of this chapter is to enhance the aesthetic appearance of the County by providing standards related to the quality and functional aspects of landscaping. In addition to enhancing the aesthetic quality of the County, the landscaping standards are intended to benefit air and water quality, help prevent and manage erosion, offer fire protection, and replace valuable ecosystems that may be lost during development. These standards also encourage water conservation, efficient water management, natural vegetation preservation, and more.
5. Chapter 83.13 (Sign Regulation). This chapter establishes regulations for signs and other exterior advertising formats helping to improve the appearance of the County and protect public and private investment in structures and open space.

5.1.3 ENVIRONMENTAL SETTING

The Project is in Bloomington, which is the largest and most developed unincorporated community in San Bernardino County. Bloomington contains scattered developments of a mixture of rural estate homes, industrial businesses, and small commercial business and restaurants. According to the CWP EIR, vacant parcels and other large industrial buildings throughout Bloomington give the community a transitional character and appearance. The I-10 freeway separates the community into northern and southern halves; the proposed Specific Plan is south of I-10.

Aesthetic resources include a combination of numerous elements, such as landforms, vegetation, water features, urban design, and/or architecture, that impart an overall visual impression that is pleasing to, or valued by, its observers. Factors important in describing the aesthetic resources of an area include visual character, scenic resources, and scenic vistas. These factors together not only describe intrinsic aesthetic appeal of an area, but also communicate value placed upon a landscape or scene by its observers.

Scenic Vistas

Scenic vistas consist of expansive, panoramic views of important, unique, or highly valued visual features that are seen from public viewing areas. This definition combines visual quality with information about view exposure to describe the level of interest or concern that viewers may have for the quality of a particular view or visual setting. A scenic vista can be impacted in two ways: a development project can have visual impacts by either directly diminishing the scenic quality of the vista, or by blocking the view corridors or “vista” of the scenic resource at public locations. Important factors in determining whether a proposed project would block scenic vistas include location of the vista, in combination with the project’s proposed height, mass, and surrounding public land uses and travel corridors.

The San Bernardino Countywide Plan does not specifically identify any scenic vistas from the Project site, roadways adjacent to the Project site, or the Project site vicinity. The San Bernardino and San Gabriel Mountains are 6 miles and 45 north of Bloomington, respectively, and contain some of Southern California’s highest peaks. The Jurupa Hills are approximately one and a half mile southwest of the Project site. Because Bloomington is in a relatively flat valley, distant views of the surrounding mountains and ridgelines are visible; however, they are fragmented by existing buildings, utility poles, trees, and other elements of the built environment.

Visual Character And Quality

Project Site

The existing visual character of the 13.23-acre Project site and surrounding area is neither unique nor of special aesthetic value or quality. The Project site consists of seven parcels at the southeast corner of Slover Avenue and Alder Avenue that will be merged and that are currently developed with two single-family residential structures, together with three commercial/industrial buildings, a construction storage site, and trailer parking lot. Multiple shipping containers and other storage units are located on the northeast area of the Project site. The majority of the Project site is disturbed as a result of the existing development/structures on-site. Portions of the Project site contain areas of ruderal, non-native vegetation that appear to be regularly mowed for weed abatement.

Light and Glare

Light pollution may simply be described as the alteration of natural light levels in the outdoor environment due to artificial light sources. More commonly, it is taken to mean excessive or obtrusive artificial light. The term also includes the incidental or obtrusive aspects of outdoor lighting, such as glare (visual impairment),

trespass into areas not needing lighting, use in locations or at times when lighting is not needed and disturbance of the natural nighttime landscape. Night lighting and glare can affect human vision, navigation and other activities.

The Project site is located within an urbanized area that generates the majority of light from vehicular traffic on local streets, street lighting, signage, industrial/commercial uses, and residential interiors. The existing residences and commercial uses on the Project site do not generate substantial light given their limited size, number, and functionality. Light generated by vehicular traffic primarily exists on arterial roadways such as Slover Avenue, which borders the Project site to the north, and Alder Avenue, which borders the Project to the west. Existing street lighting is located along Slover Avenue and Alder Avenue.

Nighttime lights can create a form of light pollution that adversely affects the natural environment, such as causing glare that endangers driving or glare into private off-site areas. Nighttime lighting in the Project vicinity is currently limited; therefore, glare, which is a reflection of light, is also limited. The existing sensitive receptors relative to light and glare include the nearby residential uses and motorists traveling on local streets.

5.1.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of the State CEQA Guidelines indicates a project could have a significant effect if it were to:

- AE-1 Have a substantial adverse effect on a scenic vista?
- AE-2 Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
- AE-3 In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?
- AE-4 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

5.1.5 METHODOLOGY

Aesthetic resources were assessed based on the visual quality of the Project site and surrounding area and the changes that would occur from implementation of the proposed Project. The significance determination for scenic vistas is based on consideration of whether the vista can be viewed from public areas within or near the Project site and the potential for the Project to either hinder views of the scenic vista or result in its visual degradation. Evaluation of aesthetic character identifies the Project's development characteristics and its expected appearance, and compares it to the site's existing appearance and character, and to the character of adjacent existing and future planned uses to determine whether and/or to what extent a degradation of the visual character of the area could occur (considering factors such as the blending/contrasting of new and existing buildings given the proposed uses, density, height, bulk, setbacks, signage, etc.).

The analysis of light and glare identifies light-sensitive land uses and describes the Project's light and glare sources, and the extent to which Project lighting could spill off of the Project site onto adjacent existing and future light-sensitive areas. The analysis also considers the potential for sunlight to reflect off of building surfaces (glare) and the extent to which such glare would interfere with the operation of motor vehicles or other activities.

5.1.6 ENVIRONMENTAL IMPACTS

IMPACT AE-1: WOULD THE PROJECT HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?

Less Than Significant Impact.

According to Policy NR-4.1 of the San Bernardino Countywide Plan, natural features, including prominent hillsides, ridgelines, dominant landforms, and reservoirs, are considered scenic resources. Scenic vistas consist of expansive panoramic views of these visual features that are seen from public viewing areas. Impacts on a scenic vista can occur in two ways: when a Project directly diminishes the scenic quality of vistas and when the Project blocks views of corridors and vistas of the scenic resource at public locations. Scenic resources in the Project area include the San Bernardino and San Gabriel Mountains to the north and Jurupa Hills to the south. The Project site is not located within these scenic resource areas, and the Project would not contribute to their prominence under existing conditions. Therefore, Project implementation would not directly diminish their scenic qualities, and direct impacts on scenic vistas are less than significant.

There are no designated scenic viewpoints near the Project site that provide unobstructed viewsheds of the San Bernardino and San Gabriel Mountains and Jurupa Hills. Public views of the ridgelines of these resources at or near the Project site occur along public roadways, but they are mostly obstructed and fragmented by intervening building structures, utility poles, trees, and other elements of the built environment. Therefore, implementation of the proposed Project would not significantly affect scenic views of the San Bernardino and San Gabriel Mountains and Jurupa Hills. Thus, impacts would be less than significant.

IMPACT AE-2: 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.

There are no state- or county-designated scenic highways in Bloomington and the Project site does not contain scenic resources, including trees or rock outcroppings. The closest designated state scenic highway is a segment of Route 55 in Orange County, approximately 23 miles southwest of Bloomington, and the closest eligible state scenic highway is a segment of I-10 in the City of Redlands, approximately 11 miles east of Bloomington. The closest County-designated scenic route is a segment of Lytle Creek Road, north of I-15, approximately 8 miles north of Bloomington. Currently, there are two single-family residences in the northwest and southwest corners of the Project site, three commercial/industrial buildings, a construction storage site, and trailer parking lot. Multiple shipping containers and other storage units are located on the northeast area of the Project site. A Cultural Resources Survey-Historic Resources Assessment of the Project site (Appendix D2) indicated that these structures and the Project site properties are not eligible for listing in the National Register of Historic Places or California Register of Historical Resources or for local historic designation.

Therefore, Project development and operation would not substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway. Thus, no impacts would occur.

IMPACT AE-3: WOULD THE PROJECT IN NON-URBANIZED AREAS, SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF PUBLIC VIEWS OF THE SITE AND ITS SURROUNDINGS? (PUBLIC VIEWS ARE THOSE THAT ARE EXPERIENCED FROM PUBLICLY ACCESSIBLE VANTAGE POINT). IF THE PROJECT IS IN AN URBANIZED AREA, WOULD THE PROJECT CONFLICT WITH APPLICABLE ZONING AND OTHER REGULATIONS GOVERNING SCENIC QUALITY?

Less Than Significant Impact.

As described previously, the Project site is located within an “urbanized area,” as defined by Public Resources Code Section 21071, therefore, the analysis focuses on the Project’s consistency with applicable zoning and other regulations governing scenic quality.

The proposed Project would include various architectural elements such as smooth concrete, masonry block with textured or sandblasted finishes, glass and curtain-wall glazing systems, natural and/or manufactured stone and limited metal panel systems including light and warm-toned exterior building colors. Additionally, the Project’s landscape would incorporate low water need plant species that can maintain vibrancy during drought conditions. The County of San Bernardino Land Use Services Department has reviewed the proposed Project and determined that it would not conflict with the San Bernardino County Development Code’s design regulations involving building architecture, landscaping, infrastructure, and road system design standards. As discussed in Table 5.1-1 and 5.1-2 below, the Project would be consistent with the goals and policies related to scenic. Thus, the Project would not conflict with applicable zoning and other regulations governing scenic quality and impacts would be less than significant.

Countywide Plan Regulations Governing Scenic Quality. Discussion of the Project’s consistency with the policies of the San Bernardino Countywide Plan that govern scenic quality is provided below in Table 5.1-1. As shown below, the Project would not conflict with the San Bernardino Countywide Plan policies. Therefore, the Project would not conflict with zoning and regulations, and impacts would be less than significant.

Table 5.1-1: Consistency with Goals and Policies Related to Scenic Quality

General Plan Policy	Project Consistency with Policy
<p>Land Use Element</p> <p>Policy LU-2.1 Compatibility with existing uses. We require that new development is located, scaled, buffered, and designed to minimize negative impacts on existing conforming uses and adjacent neighborhoods. We also require that new residential developments are located, scaled, buffered, and designed so as to not hinder the viability and continuity of existing conforming nonresidential development.</p>	<p>Consistent. The proposed Project is consistent with the Countywide plan land use designation and zoning. The proposed Project would be consistent with the County’s development standards which include setbacks from adjacent roadways, screening features, decorative block walls and fencing, and landscaping. Thus, as the Project would not conflict with the policy and includes design standards that account for the use, the Project is therefore consistent.</p>
<p>Policy LU-2.3 Compatibility with natural environment. We require that new development is located, scaled, buffered, and designed for compatibility with the surrounding natural environment and biodiversity.</p>	<p>Consistent. The Project site is mostly flat and disturbed. The surrounding area includes light industrial uses to the north, single-family homes followed by Bloomington High School to the south, trailer storage and single-family residences, and single-family residences to the west. In addition, no natural environment surrounds the proposed development footprint. Thus, the Project is consistent with Policy LU-2.3.</p>
<p>Policy LU-2.4 Land use map consistency. We consider proposed development that is consistent with the Land Use Map (i.e., it does not require a change in Land Use Category), to be generally compatible and consistent with surrounding land uses and a community’s identity. Additional site, building, and landscape design treatment, per other policies in the Policy Plan and development standards in the Development Code, may</p>	<p>Consistent. As discussed previously, the Project is consistent with the Countywide Plan Land Use Map designation of Limited Industrial (LI). As shown in Table 5.1-2, the Project is consistent with the Development Standards and has been designed to consider the residential uses to the south and west. The driveway to the south is for emergency access only. A new 8-foot block wall would be located on the southern property lines. Landscaped setbacks and new curbs and gutters</p>

General Plan Policy	Project Consistency with Policy
be required to maximize compatibility with surrounding land uses and community identity.	would be placed along the western and northern property line. The loading docks are on the north side of the building, so truck access and dock activity is shielded from the residential use to the south. In addition, a 12-foot high painted concrete tilt-up screen wall would be located north of the trailer parking. Thus, the Project is consistent with Policy LU-2.4.
Policy LU-4.5 Community identity. We require that new development be consistent with and reinforce the physical and historical character and identity of our unincorporated communities, as described in Table LU-3 and in the values section of Community Action Guides. In addition, we consider the aspirations section of Community Action Guides in our review of new development.	Consistent. Table LU-3 describes the Bloomington community character as a suburban lifestyle characterized by a mix of lot sizes and/or land uses in proximity to urban services and facilities as well as economic activity that benefits local residents and/or serves the local economy. The proposed Project would be consistent with the physical character established in Bloomington as it would introduce a high-cube warehouse that would provide employment to residents within the community. Thus, the Project is consistent with Policy LU-4.5.
Policy LU-4.7 Dark skies. We minimize light pollution and glare to preserve views of the night sky, particularly in the Mountain and Desert regions where dark skies are fundamentally connected to community identities and local economies. We also promote the preservation of dark skies to assist the military in testing, training, and operations.	Consistent. Lighting would be subject to compliance with County Development Code Section 83.07.030, which states that exterior lighting shall be fully shielded to preclude light pollution or light trespass on abutting sites and public rights-of-way. Thus, the Project is consistent with Policy LU-4.07.
Policy NR-4.1 Preservation of scenic resources. We consider the location and scale of development to preserve regionally significant scenic vistas and natural features, including prominent hillsides, ridgelines, dominant landforms, and reservoirs.	Consistent. As addressed in Impact AE-1, the Project would not directly or indirectly obstruct views of the San Bernardino and San Gabriel Mountains or Jurupa Hills, which are scenic resources. The Project is consistent with Policy NR-4.1.

As shown in Table 5.1-2, the proposed Project is consistent with the Community Industrial (IC) zoning district.

Table 5.1-2: Consistency with Development Standards

Development Feature	Development Standard	Project Consistency
Minimum Lot Area	5 acres	The Project site is 13.23 acres.
Setbacks		
Front Setback	25 ft	The Project would include a 25 ft front setback.
Side – Interior	10 ft	The Project would include a 10 ft side interior setback.
Rear	10 ft	The Project would include a 10 ft side rear setback.
Floor Area Ratio (FAR)		
Maximum Coverage	.75:1	The Project would have a FAR of .45.
Maximum Height	150 ft	The warehouse/logistics building would be a maximum of 50 ft.
Landscaping	15% of Lot Area	The Project would comply with the 15% standard and would

		include 86,498 sf of landscaping.
<p>Parking</p> <p>1 stall for every 250 square feet of office space</p> <p>1 stall for every 1,000 square feet of floor area of the first 40,000 sf of building and 1 stall for every 4,000 sf of floor area for square footage exceeding 40,000</p>	114	The Project would include 131 automobile stalls and 85 trailer stalls.

IMPACT AE-4: WOULD THE PROJECT CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE THAT WOULD ADVERSELY AFFECT DAY AND NIGHTTIME VIEWS IN THE AREA?

Less Than Significant Impact.

Construction

Limited, if any, nighttime lighting would be needed for Project construction during winter months. Section 83.01.090 of the County’s Development Code limits construction between the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday and does not allow construction on Sundays or federal holidays. Thus, most construction activity would occur during daytime hours during the week, and construction-related illumination would be used for limited safety and security purposes and would be required to be directed downward. In addition, construction of the Project would not include any materials that would generate offsite glare that could direct light to sensitive receptors. Therefore, impacts related to lighting and glare during construction would be less than significant.

Operation

Lighting. Currently, there are two single-family residences in the northwest and southwest corners of the Project site. The remaining portion of the western area of the Project site is vacant and undeveloped. The two central parcels of the Project site are developed with commercial businesses. The northern portion of the central parcels contains three single-story buildings. The easterly building is approximately 6,000 square feet in area and is built of metal frame and metal panel construction. The westerly buildings are approximately 2,180 square feet and 1,143 square feet in area and are built of wood frame and stucco construction. The two eastern parcels are developed as truck and trailer parking yards. Each of these two parcels contains a single-family residence which is likely used as an office. In addition, multiple shipping containers and other storage units are located on the northeast area of the Project site. Thus, the existing light and glare generated from the site is limited.

As described previously, Project development includes demolition of the existing uses and construction of an approximately 259,481 square foot high-cube warehouse building, inclusive of 5,000 square feet of office space and dock-high doors along the north building wall. The warehouse building will be constructed in the southern portion of the Project site. The warehouse building would be 50 feet in height. Project development also includes an asphaltic concrete surface parking lot, landscaping, signage, and utility improvements to serve the site. The Project building would include 40 dock doors (38 dock-high; 2 grade-level) placed along the building’s northern side, along Slover Avenue and away from sensitive land uses. The parking lot would include 131 passenger vehicle stalls and 85 trailer stalls to the north and east of the warehouse building. New Project lighting would be provided for Project operation and for Project site security. Lighting from the vehicles and trucks traveling to and from the Project site would also increase nighttime lighting.

Project development would be consistent with the San Bernardino County Development Code and Countywide Plan requirements. On-site lighting will be limited to illumination of the Project site for operational and security purposes; spillage off-site must be very limited. Although the amount of nighttime lighting from the Project site would increase, the Project would be subject to the lighting requirements of the County Development Code Section 83.07.030 (Glare and Outdoor Lighting – Valley Region), which requires outdoor lighting of commercial or industrial land uses to be fully shielded to preclude light pollution or light trespass on any of the following: an abutting residential land use zoning district; a residential parcel; or, public right-of-way.

Overall, although nighttime lighting would increase with Project development, the additional lighting would be limited to safety, security, and (future) signage purposes and would be shielded and designed to be confined to the Project site through compliance with existing Development Code standards. Therefore, Project development would not result in substantial light that would adversely affect views of the area, and impacts related to lighting would be less than significant.

Glare. Glare can emanate from many different sources, some of which include direct sunlight, sunlight reflecting from cars or buildings, and bright outdoor or indoor lighting. Glare from reflective surfaces occurs as a result of the addition of large expanses of glass, metal, and other reflective surfaces for building façades with new construction.

The Project would develop new buildings that would generally be constructed of concrete and typical of most warehouse/distribution buildings, but would have blue glass windows, painted concrete, and painted metal doors. The glass windows would not dominate building elevations and are intended to bring daylight into the building as well as provide design treatments to the exterior building walls. The windows would be individually framed openings and would be extended or recessed to create more depth and shadow. Also, the future perimeter landscaping would reduce effects of light and glare by including trees.

5.1.7 CUMULATIVE IMPACTS

The cumulative aesthetics study area for the Project is the viewshed from public areas that can view the Project site and locations that can be viewed from the Project site. Conversion of the Project site from residential and commercial uses to warehouse/distribution uses would contribute to a change in visual characteristics of the Project site and Project vicinity. As discussed previously, implementation of the land uses approved by the Countywide Plan would substantially change the existing visual character of the Project site. However, the Project would be compliant with the County Development Code and Countywide Plan, which would minimize aesthetic impacts related to the planned land use.

The cumulative change in visual condition that would result from Project development and operation, in combination with future nearby projects would not be considered adverse, because the Project would implement the Countywide Plan and Development Code regulations related to architecture, landscaping, signs, lighting, and other related items intended to improve visual quality. Thus, Project development and operation would result in a less than significant cumulatively considerable impact related to degradation of the existing visual character or quality of the Project site and its surroundings.

The cumulative study area for light and glare includes areas immediately adjacent to the Project site that could receive light or glare from the Project or generate daytime glare or nighttime lighting that would be visible within the Project site and could combine with lighting from the Project. Because cumulative projects would result in more intense development than currently exists, the Project, in combination with past, present, and reasonably foreseeable future projects could create significant cumulative nighttime lighting and daytime glare impacts. However, application of the County Development Code regulations requires

compliance with light and glare standards that would avoid significant effects. These regulations provide that lighting would be shielded to prevent light from shining onto adjacent properties and prohibit the inclusion of features that could create glare. With implementation of existing County regulations, the development that would occur by the related projects would not result in a cumulatively considerable contribution of light and glare. Thus, cumulative effects of development from the Project in combination with cumulative projects related to light and glare are less than significant.

5.1.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- County Development Code Section 83.02, General Development and Use Standards
- County Development Code Section 83.06, Fences, Hedges, and Walls
- County Development Code Section 83.07, Glare and Outdoor Lighting
- County Development Code Section 83.07.030, Glare and Outdoor Light - Valley Region

5.1.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impacts AE-1, AE-3, and AE-4 would be less than significant. No impact would result related to Impact AE-2.

5.1.10 MITIGATION MEASURES

No mitigation measures are required.

5.1.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Existing regulatory programs would reduce potential impacts associated with aesthetics for Impacts AE-1 through AE-4 to a level that is less than significant. Therefore, no significant unavoidable adverse impacts related to aesthetics would occur.

REFERENCES

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5.2 Air Quality

5.2.1 INTRODUCTION

This section provides an overview of the existing air quality within the Project area and surrounding region, a summary of applicable regulations, and analyses of potential short-term and long-term air quality impacts from implementation of the proposed Project. Mitigation measures are recommended as necessary to reduce significant air quality impacts. This analysis is based on the Air Quality, Energy, Greenhouse Gas Emissions and Health Risk Assessment Impact Analysis prepared by Vista Environmental, included as Appendix B.

5.2.2 REGULATORY SETTING

5.2.2.1 Federal Regulations

United States Environmental Protection Agency

Criteria Air Pollutants

At the federal level, the United States Environmental Protection Agency (USEPA) has been charged with implementing national air quality programs. The USEPA's air quality mandates are drawn primarily from the federal Clean Air Act (CAA), which was enacted in 1970. The most recent major amendments to the CAA were made by Congress in 1990.

The CAA requires the USEPA to establish National Ambient Air Quality Standards (NAAQS). The USEPA has established primary and secondary NAAQS for the following criteria air pollutants: ozone, CO, NO₂, SO₂, PM₁₀, PM_{2.5}, and lead. Table 5.2-1 shows the NAAQS for these pollutants. The CAA also requires each state to prepare an air quality control plan, referred to as a state implementation plan (SIP). The CAA Amendments of 1990 (CAAA) added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. The SIP is modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins, as reported by their jurisdictional agencies. The USEPA is responsible for reviewing all SIPs to determine whether they conform to the mandates of the CAA and its amendments, and to determine whether implementing the SIPs will achieve air quality goals. If the USEPA determines a SIP to be inadequate, a federal implementation plan that imposes additional control measures may be prepared for the nonattainment area.

The USEPA also has regulatory and enforcement jurisdiction over emission sources beyond state waters (outer continental shelf), and those that are under the exclusive authority of the federal government, such as aircraft, locomotives, and interstate trucking. The USEPA's primary role at the state level is to oversee state air quality programs. The USEPA sets federal vehicle and stationary source emissions standards and provides research and guidance in air pollution programs.

Hazardous Air Pollutants

The USEPA has programs for identifying and regulating hazardous air pollutants (HAPs). Title III of the CAAA directed the USEPA to promulgate national emissions standards for HAPs (NESHAP). The NESHAP may differ for major sources than for area sources of HAPs. Major sources are defined as stationary sources with potential to emit more than 10 tons per year (tpy) of any HAP or more than 25 tpy of any combination of HAPs; all other sources are considered area sources. The emissions standards are to be promulgated in two phases. In the first phase (1992–2000), the USEPA developed technology-based

emission standards designed to produce the maximum emission reduction achievable. These standards are generally referred to as requiring maximum achievable control technology (MACT). For area sources, the standards may be different, based on generally available control technology. In the second phase (2001–2008), the USEPA promulgated health-risk-based emissions standards that were deemed necessary to address risks remaining after implementation of the technology-based NESHAP standards.

Table 5.2-1: Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Ozone	1 hour	0.09 ppm	---	High concentrations can directly affect lungs, causing irritation. Long-term exposure may cause damage to lung tissue.	Formed when ROG and NO _x react in the presence of sunlight. Major sources include on-road motor vehicles, solvent evaporation, and commercial/industrial mobile equipment.
	8 hours	0.07 ppm	0.075 ppm		
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Classified as a chemical asphyxiant, carbon monoxide interferes with the transfer of fresh oxygen to the blood and deprives sensitive tissues of oxygen.	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm		
Nitrogen Dioxide (NO_x)	1 hour	0.18 ppm	0.100 ppm	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown.	Motor vehicles, petroleum refining operations, industrial sources, aircraft, ships, and railroads.
	Annual Arithmetic Mean	0.030 ppm	0.053 ppm		
Sulfur Dioxide (SO₂)	1 hour	0.25 ppm	75 ppb	Irritates upper respiratory tract; injurious to lung tissue. Can yellow the leaves of plants, destructive to marble, iron, and steel. Limits visibility and reduces sunlight.	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	3 hours	---	0.50 ppm		
	24 hours	0.04 ppm	0.14 ppm		
	Annual Arithmetic Mean	---	0.03 ppm		
Respirable Particulate Matter (PM₁₀)	24 hours	50 µg/m ³	150 µg/m ³	May irritate eyes and respiratory tract, decreases in lung capacity, cancer and increased mortality. Produces haze and limits visibility.	Dust and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	Annual Arithmetic Mean	20 µg/m ³	---		
Fine Particulate Matter (PM_{2.5})	24 hours	---	35 µg/m ³	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and results in surface soiling.	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning; Also, formed from photochemical reactions of other pollutants, including NO _x , sulfur oxides, and organics.
	Annual Arithmetic Mean	12 µg/m ³	12 µg/m ³		
Lead (Pb)	30 Day Average	1.5 µg/m ³	---	Disturbs gastrointestinal system, and causes anemia, kidney disease, and neuromuscular and neurological dysfunction (in severe cases).	<i>Present source:</i> lead smelters, battery manufacturing and recycling facilities. <i>Past source:</i> combustion of leaded gasoline.
	Calendar Quarter	---	1.5 µg/m ³		
	Rolling 3-Month Average	---	0.15 µg/m ³		
Hydrogen Sulfide	1 hour	0.03 ppm	...	Nuisance odor (rotten egg smell), headache and breathing difficulties (higher concentrations)	Geothermal power plants, petroleum production and refining
Sulfates (SO₄)	24 hour	25 µg/m ³	...	Decrease in ventilatory functions; aggravation of asthmatic symptoms; aggravation of cardio-pulmonary disease; vegetation damage; degradation of visibility; property damage.	Industrial processes.

Pollutant	Averaging Time	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Visibility Reducing Particles	8 hour	Extinction of 0.23/km; visibility of 10 miles or more	...	Reduces visibility, reduced airport safety, lower real estate value, and discourages tourism.	See PM _{2.5} .

ppm = parts per million; ppb = parts per billion; µg/m³ = micrograms per cubic meter.

The CAAA also required the USEPA to promulgate vehicle or fuel standards containing reasonable requirements that control toxic emissions of, at a minimum, benzene and formaldehyde. Performance criteria were established to limit mobile-source emissions of toxics, including benzene, formaldehyde, and 1,3-butadiene. In addition, Section 219 required the use of reformulated gasoline in selected areas with the most severe ozone nonattainment conditions to further reduce mobile-source emissions.

5.2.2.2 State Regulations

California Air Resources Board

Criteria Air Pollutants

The California Air Resources Board (CARB), a department of the California Environmental Protection Agency, oversees air quality planning and control throughout California. CARB is responsible for coordination and oversight of state and local air pollution control programs in California and for implementation of the California Clean Air Act (CCAA). The CCAA, which was adopted in 1988, requires CARB to establish the California Ambient Air Quality Standards (CAAQS). CARB has established CAAQS for sulfates, hydrogen sulfide, vinyl chloride, visibility-reducing particulate matter, and the above-mentioned criteria air pollutants. Applicable CAAQS are shown in Table 5.2-1.

The CCAA requires all local air districts in the state to endeavor to achieve and maintain the CAAQS by the earliest practical date. The act specifies that local air districts shall focus particular attention on reducing the emissions from transportation and area-wide emission sources and provides districts with the authority to regulate indirect sources.

Among CARB's other responsibilities are overseeing compliance by local air districts with California and federal laws, approving local air quality plans, submitting SIPs to the USEPA, monitoring air quality, determining and updating area designations and maps, and setting emissions standards for new mobile sources, consumer products, small utility engines, off-road vehicles, and fuels.

Diesel Regulations

The CARB and the Ports of Los Angeles and Long Beach have adopted several iterations of regulations for diesel trucks that are aimed at reducing diesel particulate matter (DPM). More specifically, the CARB Drayage Truck Regulation, the CARB statewide On-road Truck and Bus Regulation, and the Ports of Los Angeles and Long Beach "Clean Truck Program" (CTP) require accelerated implementation of "clean trucks" into the statewide truck fleet. In other words, older more polluting trucks will be replaced with newer, cleaner trucks as a function of these regulatory requirements.

Moreover, the average statewide DPM emissions for Heavy Duty Trucks (HDT), in terms of grams of DPM generated per mile traveled, will dramatically be reduced due to these regulatory requirements. Diesel emissions identified in this analysis therefore overstate future DPM emissions because not all of these regulatory requirements are reflected in the modeling.

Toxic Air Contaminants

Air quality regulations also focus on toxic air contaminants (TACs). In general, for those TACs that may

cause cancer, there is no concentration that does not present some risk. In other words, there is no safe level of exposure. This contrasts with the criteria air pollutants, for which acceptable levels of exposure can be determined and for which the ambient standards have been established. Instead, the USEPA and CARB regulate HAPs and TACs, respectively, through statutes and regulations that generally require the use of the MACT or best available control technology (BACT) for toxics and to limit emissions. These statutes and regulations, in conjunction with additional rules set forth by the districts, establish the regulatory framework for TACs.

TACs in California are regulated primarily through the Tanner Air Toxics Act (Assembly Bill (AB) 1807 [Chapter 1047, Statutes of 1983]) (Health and Safety Code Section 39650 *et seq.*) and the Air Toxics Hot Spots Information and Assessment Act (Hot Spots Act) (AB 2588) [Chapter 1252, Statutes of 1987]) (Health and Safety Code Section 44300 *et seq.*). AB 1807 sets forth a formal procedure for CARB to designate substances as TACs. This includes research, public participation, and scientific peer review before CARB can designate a substance as a TAC. To date, CARB has identified more than 21 TACs and adopted the USEPA's list of HAPs as TACs. Most recently, diesel PM was added to the CARB list of TACs. Once a TAC is identified, CARB then adopts an airborne toxics control measure (ATCM) for sources that emit that particular TAC. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure below that threshold. If there is no safe threshold, the measure must incorporate BACT to minimize emissions.

The Air Toxics Hot Spots Information and Assessment Act requires existing facilities emitting toxic substances above a specified level to prepare a toxic-emission inventory, prepare a risk assessment if emissions are significant, notify the public of significant risk levels, and prepare and implement risk reduction measures.

CARB published the Air Quality and Land Use Handbook: A Community Health Perspective (Handbook), which provides guidance concerning land use compatibility with TAC sources. Although it is not a law or adopted policy, the Handbook offers advisory recommendations for the siting of sensitive receptors near uses associated with TACs, such as freeways and high-traffic roads, commercial distribution centers, rail yards, ports, refineries, dry cleaners, gasoline stations, and industrial facilities, to help keep children and other sensitive populations out of harm's way. Based on CARB's Community Health Air Pollution Information System (CHAPIS), no major TAC sources are located in proximity to the Project area. In addition, CARB has promulgated the following specific rules to limit TAC emissions:

- **CARB Rule 2485** (13 CCR, Chapter 10 Section 2485), Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling
- **CARB Rule 2480** (13 CCR Chapter 10 Section 2480), Airborne Toxic Control Measure to Limit School Bus Idling and Idling at Schools
- **CARB Rule 2477** (13 CCR Section 2477 and Article 8), Airborne Toxic Control Measure for In-Use Diesel Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets and Facilities Where TRUs Operate

California Assembly Bill 1493– Pavley

In 2002, the California Legislature adopted AB 1493 requiring the adoption of regulations to develop fuel economy standards for the transportation sector. In September 2004, pursuant to AB 1493, the CARB approved regulations to reduce fuel use and emissions from new motor vehicles beginning with the 2009 model year (Pavley Regulations). CARB, EPA, and the U.S. Department of Transportation's National Highway Traffic and Safety Administration (NHTSA) have coordinated efforts to develop fuel economy standards for model 2017-2025 vehicles, which are incorporated into the "Low Emission Vehicle" (LEV) Regulations.

California Code of Regulations (CCR) Title 13, Motor Vehicles, Section 2449(d)(3)

No vehicle or engines subject to this regulation may idle for more than 5 consecutive minutes. The idling limit does not apply to:

- idling when queuing,
- idling to verify that the vehicle is in safe operating condition,
- idling for testing, servicing, repairing or diagnostic purposes,
- idling necessary to accomplish work for which the vehicle was designed (such as operating a crane),
- idling required to bring the machine system to operating temperature, and
- idling necessary to ensure safe operation of the vehicle.

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code (CalGreen) was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2019 California Green Building Code Standards that became effective January 1, 2020.

The CEC anticipates that single-family homes built with the 2019 standards will use approximately 7% less energy compared to the residential homes built under the 2016 standards. Additionally, after implementation of solar photovoltaic systems, homes built under the 2019 standards will use about 53% less energy than homes built under the 2016 standards. Nonresidential buildings will use approximately 30% less energy due to lighting upgrade requirements.

The 2019 CALGreen standards that are applicable to the proposed Project include, but are not limited to, the following:

- Short-term bicycle parking. Provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one, two-bike capacity rack.
- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility.
- Designated parking for clean air vehicles. Provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Title 24, Part 6, Table 5.106.5.2.
- Electric vehicle charging stations. Facilitate the future installation of electric vehicle supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load.
- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, uplight and glare ratings per Title 24, Part 6, Table 5.106.8.
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste.
- Excavated soil and land clearing debris. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reused or recycled.
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and

are identified for the depositing, storage and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals.

- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
 - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush
 - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush. The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush.
 - Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi. When a shower is served by more than one showerhead, the combine flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi.
 - Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi. Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi. Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute. Metering faucets shall not deliver more than 0.20 gallons per cycle. Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle.
- Outdoor potable water use in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient (MWELo), whichever is more stringent.
- Water meters. Separate submeters or metering devices shall be installed for new buildings or where any tenant within a new building or within an addition is projected to consume more than 1,000 gallons per day.
- Outdoor water use in rehabilitated landscape projects equal or greater than 2,500 sf. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 sf requiring a building or landscape permit.
- Commissioning. For new buildings 10,000 sf and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements.

The 2019 CALGreen Building Standards Code has been adopted by the County of San Bernardino in Development Code Section 63.1501.

Senate Bill 1000 Environmental Justice in Local Land Use Planning

In an effort to address the inequitable distribution of pollution and associated health effects in low-income communities and communities of color, the Legislature passed and Governor Brown signed Senate Bill 1000 (SB 1000) in 2016, requiring local governments to identify environmental justice communities (called "disadvantaged communities") in their jurisdictions and address environmental justice in their general plans. This new law has several purposes, including to facilitate transparency and public engagement in local governments' planning and decision-making processes, reduce harmful pollutants

and the associated health risks in environmental justice communities, and promote equitable access to health-inducing benefits, such as healthy food options, housing, public facilities, and recreation. SB 1000 requires environmental justice elements to identify objectives and policies to reduce unique or compounded health risks in disadvantaged communities. Generally, environmental justice elements will include policies to reduce the community's exposure to pollution through air quality improvement. SB 1000 affirms the need to integrate environmental justice principles into the planning process to prioritize improvements and programs that address the needs of disadvantaged communities.

5.2.2.3 Regional Regulations

South Coast Air Quality Management District

Criteria Air Pollutants

The South Coast Air Quality Management District (SCAQMD) attains and maintains air quality conditions in the South Coast Air Basin (Basin) through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The clean air strategy of SCAQMD includes preparation of plans for attainment of ambient air quality standards, adoption and enforcement of rules and regulations concerning sources of air pollution, and issuance of permits for stationary sources of air pollution. SCAQMD also inspects stationary sources of air pollution and responds to citizen complaints; monitors ambient air quality and meteorological conditions; and implements programs and regulations required by the CAA, CAAA, and CCAA. Air quality plans applicable to the proposed Project are discussed below.

Air Quality Management Plan

SCAQMD and the Southern California Association of Governments (SCAG) are responsible for preparing the air quality management plan (AQMP), which addresses federal and state CAA requirements. The AQMP details goals, policies, and programs for improving air quality in the Basin.

The 2012 AQMP was adopted by the SCAQMD Governing Board on December 12, 2012. The purpose of the 2012 AQMP for the Basin was to set forth a comprehensive and integrated program that would lead the region into compliance with the federal 24-hour $PM_{2.5}$ air quality standard, and to provide an update to the Basin's commitment towards meeting the federal 8-hour ozone standards. The AQMP was also intended to satisfy USEPA requirements for attainment demonstration of the revoked 1-hour ozone standard, as well as a vehicle miles travelled (VMT) emissions offset demonstration. The 2012 AQMP, as approved by CARB, served as the official SIP submittal for the federal 2006 24-hour $PM_{2.5}$ standard. In addition, the AQMP updated specific new control measures and commitments for emissions reductions to implement the attainment strategy for the 8-hour ozone SIP. The 2012 AQMP set forth programs which required integrated planning efforts and the cooperation of all levels of government: local, regional, state, and federal.

In March 2017 AQMD finalized the 2016 AQMP, which continues to evaluate integrated strategies and control measures to meet the NAAQS, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels. Similar to the 2012 AQMP, the 2016 AQMP incorporates scientific and technological information and planning assumptions, including the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and updated emission inventory methodologies for various source categories.

The 2022 AQMP is currently being developed by SCAQMD to address the EPA's strengthened ozone standard. Development of the 2022 AQMP is in its early stages and no formal timeline for completion and adoption is currently known.

SCAQMD Rules and Regulations

All projects are subject to SCAQMD rules and regulations. Specific rules applicable to the proposed Project include the following:

Rule 203 – Permit to Operate. A person shall not operate or use any equipment or agricultural permit unit, the use of which may cause the issuance of air contaminants, or the use of which may reduce or control the issuance of air contaminants, without first obtaining a written permit to operate from the Executive Officer or except as provided in Rule 202. The equipment or agricultural permit unit shall not be operated contrary to the conditions specified in the permit to operate.

Rule 401 – Visible Emissions. A person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any 1 hour that is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart, as published by the United States Bureau of Mines.

Rule 402 – Nuisance. A person shall not discharge from any source whatsoever such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any such persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule do not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

- exit the construction site onto paved roads, or wash off trucks and any equipment leaving the site each trip.
- Replant disturbed areas as soon as practical.
- Sweep onsite streets (and offsite streets if silt is carried to adjacent public thoroughfares) to reduce the amount of particulate matter on public streets. All sweepers shall be compliant with SCAQMD Rule 1186.1, Less Polluting Sweepers.

Rule 403 – Fugitive Dust. SCAQMD Rule 403 governs emissions of fugitive dust during and after construction. Compliance with this rule is achieved through application of standard Best Management Practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicle restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

Rule 403 requires project applicants to control fugitive dust using the best available control measures such that dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating an offsite nuisance. Applicable Rule 403 dust suppression (and PM10 generation) techniques to reduce impacts on nearby sensitive receptors may include, but are not limited to, the following:

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Water active sites at least three times daily. Locations where grading is to occur shall be thoroughly watered prior to earthmoving.
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 0.6 meters (2 feet) of freeboard (vertical space between the top of the load and top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114.
- Reduce traffic speeds on all unpaved roads to 15 miles per hour (mph) or less.

- Suspend all grading activities when wind speeds (including instantaneous wind gusts) exceed 25 mph.

Provide bumper strips or similar best management practices where vehicles enter and

Rule 481 – Spray Coating. This rule applies to all spray painting and spray coating operations and equipment and states that a person shall not use or operate any spray painting or spray coating equipment unless one of the following conditions is met:

- The spray coating equipment is operated inside a control enclosure, which is approved by the Executive Officer. Any control enclosure for which an application for permit for new construction, alteration, or change of ownership or location is submitted after the date of adoption of this rule shall be exhausted only through filters at a design face velocity not less than 100 feet per minute nor greater than 300 feet per minute, or through a water wash system designed to be equally effective for the purpose of air pollution control.
- Coatings are applied with high-volume low-pressure, electrostatic and/or airless spray equipment.
- An alternative method of coating application or control is used which has effectiveness equal to or greater than the equipment specified in the rule.

Rule 1108 - Volatile Organic Compounds. This rule governs the sale, use, and manufacturing of asphalt and limits the volatile organic compound (VOC) content in asphalt used in the Basin. This rule also regulates the VOC content of asphalt used during construction. Therefore, all asphalt used during construction of the Project must comply with SCAQMD Rule 1108.

Rule 1113 – Architectural Coatings. No person shall apply or solicit the application of any architectural coating within the SCAQMD with VOC content in excess of the values specified in a table incorporated in the Rule.

Rule 1143 – Paint Thinners and Solvents. This rule governs the manufacture, sale, and use of paint thinners and solvents used in thinning of coating materials, cleaning of coating application equipment, and other solvent cleaning operations by limiting their VOC content. This rule regulates the VOC content of solvents used during construction. Solvents used during the construction phase must comply with this rule.

Rule 2305 – Warehouse Indirect Source Rule. On May 7, 2021, the SCAQMD Governing Board approved Rule 2305. Commencing on January 1, 2023, the owner/operator of the facility is required to implement Rule 2305. The stated purpose of the Indirect Source Rule “is to reduce local and regional emissions of nitrogen oxides and particulate matter, and to facilitate local and regional emission reductions associated with warehouses and the mobile sources attracted to warehouses in order to assist in meeting state and federal air quality standards for ozone and fine particulate matter.” The rule applies to owners and operators of new and existing warehouses located in the Basin “with greater than or equal to 100,000 square feet of indoor space in a single building that may be used for warehousing activities by one or more warehouse operators.” The rule imposes a “Warehouse Points Compliance Obligation” (WPCO) on warehouse operators. Operators would be allowed to satisfy the WPCO by accumulating “Warehouse Actions and Investments to Reduce Emissions Points” (WAIRE Points) in a given 12-month period. WAIRE Points will be awarded by implementing measures to reduce emissions listed on the WAIRE Menu, or by implementing a custom WAIRE Plan approved by the SCAQMD.

5.2.2.4 Local Regulations

San Bernardino Countywide Plan

The Countywide Plan Natural Resources Element contains the following policies related to air quality that

are applicable to the Project:

- Policy NR-1.2** We promote the improvement of indoor air quality through the California Building and Energy Codes and through the provision of public health programs and services.
- Policy NR-1.9** We use the CALGreen Code to meet energy efficiency standards for new buildings and encourage the upgrading of existing buildings to incorporate design elements, building materials, and fixtures that improve environmental sustainability and reduce emissions.

The Countywide Plan Hazards Element contains the following policy related to air quality that is applicable to the Project:

- Policy HZ 3.1** We require projects processed by the County to provide a health risk assessment when a project could potentially increase the incremental cancer risk by 10 in 1 million or more in unincorporated environmental justice focus areas, and we require such assessments to evaluate impacts of truck traffic from the project to freeways. We establish appropriate mitigation prior to the approval of new construction, rehabilitation, or expansion permits.
- Policy HZ 3.3** We assist the air quality management districts in establishing community emissions reduction plans for unincorporated environmental justice focus areas and implement, as feasible, those parts of the plans, that are within the jurisdiction and authority of the County, with particular emphasis in addressing the types of pollution identified in the Hazard Element tables.
- Policy HZ 3.16** We notify the public through the County website when applications are accepted for conditional use permits, changes in zoning, and Policy Plan amendments in or adjacent to environmental justice focus areas. We prepare public notices in the predominant language(s) spoken in the communities containing environmental justice focus areas.
- Policy HZ 3.18** In order for Planning Project Application (excluding Minor Use Permits) to be deemed complete, we require applicants to indicate whether the project is within or adjacent to an unincorporated environmental justice focus area and, if so, to: document to the County's satisfaction how an applicant will address environmental justice concerns potentially created by the project; and present a plan to conduct at least one public meeting for nearby residents, businesses, and property owners to obtain public input for applications involving a change in zoning or the Policy Plan. The County will require additional public outreach if the proposed project changes substantively in use, scale, or intensity from the proposed project presented at previous public outreach meeting(s).

5.2.3 ENVIRONMENTAL SETTING

Climate and Meteorology

The Project area is located within the South Coast Air Basin (Basin), which is under the jurisdiction of the SCAQMD. The Basin is a 6,600-square-mile coastal plain bounded by the Pacific Ocean to the southwest and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, and all of Orange County.

The ambient concentrations of air pollutants are determined by the amount of emissions released by sources and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, atmospheric stability, and sunlight. Therefore, existing air quality conditions in the area are determined by such natural factors as topography, meteorology, and climate, in addition to the amount of emissions released by existing air pollutant sources.

Atmospheric conditions such as wind speed, wind direction, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants. The topography and climate of Southern California combine to make the Basin an area of high air pollution potential. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountains around the rest of the perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The usually mild climatological pattern is disrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cool marine layer and inhibits the pollutants in the marine layer from dispersing upward. In addition, light winds during the summer further limit ventilation. Furthermore, sunlight triggers the photochemical reactions which produce ozone.

Criteria Air Pollutants

CARB and USEPA currently focus on the following air pollutants as indicators of ambient air quality: ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), respirable particulate matter with an aerodynamic diameter of 10 micrometers or less (PM₁₀), fine particulate matter with an aerodynamic diameter of 2.5 micrometers or less (PM_{2.5}), and lead. These pollutants are referred to as "criteria air pollutants" because they are the most prevalent air pollutants known to be injurious to human health. Extensive health-effects criteria documents regarding the effects of these pollutants on human health and welfare have been prepared over the years.¹ Standards have been established for each criteria pollutant to meet specific public health and welfare criteria set forth in the federal CAA. California has generally adopted more stringent ambient air quality standards for the criteria air pollutants (CAAQS) and has adopted air quality standards for some pollutants for which there is no corresponding national standard, such as sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.¹

Ozone

Ozone, the main component of photochemical smog, is primarily a summer and fall pollution problem. Ozone is not emitted directly into the air, but is formed through a complex series of chemical reactions involving other compounds that are directly emitted. These directly emitted pollutants (also known as ozone precursors) include reactive organic gases (ROGs) or volatile organic compounds (VOCs), and oxides of nitrogen (NO_x). While both ROGs and VOCs refer to compounds of carbon, ROG is a term used by CARB

¹ Additional sources of information on the health effects of criteria pollutants can be found at CARB and USEPA's websites at <http://www.arb.ca.gov/research/health/health.htm> and <http://www.epa.gov/air/airpollutants.html>, respectively

and is based on a list of exempted carbon compounds determined by CARB. VOC is a term used by the USEPA and is based on its own exempt list. The time period required for ozone formation allows the reacting compounds to spread over a large area, producing regional pollution problems. Ozone concentrations are the cumulative result of regional development patterns rather than the result of a few significant emission sources.

Once ozone is formed, it remains in the atmosphere for one or two days. Ozone is then eliminated through reaction with chemicals on the leaves of plants, attachment to water droplets as they fall to earth ("rainout"), or absorption by water molecules in clouds that later fall to earth with rain ("washout").

Short-term exposure to ozone can irritate the eyes and cause constriction of the airways. In addition to causing shortness of breath, ozone can aggravate existing respiratory diseases such as asthma, bronchitis, and emphysema.

Carbon Monoxide

CO is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. CO concentrations tend to be the highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike ozone, motor vehicles operating at slow speeds are the primary source of CO in the Basin. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections.

Nitrogen Dioxide

NO₂ is a reddish-brown gas that is a by-product of combustion processes. Automobiles and industrial operations are the main sources of NO₂. Combustion devices emit primarily nitric oxide (NO), which reacts through oxidation in the atmosphere to form NO₂. The combined emissions of NO and NO₂ are referred to as NO_x, which are reported as equivalent NO₂. Aside from its contribution to ozone formation, NO₂ can increase the risk of acute and chronic respiratory disease and reduce visibility. NO₂ may be visible as a coloring component of a brown cloud on high pollution days, especially in conjunction with high ozone levels.

Sulfur Dioxide

SO₂ is a colorless, extremely irritating gas or liquid that enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal, and from chemical processes occurring at chemical plants and refineries. When SO₂ oxidizes in the atmosphere, it forms sulfur trioxide (SO₃). Collectively, these pollutants are referred to as sulfur oxides (SO_x).

Major sources of SO₂ include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Emissions of SO₂ aggravate lung diseases, especially bronchitis. This compound also constricts the breathing passages, especially in people with asthma and people involved in moderate to heavy exercise. SO₂ potentially causes wheezing, shortness of breath, and coughing. Long-term SO₂ exposure has been associated with increased risk of mortality from respiratory or cardiovascular disease.

Particulate Matter

PM₁₀ and PM_{2.5} consist of particulate matter that is 10 microns or less in diameter and 2.5 microns or less in diameter, respectively (a micron is one-millionth of a meter). PM₁₀ and PM_{2.5} represent fractions of particulate matter that can be inhaled into the air passages and the lungs and can cause adverse health

effects. Acute and chronic health effects associated with high particulate levels include the aggravation of chronic respiratory diseases, heart and lung disease, and coughing, bronchitis and respiratory illnesses in children. Particulate matter can also damage materials and reduce visibility. One common source of PM_{2.5} is diesel exhaust emissions.

PM₁₀ consists of particulate matter emitted directly into the air (e.g., fugitive dust, soot, and smoke from mobile and stationary sources, construction operations, fires, and natural windblown dust) and particulate matter formed in the atmosphere by condensation and/or transformation of SO₂ and ROG. Traffic generate particulate matter emissions through entrainment of dust and dirt particles that settle onto roadways and parking lots. PM₁₀ and PM_{2.5} are also emitted by burning wood in residential wood stoves and fireplaces and open agricultural burning. PM_{2.5} can also be formed through secondary processes such as airborne reactions with certain pollutant precursors, including ROGs, ammonia (NH₃), NO_x, and SO_x.

Lead

Lead is a metal found naturally in the environment and present in some manufactured products. There are a variety of activities that can contribute to lead emissions, which are grouped into two general categories, stationary and mobile sources. On-road mobile sources include light-duty automobiles; light-, medium-, and heavy-duty trucks; and motorcycles.

Emissions of lead have dropped substantially over the past 40 years. The reduction before 1990 is largely due to the phase-out of lead as an anti-knock agent in gasoline for on-road automobiles. Substantial emission reductions have also been achieved due to enhanced controls in the metals processing industry. In the Basin, atmospheric lead is generated almost entirely by the combustion of leaded gasoline and contributes less than one percent of the material collected as total suspended particulates.

Toxic Air Contaminants

Concentrations of TACs, or in federal parlance, HAPs, are also used as indicators of ambient air quality conditions. A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations.

According to the California Almanac of Emissions and Air Quality, the majority of the estimated health risk from TACs can be attributed to relatively few compounds, the most important being particulate matter from DPM. DPM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances. Although DPM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emission control system is present.

Unlike the other TACs, no ambient monitoring data are available for DPM because no routine measurement method currently exists. However, CARB has made preliminary concentration estimates based on a particulate matter exposure method. This method uses the CARB emissions inventory's PM₁₀ database, ambient PM₁₀ monitoring data, and the results from several studies to estimate concentrations of diesel PM. In addition to diesel PM, the TACs for which data are available that pose the greatest existing ambient risk in California are benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene. Further information on TAC emissions are described under *Existing Conditions* and *Sensitive Land Uses* on page 5.12-16 below. ,

CO Hotspots

An adverse CO concentration, known as a “hot spot” is an exceedance of the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last twenty years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the Basin is now designated as attainment, and CO concentrations in the Project vicinity have steadily declined (AQ 2021).

Odorous Emissions

Odors are generally 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). Offensive odors are unpleasant and can lead to public distress generating citizen complaints to local governments. Although unpleasant, offensive odors rarely cause physical harm. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source, wind speed, direction, and the sensitivity of receptors.

EXISTING CONDITIONS

SCAQMD maintains monitoring stations within district boundaries, Source/Receptor Areas (SRAs), that monitor air quality and compliance with associated ambient standards. The Project area is located within SRA 34. The Central San Bernardino Valley 1 monitoring station is located approximately 5 miles northwest of the Project site at 14360 Arrow Boulevard, Fontana. The most recent 3 years of data is shown on Table 5.2-2 and identifies the number of days ambient air quality standards were exceeded in the area. Additionally, data for SO₂ has been omitted as attainment is regularly met in the Basin and few monitoring stations measure SO₂ concentrations.

Both CARB and the USEPA use this type of monitoring data to designate areas with air quality problems and to initiate planning efforts for improvement. The three basic designation categories are nonattainment, attainment, and unclassified. Nonattainment is defined as any area that does not meet, or that contributes to ambient air quality in a nearby area that does not meet the primary or secondary ambient air quality standard for the pollutant. Attainment is defined as any area that meets the primary or secondary ambient air quality standard for the pollutant. Unclassifiable is defined as any area that cannot be classified on the basis of available information as meeting or not meeting the primary or secondary ambient air quality standard for the pollutant. California designations include a subcategory of nonattainment-transitional, which is given to nonattainment areas that are progressing and nearing attainment.

The SCAQMD monitors levels of various criteria pollutants at 38 permanent monitoring stations and 5 single-pollutant source Lead (Pb) air monitoring sites throughout the air district. In 2020, the federal and state ambient air quality standards (NAAQS and CAAQS) were exceeded on one or more days for ozone, PM₁₀, and PM_{2.5} at most monitoring locations. No areas of the Basin exceeded federal or state standards for NO₂, SO₂, CO, sulfates, or lead. See Table 5.2-3, for attainment designations for the SCAB.

Table 5.2-2: Air Quality Monitoring Summary 2018-2020

Pollutant (Standard)	Year ¹		
	2018	2019	2020
Ozone:			
Maximum 1-Hour Concentration (ppm)	0.141	0.124	0.151
Days > CAAQS (0.09 ppm)	38	41	56
Maximum 8-Hour Concentration (ppm)	0.111	0.109	0.111
Days > NAAQS (0.070 ppm)	69	67	89
Days > CAAQS (0.070 ppm)	72	71	91
Nitrogen Dioxide:			
Maximum 1-Hour Concentration (ppb)	63.0	76.1	66.4
Days > NAAQS (100 ppb)	0	0	0
Days > CAAQS (180 ppb)	0	0	0
Inhalable Particulates (PM₁₀):			
Maximum 24-Hour National Measurement (ug/m ³)	64.1	88.8	76.8
Days > NAAQS (150 ug/m ³)	0	0	0
Days > CAAQS (50 ug/m ³)	8	11	6
Annual Arithmetic Mean (AAM) (ug/m ³)	34.6	35.3	37.2
Pollutant (Standard)	Year ¹		
	2018	2019	2020
Annual > NAAQS (50 ug/m ³)	No	No	No
Annual > CAAQS (20 ug/m ³)	Yes	Yes	Yes
Ultra-Fine Particulates (PM_{2.5}):			
Maximum 24-Hour California Measurement (ug/m ³)	29.2	81.3	57.6
Days > NAAQS (35 ug/m ³)	0	3	4
Annual Arithmetic Mean (AAM) (ug/m ³)	11.1	11.3	12.7
Annual > NAAQS and CAAQS (12 ug/m ³)	No	No	Yes
Source: AQ, 2022 (Appendix B).			
Notes: Exceedances are listed in bold . CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard; ppm = parts per million; ppb = parts per billion; ND = no data available.			
¹ Data obtained from the Fontana Station.			
Source: http://www.arb.ca.gov/adam/			

Table 5.2-3: Attainment Status of Criteria Pollutants in the South Coast Air Basin (Basin)

Criteria Pollutant	State Designation	Federal Designation
O ₃ – 1-hour standard	Nonattainment	--
O ₃ – 8-hour standard	Nonattainment	Nonattainment
PM ₁₀	Nonattainment	Attainment
PM _{2.5}	Nonattainment	Nonattainment
CO	Attainment	Unclassifiable/Attainment
NO ₂	Attainment	Unclassifiable/Attainment
SO ₂	Unclassifiable/Attainment	Unclassifiable/Attainment
Pb ²	Attainment	Unclassifiable/Attainment

¹ The federal nonattainment designation for lead is only applicable towards the Los Angeles County portion of the SCAB.

² HZ-10 Envir. Justice & Legacy Communities (arccgis.com)

Source: AQ, 2022 (Appendix B).

The Project site consists of approximately 13.23 acres of land that is currently developed with two single-family, three commercial/industrial buildings, industrial storage areas, construction storage, and a trailer parking lot.

As shown in Table 3-11a in the Environmental Justice and Legacy Communities of the San Bernardino Countywide Plan, the majority of census tracts in Bloomington have high composite and pollution burden scores. The County has identified environmental justice focus areas³ which includes areas of the community of Bloomington. The Project site is not within a designated environmental justice focus area. However, the nearest designated area is east of the intersection of Slover Avenue and Locust Avenue, approximately 0.33 mile to the east. In addition, the area to the north of the I-10 freeway is within the designated environmental justice focus areas and is located approximately 0.34 mile to the north of the Project site.

Sensitive Land Uses

Land uses such as schools, children's daycare centers, hospitals, and convalescent homes are considered to be more sensitive to poor air quality than the general public because the population groups associated with these uses have increased susceptibility to respiratory distress. In addition, residential uses are considered more sensitive to air quality conditions than commercial and industrial uses, because people generally spend longer periods of time at their residences, resulting in greater exposure to ambient air quality conditions.

Recreational land uses are considered moderately sensitive to air pollution. Exercise places a high demand on respiratory functions, which can be impaired by air pollution, even though exposure periods during exercise are generally short. In addition, noticeable air pollution can detract from the enjoyment of recreation. Existing sensitive receptors in the vicinity of the Project area consist of residences and a school.

As shown in Figure 5.2-1, the nearest receptors to the Project site are single-family homes adjacent to the south of the site. The closest residential structures are located 30 feet south of the Project site. In addition, the Bloomington High School is located 330 feet south of the Project site.

Senate Bill 1000, the Planning for Healthy Communities Act, was signed into law in September 2016. SB 1000 mandated that, after January 1, 2018, cities and counties adopt an EJ element in their general plans. The Countywide Plan adopted in , implemented SB1000 through Countywide Plan Goal HZ-3 Environmental Justice which states: "For unincorporated environmental justice focus areas, equitable levels of protection from environmental and health hazards; expanded opportunities for physical activity and meaningful civic engagement; and access to healthy food, public facilities, safe and sanitary housing."

The County defines an environmental justice focus area (EJFA) as an area that is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation. For purposes of this report, an EJFA is determined by CES composite scores in the upper quartile (census tracts with composite scores ranking above the 75th percentile).

The California Communities Environmental Health Screening Tool, or CalEnviroScreen (CES; version 3.0, released in January 2017 and updated in June 2018), was developed by the Office of Environmental Health Hazards Assessment on behalf of CalEPA. CES is a method for identifying communities that are disproportionately burdened by pollution and/or have a disproportionately vulnerable population. Once such communities are identified, local governments can better understand their needs and target resources appropriately to improve conditions and outcomes in those communities. Version 3.0 was the latest available version at the time the Countywide Plan was adopted. CalEnviroScreen (CES; version 4.0, was released in 2021 and the CES Composite Score remains below the 75th percentile as detailed below.

The County uses the following criteria to define an EJFA as any portion of a census tract:

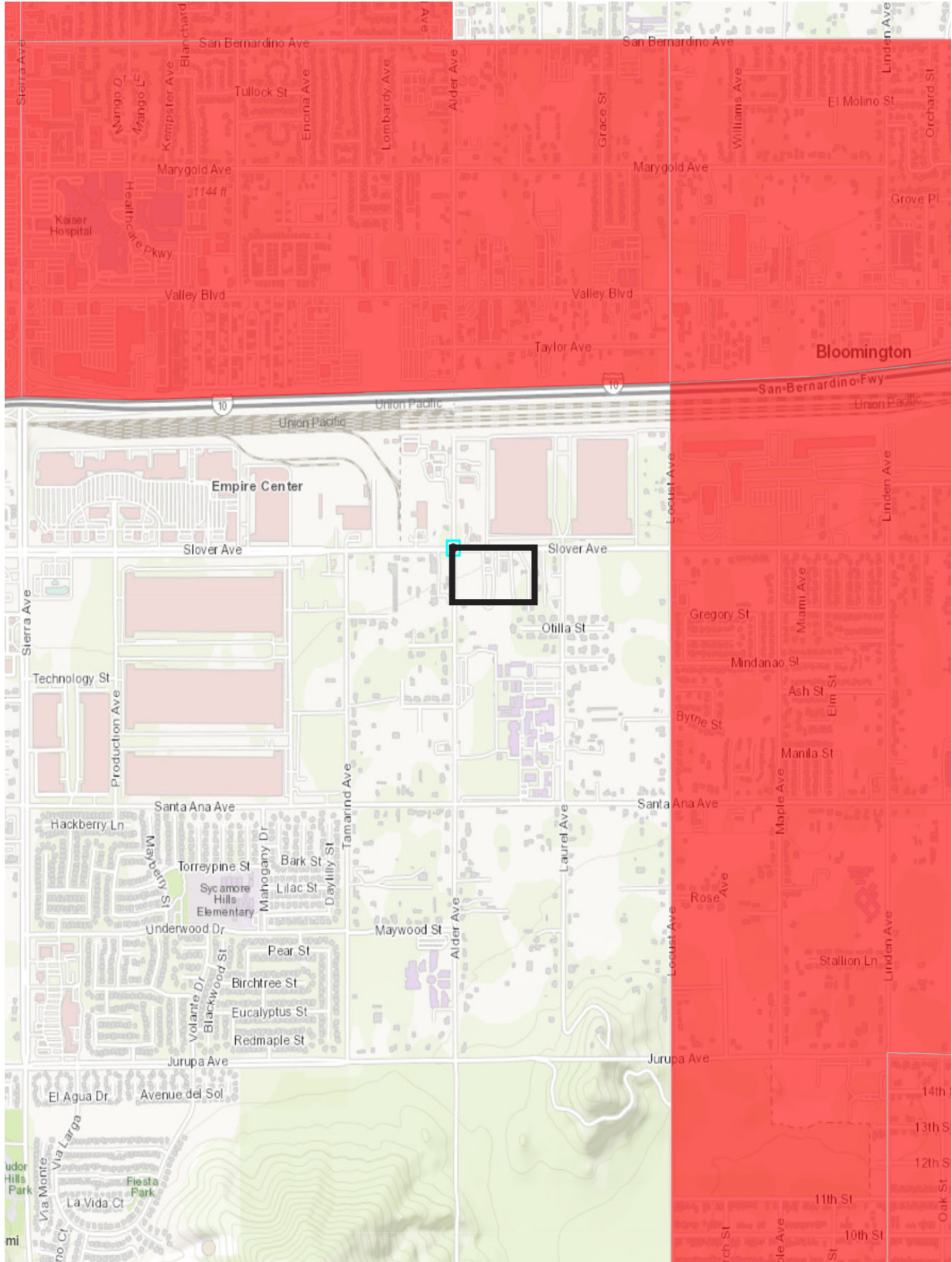
- Within the County's land use authority; and
- Within a community planning area or unincorporated sphere of influence; and

- A CES composite score in the 75th percentile (upper quartile). GP EIR P.2-9

Figure 5.2-1, *Project Proximity to EJFA*, below shows the Project site location in relation to the EJFA map.

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Project Proximity to EJFA



- EJFA Area
- Project Site

Duke Warehouse at Slover and Alder Project

Figure 5.2-1

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As shown in Table 5.2-4 below, the majority of census tracts in Bloomington have high composite and pollution burden scores. Whether measured by a composite, pollution, or population score, nearly all tracts measure in the upper quartile. The Project site is located in Census Tract 6071002601 and has a Composite Score of 71 which is below the Composite Score of 75 to be identified as within an EJFA.

Table 5.2-4: Bloomington Pollution Burden Scores by Census Tract

Census Tract	Low Income	Percentile and Quartile Rank			Scores in the Upper Quartile	
		Composite Score	Pollution Score	Population Score	Pollution Factors	Population Factors
Bloomington-Colton						
6071002601 Bloomington	Yes	71	99	36	AQ TR TD CS HZ SW	
6071003605 Bloomington	Yes	68	51	72	AQ DW	UE
6071003606 Bloomington	Yes	83	81	74	AQ DW TD HZ	ED POV UE HB
6071004001 Bloomington	Yes	86	91	68	AQ TD HZ	ED UE
6071004003 Bloomington	Yes	98	97	86	AQ DW GW HZ SW	LB ED POV UE LI
6071003403 Bloomington	Yes	72	57	74	AQ	LB ED POV UE
6071004004 (COL)	Yes	98	100	78	AQ DW TD CS GW HZ SW	LB ED POV UE
6071003302 Bloomington	Yes	85	88	70	AQ DW TR TD	LB ED LI POV UE
6071006601 (COL)	Yes	95	80	97	AQ DW TD	AS LB CVD ED LI POV UE

Rankings:

Quartile 1 = Good	Quartile 2 = Moderate	Quartile 3 = Poor	Quartile 4 = Challenged
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Variables in the CES model:

Pollution Exposure	Environmental Effects	Sensitive Population	Socioeconomic Factors
AQ = Air Quality (incl. Ozone, PM2.5, diesel PM)	CS = Toxic Cleanup Sites	AS = Asthma	LI = Linguistic Isolation
DW = Drinking Water	GW: Groundwater Threats	LB = Low Birth Weight	POV = Poverty
TR = Toxic Releases	HZ = Hazardous Waste	CVD = Heart Disease	UE = Unemployment
TD = Traffic Density	IW = Impaired Waters		HB = Housing Burden
	SW = Solid Waste Sites/Facilities		ED = Educational Attainment

Source: Environmental Justice Assessment and Legacy Communities San Bernardino Countywide Plan, 2019.

Although the Project site is not within an EJFA, the following Countywide Policy requires the Project applicant to document how the Project will address environmental justice concerns potentially created by the Project (i.e air quality).

Countywide Policy HZ 3.18 In order for Planning Project Application (excluding Minor Use Permits) to be deemed complete, we require applicants to indicate whether the project is within or adjacent to an unincorporated environmental justice focus area and, if so, to: document to the County’s satisfaction how an applicant will address environmental justice concerns potentially created by the project; and present a plan to conduct at least one public meeting for nearby residents, businesses, and property owners to obtain public input for applications involving a change in zoning or the Policy Plan. The County will require additional public outreach if the proposed project changes substantively in use, scale, or intensity from

the proposed project presented at previous public outreach meeting(s).

The Countywide Plan does not identify what is considered “adjacent.” In terms of distance. The Project site is located approximately 2,400 west of the nearest census tract meeting the Composite Score of 75. In terms of pollution burden, the Project site has similar levels of air pollution emissions as shown in Table 5.2-5, Air Pollution Setting, EJFA Comparison.

Table 5.2-5: Air Pollution Setting EJFA Comparison

Census Tract Number	Location	Ozone	PM2.5	Diesel PM
6071002601	Project Site	95	94	78
6071002601	NEC Locust St. and Alder Ave. (2,400 feet east of Project site)	97	91	80

Source: Environmental Justice and Legacy Communities San Bernardino Countywide Plan, 2019.

It should be noted that the Composite Score includes other environmental indicators, not just air quality emissions. These indicators are: Pesticides, Toxic Releases, Traffic, Drinking Water Contaminants, Lead in Housing, Cleanups, Groundwater Threats, Hazardous Waste, Impaired Water, and Solid Waste. Because of the distance to an EJFA and because the Project site experiences similar air pollution burdens to an EJFA, this analysis considers the Project site “adjacent” to an EJFA.

5.2.4 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse effect on air quality resources if it would:

- AQ-1 Conflict with or obstruct implementation of the applicable air quality plan;
- AQ-2 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;
- AQ-3 Expose sensitive receptors to substantial pollutant concentrations; or
- AQ-4 Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Regional Thresholds

The SCAQMD's most recent regional significance thresholds from April 2019 for regulated pollutants are listed in Table 5.2-6. The SCAQMD's CEQA air quality methodology provides that any projects resulting in daily emissions that exceed any of the thresholds in Table 5.2-4 would be considered to have both an individually (project-level) and cumulatively significant air quality impact.

Table 5.2-6: SCAQMD Regional Air Quality Thresholds

Pollutant	Construction	Operations
NO _x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM ₁₀	150 lbs/day	150 lbs/day
PM _{2.5}	55 lbs/day	55 lbs/day
SO _x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day

Source: SCAQMD, 2022

Localized Significance Thresholds

SCAQMD has also developed localized significance thresholds (LSTs) that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of that pollutant for each of the 38 source receptor areas (SRAs) in the Basin. The localized thresholds, which are found in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by SCAQMD, were developed for use on projects that are less than or equal to 5 acres in size and are only applicable to the following criteria pollutants: NO_x, CO, PM₁₀, and PM_{2.5}.

Construction of the proposed Project would grade a maximum of 4 acres per day. As listed previously, the closest sensitive receptor to the Project is 30 feet from the Project site boundary. LST Methodology explicitly states that "It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters (82 feet) to the nearest receptor should use the LSTs for receptors located at 25 meters (82 feet)." As such, for distances located less than 82 feet from development sites, a 25-meter receptor distance is used.

As such, LSTs for a 4-acre site during construction are used as a screening tool to determine if further detailed analysis is required, or if impacts would be less than significant. Table 5.2-7 lists the thresholds that are used to evaluate LST emissions.

Table 5.2-7: SCAQMD Localized Significance Thresholds

Activity	Allowable Emissions (pounds/day) ¹			
	NO _x	CO	PM ₁₀	PM _{2.5}
Construction	237	1,488	12	7
Operation	237	1,488	3	2

Source: AQ, 2022 (Appendix B).
¹ The nearest sensitive receptors to the project site are single-family homes located as close as 30 feet (11 meters) south of the project site. According to SCAQMD methodology, all receptors closer than 25 meters are based on the 25-meter threshold.
 Source: Calculated from SCAQMD's Mass Rate Look-up Tables for two and five acres in Air Monitoring Area 34, Central San Bernardino Valley.

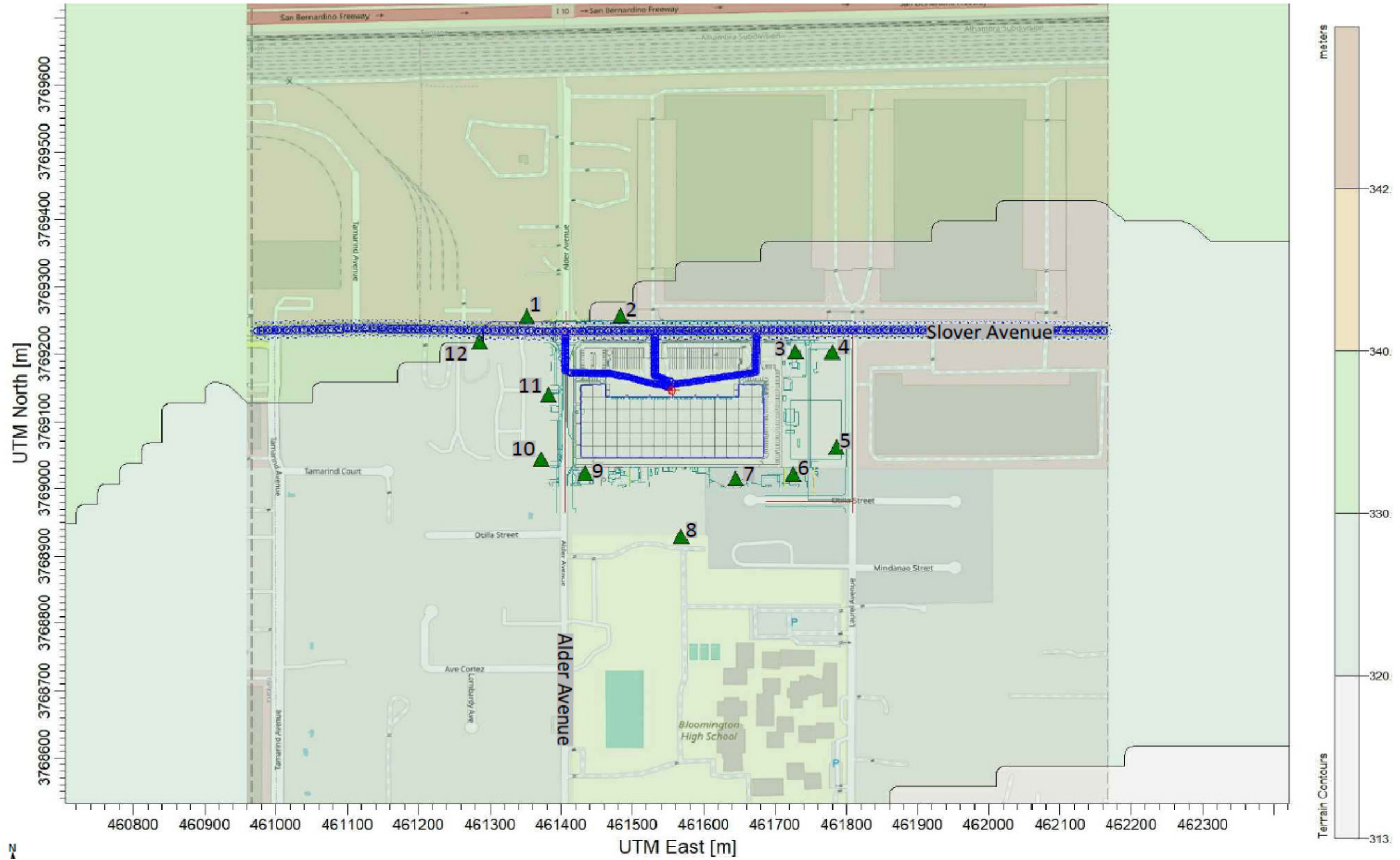
CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds. With the turnover of older vehicles and introduction of cleaner fuels as well as implementation of control technology on industrial facilities, CO concentrations in the Basin and the state have steadily declined. The analysis of CO hotspots compares the volume of traffic that has the potential to generate a CO hotspot and the volume of traffic with implementation of the proposed Project.

Diesel Mobile Source Health Risk Threshold

Cancer risk is expressed in terms of expected incremental incidence per million population. The SCAQMD has established an incidence rate of 10 persons per million as the maximum acceptable incremental cancer risk due to DPM exposure. In addition, SCAQMD has established a threshold of 1.0 in one million for non-cancer risks. These thresholds serve to determine whether or not a given project has a potentially significant development-specific and cumulative impact. Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. Thus, the project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are not considered to be cumulatively significant.

Sensitive Receptor Locations



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5.2.5 METHODOLOGY

This analysis focuses on the nature and magnitude of the change in the air quality environment due to implementation of the proposed Project, based on the maximum development assumptions that are outlined in Section 3.0, *Project Description*.

Air pollutant emissions associated with the proposed Project would result from construction equipment usage and from construction-related traffic. Additionally, emissions would be generated from operations of the proposed warehouse/distribution uses and from traffic volumes generated by these new uses. The net increase in emissions generated by these activities and other secondary sources have been quantitatively estimated and compared to the applicable thresholds of significance recommended by SCAQMD.

AQMP Consistency

SCAQMD's CEQA Handbook suggests an evaluation of the following two criteria to determine whether a project involving a legislative land use action (such as General Plan land use and zoning designation changes) would be consistent or in conflict with the AQMP:

1. The Project would not generate population and employment growth that would be inconsistent with SCAG's growth forecasts.
2. The Project would 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. 1 refers to the SCAG's growth forecast and associated assumptions contained in the 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS).

Consistency Criterion No. 2 refers to the CAAQS. An impact would occur if the long-term emissions associated with the proposed Project would exceed SCAQMD's regional significance thresholds for operation-phase emissions.

Construction

Short-term construction-generated emissions of criteria air pollutants and ozone precursors from development of the Project were assessed in accordance with methods recommended by SCAQMD. The Project's regional emissions were modeled using the California Emissions Estimator Model (CalEEMod), as recommended by SCAQMD. CalEEMod was used to determine whether short-term construction-related emissions of criteria air pollutants associated with the proposed Project would exceed applicable regional thresholds and where mitigation would be required. Modeling was based on Project-specific data, and predicted short-term construction-generated emissions associated with the Project were compared with applicable SCAQMD regional thresholds for determination of significance.

In addition, to determine whether or not construction activities associated with development of the Project would create significant adverse localized air quality impacts on nearby sensitive receptors, the worst-case daily emissions contribution from the proposed Project was compared to SCAQMD's LSTs that are based on the pounds of emissions per day that can be generated by a project without causing or contributing to adverse localized air quality impacts. The daily total on-site combustion, mobile, and fugitive dust emissions associated with construction was combined and evaluated against SCAQMD's LSTs for a 4-acre site.

Operations

Long-term (i.e., operational) regional emissions of criteria air pollutants and precursors, including mobile- and area-source emissions from the Project, were also quantified using the CalEEMod computer model. Area-source emissions were modeled according to the size and type of the land uses proposed. Mass mobile-source emissions were modeled based on the increase in daily vehicle trips that would result from the proposed Project. Trip generation rates were available from the trip generation and VMT memo prepared for the proposed Project (see Appendix I of this EIR). Predicted long-term operational emissions were compared with applicable SCAQMD thresholds for determination of significance.

Trip Length

To determine emissions from passenger car vehicles, the CalEEMod defaults of 16.6 miles were utilized for trip length and the SCAQMD recommended truck trip length of 40 miles with an assumption of 100% primary trips for the proposed industrial land uses.

Environmental Justice Focus Area

Under the California Supreme Court's decision in *Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369 (Case No. S213478), a CEQA environmental evaluation is to identify the significant effects of the proposed project on the environment, not the significant effects of the environment on the proposed project. Thus, the analysis focuses on if the Project will exacerbate the existing air pollution condition. It is important to note, that under the current regulatory framework, the analysis must rely upon the applicable SCAQMD thresholds for determination of significance, because neither the Countywide Plan nor the SCAQMD has adopted significance thresholds for impacts to an EJFA. As such, the net increase in emissions generated by the Project have been quantitatively estimated and compared to the applicable thresholds of significance recommended by SCAQMD.

5.2.6 ENVIRONMENTAL IMPACTS

IMPACT AQ-1: WOULD THE PROJECT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF AN APPLICABLE AIR QUALITY PLAN?

Less than Significant Impact.

The SCAQMD's 2016 AQMP is the applicable air quality plan for the proposed Project area. Pursuant to Consistency Criterion No. 1, projects that are consistent with the regional population, housing, and employment forecasts identified by SCAG are considered to be consistent with the AQMP growth projections, since the forecast assumptions by SCAG forms the basis of the land use and transportation control portions of the AQMP. Additionally, because SCAG's regional growth forecasts are based upon, among other things, land uses designated in general plans, a project that is consistent with the land use designated in a general plan would also be consistent with the SCAG's regional forecast projections, and thus also with the AQMP growth projections. The Project site has a General Plan land use designation of Limited Industrial (LI) and a zoning designation of Community Industrial (IC). The General Plan LI land use category is intended to provide suitable locations for light or limited industrial activities where operations are entirely enclosed in a structure, and limited exterior storage is fully screened from public view. In addition, the LI land use category is intended to provide suitable locations for employee-intensive uses such as research and development, technology centers, corporate offices, clean industry, and supporting retail uses. The San Bernardino County Development Code allows warehousing and distribution uses in the Community Industrial zoning district, subject to an approved Conditional Use Permit.

The Project would redevelop the 13.23-acre Project site consistent with the land use and zoning designations,

with an approximately 259,481 square foot high-cube warehouse/distribution building, inclusive of 4,000 square feet of office space and dock-high doors along the north building wall. These proposed uses are consistent with both the allowable LI land use and IC zoning uses. Also, the IC zone allows a maximum FAR of 0.45. The proposed 259,481 square foot building on the 13.23-acre site would result in a FAR of 0.45, and is therefore consistent with the allowable building density of the Project site.

Because of the proposed Project's consistency with the land use designation and zoning, the Project would also be consistent with the assumptions in the 2016 AQMP and the 2022 AQMP and would not conflict with SCAQMD's attainment plans. In addition, emissions generated by construction and operation of the proposed Project would not exceed thresholds as described in the analysis below, which are based on the AQMP and are designed to bring the Basin into attainment for the criteria pollutants for which it is in nonattainment. Therefore, because the Project does not exceed any of the thresholds it would not conflict with SCAQMD's goal of bringing the Basin into attainment for all criteria pollutants and, as such, is consistent with the AQMP.

As a result, impacts related to conflict with the AQMP from the proposed Project would be less than significant.

IMPACT AQ-2: WOULD THE PROJECT RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF A CRITERIA POLLUTANT FOR WHICH THE PROJECT REGION IS NON-ATTAINMENT UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD?

Less than Significant Impact

Construction

Construction activities associated with the proposed Project would result in emissions of CO, VOCs, NO_x, SO_x, PM₁₀, and PM_{2.5}. Pollutant emissions associated with construction would be generated from the following construction activities: (1) demolition, grading, and excavation; (2) construction workers traveling to and from the Project site; (3) delivery and hauling of construction supplies to, and debris from, the Project site; (4) fuel combustion by onsite construction equipment; (5) building construction; application of architectural coatings; and paving. These construction activities would temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants.

Construction emissions are short-term and temporary. The maximum daily construction emissions for the proposed Project were estimated using CalEEMod, and the modeling includes compliance with SCAQMD Rules 403 and 1113 (described above), which would reduce air contaminant emissions during construction. Table 5.2-8 provides the maximum daily emissions of criteria air pollutants from construction of the Project. As shown in Table 5.2-8, emissions resulting from construction would not exceed criteria pollutant thresholds. Therefore, impacts would be less than significant, and no mitigation measures are required.

Table 5.2-8: Maximum Peak Construction Emissions

Activity	Pollutant Emissions (pounds/day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Demolition (Year 2022)¹						
Onsite ²	2.64	25.72	20.59	0.04	2.74	1.38
Offsite ³	0.14	2.87	1.35	0.01	0.55	0.17
Total	2.78	28.58	21.94	0.05	3.29	1.55
Site Preparation (Year 2022)¹						
Onsite ²	4.48	50.41	20.01	0.06	10.65	6.02
Offsite ³	0.09	0.33	0.84	<0.00	0.24	0.07

Total	4.57	50.74	20.84	0.06	10.90	6.08
Grading (Year 2022)¹						
Onsite ²	4.28	47.51	29.20	0.72	5.91	3.23
Offsite ³	0.10	0.33	0.92	<0.00	0.27	0.07
Total	4.37	47.84	30.12	0.72	6.18	3.30
Building Construction (Year 2022)						
Onsite	1.71	15.62	16.36	0.03	0.81	0.76
Offsite	1.01	4.26	9.77	0.04	2.87	0.81
Total	2.72	19.87	26.14	0.07	3.68	1.57
Combined Year 2023 Building Construction, Paving, and Architectural Coatings						
Onsite	21.90	25.88	32.64	0.05	1.28	1.20
Offsite	1.12	3.61	11.06	0.04	3.48	0.96
Total	23.02	29.49	43.70	0.09	4.75	2.15
Maximum Daily Construction Emissions						
	23.02	50.74	43.70	0.72	10.90	6.08
SCQAMD Thresholds	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
Source: AQ, 2022 (Appendix B).						
¹ Demolition, Site Preparation and Grading based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.						
² Onsite emissions from equipment not operated on public roads.						
³ Offsite emissions from vehicles operating on public roads.						
Source: CalEEMod Version 2020.4.0.						

Operation

Implementation of the proposed Project would result in long-term emissions of criteria air pollutants from area sources generated by the proposed high-cube warehouse building and related vehicular emissions, landscaping, and use of consumer products. As shown in Table 5.2-9, the Project’s operational activities would not exceed the numerical thresholds of significance established by the SCAQMD. Therefore, impacts would be less than significant.

Table 5.2-9: Summary of Peak Operational Emissions

Activity	Pollutant Emissions (pounds/day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area Sources ¹	5.90	<0.00	0.03	<0.00	<0.00	<0.00
Energy Usage ²	0.02	0.14	0.12	<0.00	0.01	0.01
Mobile Sources ³	1.07	15.55	12.41	0.10	4.93	1.47
Off-Road Equipment ⁴	0.05	2.48	32.44	0.01	0.04	0.04
Total Emissions	7.03	18.17	45.00	0.10	4.98	1.52
SCQAMD Operational Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
Source: AQ, 2022 (Appendix B).						
¹ Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.						
² Energy usage consists of emissions from natural gas usage.						
³ Mobile sources consist of emissions from vehicles and road dust.						
⁴ Off-road equipment consists of emissions from forklifts utilized onsite (Project Design Feature 1 requires all off-road equipment to be non-diesel-powered).						
Source: Calculated from CalEEMod Version 2020.4.0.						

IMPACT AQ-3: WOULD THE PROJECT EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT

CONCENTRATIONS?

Less than Significant Impact.

Localized Construction Air Quality Impacts

As discussed previously, the daily construction emissions generated onsite by the proposed Project are evaluated against SCAQMD's LSTs for a 4-acre site to determine whether the emissions would cause or contribute to adverse localized air quality impacts.

The appropriate SRA for the LST analysis is the Central San Bernardino Valley 1 air monitoring station (SRA 34). The closest sensitive receptor to the Project area is 30 feet from the site boundary, and the LSTs for a receptor distance of 25 meters (82 feet) (the closest threshold) is used to evaluate LST emissions.

Table 5.2-10 identifies daily localized onsite emissions that are estimated to occur during construction of the Project. As shown, emissions during the peak construction activity would not exceed the SCAQMD's localized significance thresholds, and impacts would be less than significant.

Table 5.2-10: Localized Significance Emissions Peak Construction

Construction Phase	Pollutant Emissions (pounds/day) ¹			
	NO _x	CO	PM ₁₀	PM _{2.5}
Demolition ²	26.08	20.76	2.81	1.40
Site Preparation ²	50.45	20.11	10.68	6.02
Grading ²	47.55	29.31	5.94	3.23
Building Construction (Year 2022)	16.15	17.58	1.17	0.86
Combined Building Construction (Year 2023), Paving and Architectural Coatings	27.66	34.24	1.83	1.42
Maximum Daily Construction Emissions	50.45	34.24	10.68	6.02
SCAQMD Local Construction Thresholds³	237	1,488	12	7
Exceeds Threshold?	No	No	No	No

Source: AQ, 2022 (Appendix B).

¹ The Pollutant Emissions include 100% of the On-Site emissions (off-road equipment and fugitive dust) and 1/8 of the Off-Site emissions (on road trucks and worker vehicles), in order to account for the on-road emissions that occur within a 1/4 mile of the project site.

² Demolition, Site Preparation and Grading phases based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.

³ The nearest offsite sensitive receptors to the project site are single-family homes located as close as 30 feet (11 meters) south of the project site. According to SCAQMD methodology, all receptors closer than 25 meters are based on the 25-meter threshold.

Source: Calculated from SCAQMD's Mass Rate Look-up Tables for two and five acres in Air Monitoring Area 34, Central San Bernardino Valley.

Construction Diesel Mobile Source Health Risk

A Construction Health Risk Assessment, included as part of Appendix K, was prepared to evaluate the health risk impacts as a result of exposure to DPM as a result of heavy-duty diesel trucks and equipment activities from Project construction. SCAQMD recommends using a 10 in one million cancer risk threshold. A risk level of 10 in one million implies a likelihood that up to 10 people, out of one million equally exposed people would contract cancer if exposed continuously (24 hours per day) to the levels of toxic air contaminants over a specified duration of time.

The land use with the greatest potential exposure to Project construction DPM source emissions is Location R7 (shown on Figure 5.2-2) which is located approximately 29 feet south of the Project site at an existing residence located at 17834 Otilla Street. R7 is placed at the private outdoor living area (backyard) facing the Project site. At the maximum incremental cancer risk attributable to Project construction DPM source emissions is estimated by the Construction Health Risk Assessment modeling to be 0.98 in one million, which

is less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable threshold of 1.0. All other receptors would experience less risk than what is identified for this location. As such, the Project would not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction activity, and impacts would be less than significant.

Localized Operational Air Quality Impacts

As shown on Table 5.2-9, emissions from operation of the proposed Project would not exceed the SCAQMD's localized significance thresholds for any criteria pollutant at the nearest sensitive receptor. Therefore, implementation of the proposed Project would result in a less than significant impact related to localized operational emissions.

Table 5.2-11: Localized Significance Emissions from Project Operation

Onsite Emission Source	Pollutant Emissions (pounds/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Area Sources	<0.00	0.03	<0.00	<0.00
Energy Usage	0.14	0.12	0.01	0.01
Mobile Sources ¹	1.94	1.55	0.62	0.18
Off-Road Equipment ²	2.48	32.44	0.04	0.04
Total Emissions	4.57	34.14	0.67	0.23
SCAQMD Local Operational Thresholds³	237	1,488	3	2
Exceeds Threshold?	No	No	No	No

Source: AQ, 2022 (Appendix B).
¹ Mobile sources based on 1/8 of the gross vehicular emissions, which is the estimated portion of vehicle emissions occurring within a quarter mile of the Project site.
² Off-road equipment consists of emissions from forklifts utilized onsite (Project Design Feature 1 requires all off-road equipment to be non-diesel-powered).
³ The nearest sensitive receptors to the Project site are single-family residences located as close as 30 feet (11 meters) south of the Project site. According to SCAQMD methodology, all receptors closer than 25 meters are based on the 25-meter threshold.
Source: Calculated from SCAQMD's Mass Rate Look-up Tables for two and five acres in Air Monitoring Area 34, Central San Bernardino Valley.

Friant Ranch Case

In December 2018, in the case of *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, the California Supreme Court held that an EIR's air quality analysis must meaningfully connect the identified air quality impacts to the human health consequences of those impacts, or meaningfully explain why that analysis cannot be provided. As noted in the *Brief of Amicus Curiae* filed by the SCAQMD in the Friant Ranch case (April 6, 2015, Appendix 10.1), SCAQMD has among the most sophisticated air quality modeling and health impact evaluation capability of any of the air districts in the State, and thus it is uniquely situated to express an opinion on how lead agencies should correlate air quality impacts with specific health outcomes.

The SCAQMD discusses that it may be infeasible to quantify health risks caused by projects similar to the proposed Project, due to many factors. It is necessary to have data regarding the sources and types of air toxic contaminants, location of emission points, velocity of emissions, the meteorology and topography of the area, and the location of receptors (worker and residence). The *Brief* states that it may not be feasible to perform a health risk assessment for airborne toxics that will be emitted by a generic industrial building that was built on "speculation" (i.e., without knowing the future tenant(s)). Even where a health risk assessment can be prepared, however, the resulting maximum health risk value is only a calculation of risk--it does not necessarily mean anyone will contract cancer as a result of the Project. The *Brief* also cites the author of the CARB methodology, which reported that a PM_{2.5} methodology is not suited for small

projects and may yield unreliable results. Similarly, SCAQMD staff does not currently know of a way to accurately quantify O₃- related health impacts caused by NO_x or VOC emissions from relatively small projects, due to photochemistry and regional model limitations. The *Brief* concludes, with respect to the Friant Ranch EIR, that although it may have been technically possible to plug the data into a methodology, the results would not have been reliable or meaningful.

On the other hand, for extremely large regional projects (unlike the proposed Project), SCAQMD states that it has been able to correlate potential health outcomes for very large emissions sources – as part of their rulemaking activity, specifically 6,620 lbs./day of NO_x and 89,180 lbs./day of VOC were expected to result in approximately 20 premature deaths per year and 89,947 school absences due to O₃.

The proposed Project does not generate anywhere near 6,620 lbs/day of NO_x or 89,190 lbs/day of VOC emissions. As shown previously on Tables 5.2-6 and 5.2-7, the proposed Project would generate up to 50.74 lbs/day of NO_x during construction and 18.17 lbs/day of NO_x during operations. The VOC emissions would be a maximum of 23.02 lbs/day during construction and 7.03 lbs/day of during operations.

Therefore, the emissions are not sufficiently high enough to use a regional modeling program to correlate health effects on a basin-wide level. Notwithstanding, this evaluation does evaluate the Project's localized impacts to air quality for emissions of CO, NO_x, PM₁₀, and PM_{2.5} by comparing the on-site emissions to the SCAQMD's applicable LST thresholds. In addition, a Mobile Source Health Risk Assessment was prepared, as detailed below, and the proposed Project would not result in emissions that exceeded the SCAQMD's LSTs. Therefore, the proposed Project would not be expected to exceed the most stringent applicable federal or state ambient air quality standards for emissions of CO, NO_x, PM₁₀, and PM_{2.5}.

Operational Diesel Mobile Source Health Risk

A Health Risk Analysis, included as part of Appendix B, was prepared to evaluate the operational health risk impacts as a result of exposure to DPM as a result of heavy-duty diesel trucks traveling to and from the Project site, maneuvering onsite, and entering and leaving the site during operation of the proposed industrial uses. On-site truck idling was estimated to occur as trucks enter and travel through the facility. Although the proposed uses are required to comply with CARB's idling limit of five minutes, SCAQMD recommends that the on-site idling emissions should be estimated for 15 minutes of truck idling, which takes into account on-site idling that occurs while the trucks are waiting to pull up to the truck bays, idling at the bays, idling at check-in and check-out, etc. As such, this analysis estimated truck idling at 15 minutes, consistent with SCAQMD's recommendation.

SCAQMD recommends using a 10 in one million cancer risk threshold. A risk level of 10 in one million implies a likelihood that up to 10 people, out of one million equally exposed people would contract cancer if exposed continuously (24 hours per day) to the levels of toxic air contaminants over a specified duration of time. Table 5.2-12 provides a summary of the calculated diesel emission concentrations at the nearest sensitive receptors. Receptor 8 is located at Bloomington High School, south of the Project site, and all other receptors are located at nearby residential structures.

Table 5.2-12: Project Operational DPM Emission Cancer Risks at Nearby Sensitive Receptors

Sensitive Receptor	Annual PM10 Concentration (µg/m ³)			Cancer Risk Per Million People ²
	2023-2025	2026-2040	2041-2052	
1	0.0007	0.0007	0.0006	0.5
2	0.0011	0.0010	0.0010	0.8

3	0.0020	0.0019	0.0019	1.4
4	0.0014	0.0013	0.0013	1.0
5	0.0005	0.0005	0.0005	0.3
6	0.0005	0.0005	0.0005	0.3
7	0.0005	0.0005	0.0005	0.4
8	0.0009	0.0009	0.0009	0.6
9	0.0012	0.0012	0.0012	0.9
10	0.0010	0.0009	0.0009	0.7
11	0.0008	0.0008	0.0007	0.6
12	0.0008	0.0007	0.0006	0.5
Threshold of Significance				10
Exceed Threshold?				No
Source: AQ, 2022 (Appendix B).				

Table 5.2-12 shows that the cancer risk from the proposed Project's DPM emissions would be as high as 1.4 per million persons at the closest residential structure to the Project site boundary. The TAC concentrations at the nearby sensitive receptors would be below the SCAQMD's threshold of 10 per million persons. Therefore, operation of the proposed Project would result in a less than significant impact related to the cancer risk from TAC emissions.

In response to the increase in warehouse development in California, in March 2021, the California Department of Justice published a Memorandum entitled "Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act". The Memorandum encourages warehouse projects to implement certain best practices and mitigation measures regarding community engagement, siting and design considerations, air quality and greenhouse gas emissions, noise impacts, and traffic impacts. In response to the memorandum, the Project applicant has voluntarily incorporated numerous measures recommended in the Memorandum. These measures will be enforced by the County of San Bernardino and will be implemented by the Project applicant as Project Design Features (PDFs) which are incorporated into the Project's Mitigation Monitoring and Reporting Program.

IMPACT AQ-4: WOULD THE PROJECT RESULT IN OTHER EMISSIONS (SUCH AS THOSE LEADING TO ODORS) ADVERSELY AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?

Less Than Significant Impact.

The proposed Project would not emit other emissions, such as those generating objectionable odors, that would affect a substantial number of people. The threshold for odor is identified by SCAQMD Rule 402, Nuisance, which states:

A person shall not 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. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to result in other emissions, such as objectionable odors, include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities.

The proposed Project is a warehouse/distribution use that does not involve the types of uses that would emit objectionable odors affecting a substantial number of people. Odors generated by industrial land uses are generated from uses such as manufacturing facilities, paint/coating operations, refineries, chemical manufacturing, and food manufacturing facilities. At the current time the specific tenants and uses of the proposed light industrial warehousing building are unknown. However, new tenants for these types of uses would be required to be reviewed through the County's permitting process. If potential concerns related to odors are identified for future building uses, the County would require appropriate hazardous materials permitting (as detailed in Section 5.9, *Hazards and Hazardous Materials*) and odor minimization plans or features would be required in compliance with SCAQMD Rule 402, which would prevent nuisance odors.

During construction, emissions from construction equipment, architectural coatings, and paving activities may generate odors. However, these odors would be temporary, intermittent in nature, and would not affect a substantial number of people. The noxious odors would be confined to the immediate vicinity of the construction equipment. Also, the short-term construction-related odors would cease upon the drying or hardening of the odor-producing materials.

In addition, all Project-generated solid waste would be stored in covered containers and removed at regular intervals in compliance with solid waste regulations and would not generate objectionable odors. Therefore, impacts associated with other operation- and construction-generated emissions, such as odors, would be less than significant.

5.2.7 CUMULATIVE IMPACTS

The geographic area for analysis of cumulative air quality impacts is the Basin. As discussed under Impact AQ-1, the proposed Project is consistent with the assumptions in the AQMP and would not conflict with SCAQMD's attainment plans. Other cumulative projects would also be required to demonstrate consistency with the AQMP as part of the CEQA review process and/or provide mitigation, as appropriate.

As described previously, per SCAQMD's methodology, if an individual project would result in air emissions of criteria pollutants that exceed the SCAQMD's thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants.

As described in Impacts AQ-2 and AQ-3 above, emissions from operation of the proposed Project would not exceed SCAQMD's thresholds for any criteria pollutants and would not expose sensitive receptors to substantial pollutant concentrations. Because emissions from implementation of the proposed Project would not exceed applicable thresholds, they would not be cumulatively considerable, and cumulative air quality impacts would be less than significant.

5.2.8 EXISTING STANDARD CONDITIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

State

- Airborne Toxic Control Measure to Limit Diesel-Fuel Commercial Vehicle Idling (13 CCR 2485)
- In-Use Off-Road Diesel Idling Restriction (13 CCR 2449)
- California Green Building Standards Code (Code of Regulations, Title 24 Part 6)

Regional

- SCAQMD Rule 201: Permit to Construct
- SCAQMD Rule 402: Nuisance Odors
- SCAQMD Rule 403: Fugitive Dust
- SCAQMD Rule 1113: Architectural Coatings
- SCAQMD Rule 1186: Street Sweeping
- SCAQMD Rule 1403: Asbestos Emissions from Demolition/Renovation Activities
- SCAQMD Rule 2305: Indirect Source Rule

5.2.9 PROJECT DESIGN FEATURES

The Project Applicant has voluntarily agreed to incorporate various measures from the California Attorney General's Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act, to reduce potentially significant impacts². In order to ensure a conservative disclosure of Project impacts, no reductions in impacts have been assumed due to the incorporation of these Project Design Features.

PDF AQ-1: The Project Applicant/Developer/Operator shall post both interior and exterior facing signs, including signs directed at all dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, SCAQMD, and the building manager.

PDF AQ-2: During Project grading operations, Project contractors shall limit the amount of daily grading disturbance area to not exceed the assumptions specified in the Draft EIR Air Quality Impact Analysis.

PDF AQ-3: Project construction plans and specifications shall require on-road heavy-duty haul trucks to be model year 2010 or newer if diesel-fueled, if such equipment is widely available and economically feasible.

PDF AQ-4: The Project shall provide electrical hook ups to the power grid, rather than use diesel-fueled generators, for electric construction tools, such as saws, drills and compressors, and shall use electric tools whenever feasible.

PDF AQ-5: The construction plans and specifications shall prohibit off-road diesel powered construction equipment from being in the "on" position for more than 10 hours per day during Project construction.

PDF AQ-6: During Project construction, the Project contractors shall keep all equipment maintenance records and data sheets, including design specifications and emission control tier classifications, onsite or at the contractor's office and shall furnish documents to the Lead Agency or other regulators, upon request.

PDF AQ-7: The Project Applicant/Developer shall provide information on transit and ridesharing programs and services to construction employees.

PDF AQ-8: The Project Applicant/Developer shall provide meal options onsite or shuttles between the construction site and nearby meal destinations for construction employees.

PDF AQ-9: The Project Applicant/Developer/Tenant shall require that all facility-owned and operated fleet equipment with a gross vehicle weight rating greater than 14,000 pounds accessing the site meet or exceed 2010 model-year emissions equivalent engine standards as currently defined in California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025. Facility operators which own vehicles

² Some of the Best Practices have not been agreed to, or have been modified, when such Best Practices do not constitute feasible mitigation.

subject to Section 2025 shall maintain records on-site demonstrating compliance with this requirement and shall make records available for inspection by the local jurisdiction, air district, and state upon request.

PDF AQ-10: The Project Applicant/Developer/Tenant shall require that all heavy-duty trucks entering or operated on the project site to be zero-emission beginning in 2030, if such trucks are widely available and economically feasible.

PDF AQ-11: The Project Applicant/Developer/Tenant shall require all on-site equipment, such as forklifts and yard trucks, to be electric, propane or natural gas with the necessary electrical charging stations provided.

PDF AQ-12: The Project Applicant/Developer/Owner shall require tenants to use zero-emission light- and medium-duty trucks as part of business operations, if such trucks are widely available and economically feasible.

PDF AQ-13: The Project Applicant/Developer shall construct electric truck charging infrastructure consisting of infrastructure (i.e., conduit) to support future installation of charging stations, when such trucks are widely available and economically feasible.

PDF AQ-14: The Project Applicant/Developer shall construct electric light-duty truck charging infrastructure consisting of infrastructure (i.e., conduit) proportional, i.e., conduit for one charging station for every five light-duty truck parking spaces at the Project.

PDF AQ-15: The Project Applicant/Developer shall install all necessary infrastructure (i.e., wiring, reinforced roofs) to allow solar photovoltaic systems on the project site to be installed in the future, with a specified electrical generation capacity, such as equal to the building's projected energy needs.

PDF AQ-16: The Project Applicant/Developer/Owner shall require all stand-by emergency generators to be powered by a non-diesel fuel.

PDF AQ-17: The Project owner shall require facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.

PDF AQ-18: The Project owner shall require operators to establish and promote a rideshare program that discourages single-occupancy vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking.

PDF AQ-19: The Project shall meet CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking.

PDF AQ-20: The Project will achieve certification of compliance or demonstrate equivalency with LEED green building standards.

PDF AQ-21: The Project Owner/Tenant shall provide meal options onsite or shuttles between the facility and nearby meal destinations if feasible.

PDF AQ-22: The Project Applicant/Developer/Owner shall post signs at every truck exit driveway providing directional information to the truck route.

PDF AQ-23: The Project Applicant/Developer/Owner shall require that every tenant train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB-approved courses. Also, if the tenant/facility operator owns its own fleet of vehicles, subject to 13 California Code of Regulations section 2025, require such tenants/facility operators to maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request.

PDF AQ-24: The Project Applicant/Developer/Owner shall encourage tenants to enroll in the United States Environmental Protection Agency's SmartWay program and encourage tenants to use carriers that are SmartWay carriers.

PDF AQ-25: The Project Applicant/Developer/Owner shall provide tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets.

5.2.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impacts AQ-1 through AQ-4 would be less than significant.

5.2.11 MITIGATION MEASURES

No mitigation measures are required.

5.2.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts AQ-1 through AQ-4 would be less than significant.

5.2.13 REFERENCES

Placeworks. "Countywide Plan Environmental Impact Report (CWP EIR)." August 2020, <http://countywideplan.com/eir/>

San Bernardino Countywide Plan. 27 October 2020. <http://countywideplan.com/>

Vista Environmental. "Air Quality, Energy, Greenhouse Gas Emissions and Health Risk Impact Analysis." 2021. Appendix

5.3 Biological Resources

5.3.1 INTRODUCTION

This section addresses potential environmental effects of the Project related to biological resources. Information within this section includes data from the General Biological Assessment (Hernandez 2021), which was prepared for the Project by Hernandez Environmental Services, and is provided as Appendix C. This assessment is based on information compiled through field reconnaissance, a general biological survey, habitat assessment, vegetation mapping, focused Borrowing Owl Surveys, and investigation of jurisdictional waters and wetlands.

Federal Endangered Species Act

The Federal Endangered Species Act (FESA) of 1973 defines an endangered species as “any species which is in danger of extinction throughout all or a significant portion of its range.” A threatened species is defined as “any species which is likely to become an Endangered species within the foreseeable future throughout all or a significant portion of its range.” Under provisions of Section 9(a)(1)(B) of the FESA, unless properly permitted, it is unlawful to “take” any endangered or threatened listed species. “Take” is defined in Section 3(18) of FESA as: “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.” Further, the United States Fish & Wildlife Service (USFWS), through regulation, has interpreted the terms “harm” and “harass” to include certain types of habitat modification as forms of “take.” These interpretations, however, are generally considered and applied on a case-by-case basis and often vary from species to species. In a case where a property owner seeks permission from a federal agency for an action that could affect a federally-listed plant or animal species, the property owner and agency are required to consult with USFWS pursuant to Section 7 of the FESA if there is a federal nexus, or consult with USFWS and potentially obtain a permit pursuant to Section 10 of the FESA in the absence of a federal nexus. Section 9(a)(2)(b) of the FESA addresses the protections afforded to listed plants. Within this EIR, the following acronyms are used to identify federal status species:

- FE: Federally-listed as Endangered
- FT: Federally-listed as Threatened
- FPE: Federally proposed for listing as Endangered
- FPT: Federally proposed for listing as Threatened
- FPD: Federally proposed for delisting
- FC: Federal candidate species (former C1 species)

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) protects individuals as well as any part, nest, or eggs of any bird listed as migratory. In practice, federal permits issued for activities that potentially impact migratory birds typically have conditions that require pre-disturbance surveys for nesting birds. In the event nesting is observed, a buffer area with a specified radius must be established, within which no disturbance or intrusion is allowed until the young have fledged and left the nest, or it has been determined that the nest has failed. If not otherwise specified in the permit, the size of the buffer area varies with species and local circumstances (e.g., presence of busy roads, intervening topography, etc.), and is based on the professional judgment of a monitoring biologist. A list of migratory bird species protected under the MBTA is published by USFWS.

5.3.1.1 State Regulatory Setting

California Endangered Species Act

Under the California's Endangered Species Act (CESA), California Species of Special Concern are species designated as vulnerable to extinction due to declining population levels, limited ranges, and/or continuing threats. Informally listed species are not protected per se, but warrant consideration in the preparation of biological resource assessments. For some species, the CNDDDB is only concerned with specific portions of the life history, such as roosts, rookeries, or nest areas. Within this EIR, the following acronyms are used to identify state special-status species:

- SE: State-listed as Endangered
- ST: State-listed as Threatened
- SR: State-listed as Rare
- SCE: State candidate for listing as Endangered
- SCT: State candidate for listing as Threatened
- SFP: State Fully Protected
- SSC: California Species of Special Concern

State of California Fish and Game Code, Sections 3503.5, 3511, 3515

Section 3503.5 of the California Fish and Game Code states that it is "unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto." Activities that result in the abandonment of an active bird of prey nest may also be considered in violation of this code. In addition, California Fish and Game Code, Section 3511 prohibits the taking of any bird listed as fully protected, and California Fish and Game Code, Section 3515 states that it is unlawful to take any non-game migratory bird protected under the MBTA.

5.3.1.2 Local & Regional Regulatory Setting

Upper Santa Ana River Habitat Conservation Planning (HCP)

The Upper Santa Ana River HCP was made available for public review in May 2021 but has not been adopted yet. It is a collaborative effort among the water resource agencies of the Santa Ana River Watershed, USFWS, CDFW, and several other government agencies and stakeholder organizations. Its purpose is to provide and maintain a secure source of water for the residents and businesses and to conserve natural rivers and streams that provide habitat for unique and rare species, particularly the Santa Ana sucker. It spans the majority of the Valley Region—including the Project site—and the eastern part of San Bernardino National Forest. The Plan was prepared to provide an Incidental Take Permit for water infrastructure projects undertaken by 11 different water agencies in the Santa Ana River Watershed. Although the Project is not responsible for construction of any of these type improvements (or are any water agencies proposing water infrastructure projects covered by the Plan), it is identified for informational purposes.

San Bernardino Countywide Plan

The San Bernardino Countywide Plan Natural Resources Element contains the following policies that are applicable to the Project:

- Policy NR 5.7** We comply with state and federal regulations regarding protected species of animals and vegetation through the development review, entitlement, and environmental clearance processes.
- Policy NR 5.8** We require the use of non-invasive plant species with new development and encourage the management of existing invasive plant species that degrade ecological function.

San Bernardino County Development Code

Chapter 88.01, Plant Protection and Management. This chapter provides regulatory and management guidance for plant resources in unincorporated areas as well as mixed public and private lands. It primarily addresses tree and vegetation removal in public land and private land in unincorporated areas.

Section 88.01.040, Regulated Trees and Plants and General Permit. This section specifies regulated trees and plants and when a tree or plant removal permit is required.

Section 88.01.050, Native Tree or Plant Removal Permits. This section addresses when a tree or plant removal requires a permit, expert certification, preconstruction inspections, duration of the permits, conditions of approvals, findings, plot plan requirements, construction standards, enforcement, and penalties.

Section 88.01.070, Mountain Forest and Valley Tree Conservation. This Section provides regulations to promote conservation and wise use of forest resources in the Mountain Region and native tree resources in the Valley Region. Subsection (b) specifies the types of native and palm trees that can be removed with the approval of a Tree or Plant Removal Permit issued in compliance with Section 88.01.050 (Tree or Plant Removal Permits).

5.3.2 ENVIRONMENTAL SETTING

The majority of the 13.23-acre Project site is disturbed and developed. Portions of the Project site contain areas of ruderal, non-native vegetation that appear to be regularly mowed for weed abatement. Currently, there are two single-family residences in the northwest and southwest corners of the Project site, together with three commercial/industrial buildings, a construction storage site, and trailer parking lot. Multiple shipping containers and other storage units are located on the northeast are of the Project site. The Project vicinity is highly urbanized with residential, commercial and public uses.

Vegetation Communities

Disturbed/Developed Areas. Most of the site, approximately 10.31 acres, is disturbed and developed by existing residential and commercial/industrial uses. These areas are primarily unvegetated with scattered ornamental vegetation. Ornamental vegetation found in these areas includes blue gum eucalyptus (*Eucalyptus globulus*), jacaranda (*Jacaranda mimosifolia*), Persian silk tree (*Albizia julibrissin*), Italian cypress (*Cupressus sempervirens*), western white pine (*Pinus monticola*), Mexican fan palm (*Washingtonia robusta*), and Peruvian pepper tree (*Schinus molle*).

Ruderal. The project site contains approximately 2.92 acres of ruderal non-native vegetation. The ruderal areas found on the site are heavily disturbed. These areas are dominated by non-native plant species; however, some native species are present. These areas include mowed or disked fields. The dominant plant species observed within these areas include red brome (*Bromus madritensis*), ripgut brome (*Bromus diandrus*), Menzies fiddleneck (*Amsinckia menziesii*), telegraph weed (*Heterotheca grandiflora*), russian thistle (*Salsola tragus*), Canada horseweed (*Erigeron canadensis*), and short-podded mustard (*Hirschfeldia incana*).

Special Status Species

Special-status species are species that have been identified by federal, state, or local resource conservation agencies as threatened or endangered, under provisions of the federal and state Endangered Species Acts (FESA and CESA, respectively), because they have declining or limited population sizes, usually resulting from habitat loss.

Special-Status Plant Species

No special-status plants were detected on the Project site or within off-site areas affected by the Project. The potential for special status plant species was evaluated based on the following factors: 1) species identified by the California Natural Diversity Database (CNDDDB) and California Native Plant Society (CNPS) as occurring (either currently or historically) on or in the vicinity of the Project site, 2) applicable MSHCP survey areas, and 3) any other special-status plants that are known to occur within the vicinity of the Project site, or for which potentially suitable habitat occurs within the site (Hernandez 2021).

Special-Status Wildlife Species

No special-status animals were detected at the Project site. Several special-status species have the potential to occur or are known to occur in the vicinity of the Project site including the house sparrow (*Passer domesticus*), rock pigeon (*Columba livia*), northern mockingbird (*Mimus polyglottos*), hooded oriole (*Icterus cucullatus*), California scrub jay (*Aphelocoma californica*), brown headed cowbird (*Molothrus ater*), American crow (*Corvus brachyrhynchos*), mourning dove (*Zenaida macroura*), California ground squirrel (*Otospermophilus beecheyi*), and Cassin's kingbird (*Tyrannus vociferans*). (Hernandez 2021).

The special status wildlife species with the potential to occur are described below:

Tricolored blackbird: The Tricolored blackbird is a state-listed Threatened species. Its habitat includes freshwater marsh, marsh and swamp, swamp, and wetland. This species is largely endemic to California and is most numerous in and around Central Valley. This species requires open accessible water, protected nesting substrate, and foraging area with insect prey within a few kilometers of the colony. There is no habitat for this species on the project site. This species is not present.

Burrowing owl: The Burrowing owl is a CDFW Species of Special Concern. Its habitat includes coastal prairie, coastal scrub, Great Basin grassland, Great Basin scrub, Mojavean desert scrub, Sonoran Desert scrub, and valley and foothill grassland. This species is typically found in open and dry annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. It is a subterranean nester and is dependent upon burrowing mammals, most notably the California ground squirrel. Although evidence of ground squirrels is present within the project area, no suitable burrows or burrowing owl sign were observed within the project site during the field surveys. The project site is heavily disturbed by existing residential and commercial/industrial uses and other human activity. The site is surrounded by busy roads and urban uses. Due to the high level of disturbance and lack of suitable burrows on the site, the habitat assessment resulted in the finding that there is no habitat for burrowing owl present on the project site. This species is not present.

Crotch bumble bee: The Crotch bumble bee is a state Candidate Endangered species. It is located in coastal California east to the Sierra-Cascade crest and south into Mexico. Its food plant genera include *Antirrhinum*, *Phacelia*, *Clarkia*, *Dendromecon*, *Eschscholzia*, and *Eriogonum*. No habitat for this species is present on the project site. This species is not present.

Swainson's hawk: The Swainson's hawk is a state-listed Threatened species. This species favors open grasslands for foraging but also occurs in agricultural settings. It relies on scattered stands of trees near agricultural fields and grasslands for nesting sites. Its habitats include great basin grassland, riparian forest,

riparian woodland, and valley and foothill grassland. The project site does not provide suitable foraging opportunities or suitable nesting opportunities. The project site does not contain suitable habitat for this species. This species is not present.

Santa Ana sucker: The Santa Ana sucker is a federally-listed Threatened species. Its habitat includes aquatic and south coast flowing waters. This species prefers sand-rubble-boulder bottoms, cool and clear water, and algae. It is endemic to Los Angeles Basin south coastal streams. The project site lacks the aquatic habitats necessary for this species. The project site does not contain suitable habitat for this species. This species is not present.

Western yellow-billed cuckoo: The Western yellow-billed cuckoo is a federally-listed Threatened and state-listed Endangered species. This species typically nests in riparian jungles of willows, often mixed with cottonwoods, with a lower story of blackberry, nettles, or wild grape. It is found in riparian forest habitat. The project site does not contain suitable habitat for this species. This species is not present.

San Bernardino kangaroo rat: The San Bernardino kangaroo rat is a federally-listed Endangered species and a CDFW Species of Special Concern. It is found in coastal scrub habitat. This species is found in alluvial scrub vegetation on sandy loam substrates, characteristic of alluvial fans and flood plains. It needs early to intermediate seral stages. The project site does not contain suitable habitat for this species. This species is not present.

Southwestern willow flycatcher: The Southwestern willow flycatcher is a federally- and state-listed Endangered species. It is found in riparian woodland habitat in southern California. The project site does not contain suitable habitat for this species. This species is not present.

Quino checkerspot butterfly: The Quino checkerspot butterfly is a federally-listed Endangered species. It is found in chaparral and coastal sage scrub. This species requires high densities of food plants, including *Plantago erecta*, *P. insularis*, and *Orthocarpus purpureus*. The project site does not contain suitable habitat for this species. This species is not present.

California black rail: The California black rail is a state-listed Threatened species and is a CDFW Fully Protected Species. It inhabits freshwater marshes, wet meadows, and shallow margins of saltwater marshes bordering larger bays. This species needs water depths of about one inch that do not fluctuate throughout the year and dense vegetation for nesting habitat. Its habitat includes brackish marsh, freshwater marsh, marsh and swamp, salt marsh, and wetland. The project site does not contain suitable habitat for this species. This species is not present.

Steelhead-southern California DPS: The Steelhead-southern California DPS is a federally-listed Endangered species. This species is likely to have greater physiological tolerances to warmer water and more variable conditions. Its habitats include aquatic and south coast flowing waters. The project site lacks the aquatic habitats necessary for this species. The project site does not contain suitable habitat for this species. This species is not present.

Coastal California gnatcatcher: The Coastal California gnatcatcher is a federally-listed Threatened species and CDFW Species of Special Concern. This species is found in coastal bluff scrub and coastal scrub habitat. This species is typically found in low, coastal sage scrub in arid washes, on mesas and slopes. The project site does not contain suitable habitat for this species. This species is not present.

Southern mountain yellow-legged frog: The Southern mountain yellow-legged frog is a federally- and state-listed Endangered species. It is found in aquatic habitat. This species is always encountered within a few feet of water. Tadpoles may require two to four years to complete their aquatic development. The project site lacks the aquatic habitats necessary for this species. The project site does not contain suitable habitat for this species. This species is not present.

Delhi Sands flower-loving fly: The Delhi Sands flower-loving fly is a federally-listed endangered species. It requires fine, sandy soils, often with wholly or partly consolidated dunes and sparse vegetation. It is found only in areas of the Delhi Sands formation in southwestern San Bernardino and northwestern Riverside counties. This species is found in interior dune habitat. No dunes occur on site. Although the USDA Web Soil Survey indicates that Delhi Sands have been historically mapped on site, these soils are mapped within an area of the site already developed and disturbed with commercial/industrial uses. The project site does not contain suitable habitat for this species. This species is not present.

Riverside fairy shrimp: The Riverside fairy shrimp is a federally-listed endangered species. This species is found in coastal scrub, valley and foothill grassland, vernal pool, and wetland habitat. This species typically inhabits seasonally astatic pools filled by winter/spring rains. It is endemic to Western Riverside, Orange, and San Diego counties in areas of tectonic swales, or earth slump basins in grassland and coastal sage scrub habitat. The project site does not contain suitable habitat for this species. This species is not present.

Least Bell's vireo: The Least Bell's vireo is a federal and state-listed Endangered species. This species is found in riparian forest, riparian scrub, and riparian woodland. Nesting habitat of this species is restricted to willow and/or mulefat dominated riparian scrub along permanent or nearly permanent streams. The project site does not contain suitable habitat for this species. This species is not present.

Jurisdictional Waters

The Project site does not contain any streams, water bodies, creeks, wetlands, or vernal pools that would be considered jurisdictional waters or wetlands (Hernandez 2021).

Wildlife Movement

The Project site lacks migratory wildlife corridors, as it does not contain the structural topography and vegetative cover that facilitate regional wildlife movement, is subject to a high level of ongoing human disturbance, and much of the Project study area is fenced or consists of active public roadways, which act as inhibitors to wildlife movement (Hernandez 2021).

5.3.3 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- BIO-1 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 Game or U.S. Fish and Wildlife Service.
- BIO-2 Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service.
- BIO-3 Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.
- BIO-4 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.
- BIO-5 Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- BIO-6 Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

5.3.4 METHODOLOGY

The analysis within this EIR section and the General Biological Assessment prepared for the Project site is based on information compiled through a literature review and a field survey.

Hernandez Environmental Services conducted a review of literature, and of aerial photographs and topographic maps of the Project site and surrounding areas. The *Fontana 7.5'* USGS topographic quadrangle and eight surrounding quadrangles were used to identify sensitive species in the California Natural Diversity Data Base (CNDDDB). In addition, the United States Fish and Wildlife Endangered Species Lists and the California Native Plant Society's Rare plant lists were reviewed.

In addition, Hernandez Environmental Services conducted a field survey of the Project site and 200-meter buffer surrounding the Project site on June 12, 2021 to document existing habitat, obtain plant and animal species information, view surrounding uses, assess potential for State and Federal waters, assess potential for wildlife movement corridors and, if critical habitat is present, assess for presence of constituent elements. All species observed were recorded and Global Positioning System (GPS) way points were taken to delineate specific habitat types, species locations, State or Federal waters, and other useful information. The Appendices to the General Biological Assessment contain a comprehensive list of all plant and wildlife species detected during the field survey.

5.3.5 ENVIRONMENTAL IMPACTS

IMPACT BIO-1: WOULD THE PROJECT HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATIONS, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS, OR BY THE CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE OR U.S. FISH AND WILDLIFE SERVICE?

No Impact.

Plant Species

As described above, no special-status plants were detected on the Project site during the field survey and no special-status plant species are expected to occur on the Project site due to the absence of suitable habitat. As a result, Project development and operation would not result in a substantial adverse effect either directly or indirectly, or through habitat modification, on any plant species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulation or by the CDFW or USFWS. Therefore, no impact would result from Project development and operation.

Animal Species

As described above, no animal species listed as State and/or Federal Threatened, Endangered, or Candidate were detected on the Project site during the field survey. In addition, no sensitive animal species have been determined to have the potential to occur on the Project site due to absence of suitable habitat. Therefore, Project development and operation would not result in a substantial adverse effect, either directly or indirectly or through habitat modification, on any animal species identified as a Threatened, Endangered, or Candidate species in local or regional plans, policies, or regulation or by the CDFW or USFWS. Therefore, no impact would result from Project development and operation.

IMPACT BIO-2: WOULD THE PROJECT HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN LOCAL OR REGIONAL PLANS, POLICIES, REGULATIONS OR BY THE CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE OR US FISH AND WILDLIFE SERVICE?

No Impact. The Project site contains no riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS. The Biological Assessment prepared for the Project site states that “the project [site] is not located within designated federal critical habitat.” Therefore, although the entire 13.23-acre property would be developed as a warehouse/logistics facility, no impact to riparian, natural or critical habitat would result from Project development or operation.

IMPACT BIO-3: WOULD THE PROJECT HAVE A SUBSTANTIAL ADVERSE EFFECT ON STATE OR FEDERALLY PROTECTED WETLANDS (INCLUDING, BUT NOT LIMITED TO, MARSH, VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS

No Impact. As described previously, the Project site contains no wetlands. Therefore, Project development and operation would not have any impacts to State- or Federally-protected wetlands, including vernal pools or marsh areas.

IMPACT BIO-4: WOULD THE PROJECT POTENTIALLY 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?

Less than Significant Impact with Mitigation. No wildlife corridors are located on the Project site. However, the Project site contains trees and shrubs that can support nesting song birds or raptors protected under the Federal Migratory Bird Treaty Act and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code during the nesting season. The Biological Assessment prepared for the Project/Project site indicates that grading activities or vegetation removal during the February 1 – September 15 bird nesting season might result in potential impacts to nesting birds. However, compliance with the Migratory Bird Treaty Act will ensure that potential impacts to nesting birds would be less than significant. Reduction of the potential impacts to nesting birds would be reduced to a less than significant level with implementation of Mitigation Measure MM-BIO-1 provided in Section 5.3.10 below.

IMPACT BIO-5: THE PROJECT WOULD NOT CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS A TREE PRESERVATION ORDINANCE.

Less than Significant Impact with Mitigation Incorporated. The Project site contains several scattered ornamental trees, including blue gum eucalyptus, jacaranda, Persian silk tree, Italian cypress, western white pine, Mexican fan palm, and Peruvian pepper tree. Should the County determine the trees on-site fall under jurisdiction of the San Bernardino County Plant Protection and Management Ordinance of the San Bernardino County Development Code, a permit allowing removal of the trees would be necessary. This permit would be issued in compliance with Chapter 88.01.050 (Tree or Plant Removal Requirements) as required by MM BIO-2. Therefore, the Project's potential to conflict with local policies or ordinances protecting biological resources would be less than significant with mitigation incorporated.

IMPACT BIO-6: WOULD THE PROJECT CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN?

No Impact. The Project site is within the proposed Upper Santa Ana River Habitat Conservation Plan. This Habitat Conservation Plan was released for public review in May 2021 and has not been approved. Many sensitive biological species in the Upper Santa Ana River watershed are listed as threatened or endangered under the State and/or Federal Endangered Species Acts (CESA and FESA, respectively). Therefore, many water agency activities potentially impacting these species may require permits from the United States Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW). In 2013, several water agencies, led by the San Bernardino Valley Municipal Water District, made a decision to prepare the Upper Santa Ana River Habitat Conservation Plan (HCP).

The HCP is intended to address the potential effects of water agency activities/projects on the sensitive species and habitats in the watershed in order to receive Incidental Take Permits (ITPs) under Section 10 of Federal Endangered Species Act, which regulates endangered and threatened species. The water agency facilities/projects covered by the HCP are Water Reuse Projects Activities related to projects associated with water reuse, including construction of new water treatment plants and associated facilities, and operations and maintenance of existing and new water treatment plants and associated facilities; Groundwater Recharge Activities related to construction of new structures associated with diversions, operations and maintenance of existing and new diversion structures for groundwater recharge, activities related to construction of new recharge basins, and operations and maintenance of existing and new recharge basins; Wells and Water Conveyance Infrastructure Activities related to the creation of new wells and associated development (pipelines, access roads, reservoirs, bridges) and the operations and maintenance of this infrastructure and associated development; Solar Energy Development Activities related to the construction and maintenance of new solar facilities; Routine Operations and Maintenance Activities that occur repeatedly in one location and/or in many locations over a wide area periodically and include minor construction, earthmoving, or vegetation management activities to infrastructure; and Habitat Improvement, Management, and Monitoring. The specific activities/projects covered by the HCP are

identified by water agency and location. None of these facilities encompass the Project site now or in the future. As such, the Project would not conflict with Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional or state habitat conservation plan, and impacts would be less than significant.

5.3.6 CUMULATIVE IMPACTS

CEQA Guidelines Section 15130 indicates that cumulative impacts refer to incremental effects of an individual project when assessed in connection with effects of past, current, and probable future projects. The cumulative study area for biological resources includes the unincorporated Bloomington community in San Bernardino County and portions of the cities of Fontana and Jurupa Valley in the vicinity of the Project site. The cumulative projects in these areas are industrial, office and commercial in nature.

Native Vegetation.

Project development and operation would not result in removal of native vegetation because no native vegetation communities are present within the Project area. Therefore, Project development and operation would not contribute to cumulative impacts pertaining to native vegetation.

Native Plant Communities.

Project development and operation will not impact native plant communities. Therefore, it is very unlikely that Project development or operation would contribute considerably to cumulative adverse impacts to sensitive plant or wildlife species.

Nesting Birds.

Mitigation is included to avoid impacts to nesting bird species through compliance with the Migratory Bird Treaty Act. As described above, the Project vicinity is developed with urban uses. However, the Project site contains trees and shrubs that can support nesting song birds or raptors protected under the Federal Migratory Bird Treaty Act and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code during the nesting season. The less than significant impacts, with mitigation, from the Project are not anticipated to combine with other development projects to substantially affect these species to a point where their survival in the region is threatened. Therefore, cumulative impacts related to nesting birds would be less than cumulatively significant.

Special-Status Species/Riparian Wetlands.

The Project site and/or vicinity are developed with industrial, commercial, public (Bloomington High School) and residential uses. No special-status species or riparian wetlands exist on the Project site. Project development and operation, in combination with other projects, will not contribute to the cumulative loss of special status plant or wildlife species.

Ordinances/Adopted Conservation Plans.

The Project site and vicinity are developed with industrial, commercial, public (Bloomington High School) and residential uses. Project development, in combination with other projects, will not conflict with County-adopted Ordinances or Conservation Plans. If the County of San Bernardino deems a tree removal permit will be necessary for the Project, this will be a site-specific requirement.

Cumulatively considerable impacts to these limited biological resources would not occur from implementation of the proposed Project with implementation of the mitigation measures described above and listed below.

5.3.7 EXISTING STANDARD CONDITIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

Federal

- Federal Endangered Species Act
- Clean Water Act
- Migratory Bird Treaty Act

State

- California's Endangered Species Act
- California Fish and Game Code

Local

- San Bernardino County Plant Protection and Management Ordinance

5.3.8 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impacts BIO-5 would be less than significant. No impacts would occur to Impact BIO-1, BIO-2, BIO-3, and BIO-6. Impact BIO-4 would be potentially significant without mitigation.

5.3.9 MITIGATION MEASURES

Mitigation Measure BIO-1: Migratory Bird Treaty Act

Prior to issuance of a Grading Permit, the Project Applicant/Developer shall provide evidence of intention to comply with the Federal Migratory Bird Treaty Act by including a note on the Grading Plans that states as follows:

- Project development ground disturbing and vegetation clearing activities should not occur during the bird nesting season of February 1 through September 15.
- If avoidance of ground disturbing and vegetation clearing activities cannot be implemented and these activities will occur during the bird nesting season, the Project Applicant/Developer shall employ a qualified biologist who will conduct pre-construction nesting bird surveys during the nesting bird season within 3 (three) days prior to vegetation removal and/or construction activities.
- If active nests are found during nesting bird surveys, the nests will be flagged and a 500-foot buffer for raptors and a 250-foot buffer for migratory song birds, and shall be installed around the nests. The buffers shall remain in place until the young have fledged and the nest becomes unoccupied.

Mitigation Measure BIO-2: County Regulated Trees

A tree survey shall be conducted for the proposed Project prior to demolition and site clearance. The survey shall be conducted by an ISA-certified arborist to identify trees regulated under the Section 88.01.070 of the County's Code of Ordinances. If regulated trees will be impacted by the Project, a tree removal permit must be obtained prior to impacts.

5.3.10 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The mitigation measure listed above, and existing regulations would reduce potential impacts associated with biological resources for Impact BIO-4 and Impact BIO-5 to a level that is less than significant. Therefore, no significant unavoidable adverse impacts related to biological resources would occur.

REFERENCES

General Biological Assessment for the Project site, prepared by Hernandez Environmental Services (June 2021) Impacts to wildlife movement.

San Bernardino Countywide Plan. Natural Resources Element. Accessed:
<http://countywideplan.com/policy-plan/beta/nr/>

San Bernardino County Development Code. Accessed:
https://codelibrary.amlegal.com/codes/sanbernardino/latest/sanberncty_ca/0-0-0-60217

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5.4 Cultural Resources

5.4.1 INTRODUCTION

This section addresses potential environmental effects of the Project related to cultural resources, which include built and subsurface historic and archaeological resources. The analysis in this section is based in part, on the following documents and resources:

- Cultural and Paleontological Resources Assessment, included as Appendix D1 and Focused Cultural Resources Survey-Historic Resources Assessment for the Slover/Alder Avenue Development Project, included as Appendix D2.
- County of San Bernardino Countywide Plan, October 2020
- Countywide Plan Environmental Impact Report (CWP EIR), PlaceWorks, August 2020
- County of San Bernardino Development Code.

In accordance with Public Resources Code Section 15120(d), certain information and communications that disclose the location of archaeological sites and sacred lands are allowed to be exempt from public disclosure.

5.4.2 REGULATORY SETTING

5.4.2.1 Federal Regulations

National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA) established the National Register of Historic Places (National Register), which is the official register of designated historic places. The National Register is administered by the National Park Service, and includes listings of buildings, structures, sites, objects, and districts that possess historical, architectural, engineering, archaeological, or cultural significance at the national, state, or local level.

To be eligible for the National Register, a property must be significant under one or more of the following criteria per 36 Code of Federal Regulations Part 60:

- a) Properties that are associated with events that have made a significant contribution to the broad patterns of our history;
- b) Properties that are associated with the lives of persons significant in our past;
- c) Properties that embody the 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
- d) Properties that have yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting one or more of the aforementioned criteria, an eligible property must also possess historic “integrity,” which is “the ability of a property to convey its significance.” The National Register criteria

recognize seven qualities that define integrity: location, design, setting, materials, workmanship, feeling, and association.

Structures, sites, buildings, districts, and objects over 50 years of age can be listed in the National Register as significant historical resources. Properties under 50 years of age that are of exceptional importance or are contributors to a district can also be included in the National Register.

Properties listed in or eligible for listing in the National Register are also eligible for listing in the California Register, and as such, are considered historical resources for CEQA purposes.

5.4.2.2 State Regulations

California Register of Historical Resources

Eligibility for inclusion in the California Register is determined by applying the following criteria:

- 1) It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- 2) It is associated with the lives of persons important in California's past;
- 3) embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic value; or
- 4) It has yielded or is likely to yield information important in prehistory or history. The Register includes properties which are listed or have been formally determined to be eligible for listing in the National Register, State Historical Landmarks, and eligible Points of Historical Interest (PRC §5024.1).

In addition to meeting one or more of the above criteria, the California Register requires that sufficient time has passed since a resource's period of significance to "obtain a scholarly perspective on the events or individuals associated with the resources." (CCR 4852 [d][2]). The California Register also requires that a resource possess integrity. This is defined as the ability for the resource to convey its significance through seven aspects: location, setting, design, materials, workmanship, feeling, and association.

California Health and Safety Code Section 7050.5

Health and Safety Code Section 7050.5(b) and (c) provides that if human remains are discovered, excavation or disturbance in the vicinity of human remains shall cease until the County Coroner is contacted and has reviewed the remains. If the Coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, the Coroner is required to contact the Native American Heritage Commission (NAHC) by telephone within 24 hours.

Public Resources Code Section 5097.98

Public Resources Code Section 5097.98 provides guidance on the appropriate handling of Native American remains. Once the NAHC receives notification from the Coroner of a discovery of Native American human remains, the NAHC is required to notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. According to Public Resources Code Section 5097.98(k), the NAHC is authorized to mediate disputes arising between landowners and known descendants relating to the

treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials.

CEQA Guidelines Section 15064.5

Section 15064.5 provides guidelines for determining the significance of impacts to archaeological and historical resources. The section provides the definition of historical resources, and how to analyze impacts to resources that are designated or eligible for designation as a historical resource. Section 15064.5 additionally provides provisions for the accidental discovery or recognition of human remains in any location other than a dedicated cemetery.

5.4.2.3 Local Regulations

San Bernardino Countywide Plan

The San Bernardino Countywide Plan Cultural Resources Element contains the following policies related to cultural and archaeological resources that are applicable to the proposed Project:

Policy CR 2.1 We encourage the preservation of archaeological sites and structures of state or national significance in accordance with the Secretary of Interior's standards.

Policy CR 2.3 We strive to protect paleontological and archaeological resources from loss or destruction by requiring that new development include appropriate mitigation to preserve the quality and integrity of these resources. We require new development to avoid paleontological and archeological resources whenever possible. If avoidance is not possible, we require the salvage and preservation of paleontological and archeological resources.

San Bernardino County Development Code

San Bernardino County Development Code Chapter 82.12, Cultural Resources Preservation (CP) Overlay, includes regulations pertaining to the identification and conservation 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. Specific identification of known cultural resources is indicated by listing in one or more of the following inventories:

- California Archaeological Inventory;
- California Historical Resources Inventory;
- California Historical Landmarks;
- California Points of Historic Interest; and/or
- National Register of Historic Places.

5.4.3 ENVIRONMENTAL SETTING

Historic

Euro-American development in San Bernardino County began in the 1800s due to immigration from the Midwest and East Coast of the United States and from Mexico. Franciscan missionaries served as a catalyst for the Euro-American expansion into the area of San Bernardino. Mormon colonies settled in the San

Bernardino area raised livestock, planted crops, and established civic services such as a school and a post office. In 1858, most of the Mormons returned to Salt Lake City, Utah. Agriculture and livestock continued to be the chief industries until growth of the citrus industry in the 1870s, which greatly contributed to the population boom in San Bernardino County. Bloomington was originally a San Bernardino County farming community founded by the Semi-Tropic Land and Water Company in the late nineteenth century to serve the booming citrus industry. The Semi-Tropic Land and Water Company constructed a 6-mile-long concrete lined canal and irrigation system to serve the settlements in Bloomington and surrounding areas. The company suffered financial difficulties from the construction of their water systems and lost most of their land and water holdings by 1901, after which the company passed through a number of owners. In the early to mid-twentieth century, cement plants in the area attracted residents to Bloomington. In 1907, a railroad was built to transport employees to the cement plants, and due to growth in the local defense industry, Bloomington continued to grow during World War II. In the 1950s following the end of the war, the region (including Bloomington) continued to attract new residents, and citrus groves, dairy farms, and other agricultural-use fields were converted to residential tract developments.

The Project site is within the Semi-Tropic Land and Water Company subdivision. The Project site was developed as Lot 462 of the Semi-Tropic lands and was historically used for citrus groves, residential, and commercial offices. The Project site currently includes five buildings of historic age, which are described under Impact CUL-1 on p. 5.4-6 and 5.4-7.

Archaeological

As described by the Phase I Cultural and Paleontological Resources Assessment (Appendix D1), Most researchers agree that the earliest occupation for the San Bernardino County area dates to the early Holocene (11,000 to 8,000 years ago). The cultural history of San Bernardino County includes the San Dieguito Complex, the Milling Stone Horizon, the Encinitas Tradition, the La Jolla Complex, the Pauma Complex, and the San Luis Rey Complex. The Late Prehistoric component in the area of Bloomington and western San Bernardino County was represented by the Gabrieleño culture.

In the Valley region, historic archaeological resources are present and include largely structural ruins and water control features and systems. Prehistoric resources are less prevalent in the Valley region, largely due to disturbance by historic and modern development. Types of archaeological sites discovered in the Valley Region include prehistoric lithic scattered and rock shelter/cave and historic refuse scatter. The Phase I Cultural and Paleontological Resources Assessment identified four prehistoric resources within one mile of the Project site, the closest of which is 0.75-mile from the Project site.

The Project site soils have been disturbed from a variety of past uses. A review of historic topographic maps and aerial photographs show that the Project was used as an orchard from the 1930s through the 1950s and that building development on the site began in 1943. Since that time, various urban uses and building development has occurred on the site. The Geotechnical Investigation (Appendix E) that was prepared for the Project site describes that artificial fill soils are located on site that extend to depths of 2.5 to 4.5 feet below the existing grade. Native alluvial soils were also identified both at the ground surface and beneath the artificial fill soils.

5.4.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- CUL-1 Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5;

CUL-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5;

CUL-3: Disturb any human remains, including those interred outside of formal cemeteries.

Historic Resources Thresholds

Historic resources are usually 50 years old or older and must meet at least one of the criteria for listing in the California Register (such as association with historical events, important people, or architectural significance), in addition to maintaining a sufficient level of physical integrity (CEQA Guidelines Section 15064.5[a][3]). Additionally, CEQA Guidelines Section 15064.5(b), states that a project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that would have a significant effect on the environment. A substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. The significance of a historical resource is materially impaired when a project:

- a) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or
- b) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
- c) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

5.4.5 METHODOLOGY

The cultural resources analysis is based on the Cultural and Paleontological Resources Assessment, included as Appendix D1 and the Focused Cultural Resources Survey-Historic Resources Assessment for the Slover/Alder Avenue Development Project, included as Appendix D2 and contains information that was compiled through field reconnaissance, record searches, and reference materials.

Archaeological and Historic Records Search. An archaeological and historical records search was completed by the South Central Coastal Information Center (SCCIC) of the California Historical Resources Inventory System (CHRIS), located at California State University, Fullerton in September 2021. This search included the Project site and an additional 1-mile buffer. In addition, archival research was done to obtain historical development information. This archival research included review of data on land ownership, historical maps, historical aerial photographs, construction histories, and County Directories.

Archaeological and Historic Field Surveys. Pedestrian and reconnaissance surveys were conducted at the Project site. From public roads and sidewalks, observations and photographs of the current conditions were taken for documentation purposes. For parcels that could not be accessed during the field survey, the sites were viewed from the road or fence to identify exposed ground surface and undisturbed landscape.

The historic (built-environment) survey consisted of inspection of the exterior of the buildings of properties within the initial development area that were a minimum of 50 years of age. The survey assessed the buildings' current condition and documented evidence of renovations or alterations. Photographs were taken of each of the buildings as part of the documentation process. A description of each structure's style, design and method of construction was recorded on Department of Parks and Recreation (DPR) Series 523 forms.

5.4.6 ENVIRONMENTAL IMPACTS

IMPACT CUL-1: **WOULD THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A HISTORICAL RESOURCE PURSUANT TO § 15064.5?**

Less than Significant Impact.

The Project site is within the Semi-Tropic Land and Water Company subdivision. The Project site was developed as Lot 462 of the Semi-Tropic lands and was historically used for citrus groves, residential, and commercial offices. The Project site currently includes five buildings of historic age, which are described below.

1. 17713 Slover Avenue (APN 0256-031-19-0000). This 1923 single-family California bungalow faces north from the southeast corner of Slover and Alder Avenues. The wood-framed, small one-story building is rectangular in plan and rests on a slightly raised concrete foundation. The low-pitched, side-gabled roof covered with gray composition shingles ends in moderate eaves with fascia over walls sheathed in stucco and vertical wood vents in gable ends. Original wood-framed, double-hung windows have been replaced with aluminum-framed, sliding windows; one original window remains on the west elevation and is fitted with an air conditioning unit and Plexiglass. A centered raised entry is sheltered by a low-pitched front gable supported by two 3-piece wood columns and dentiled frieze on small stucco piers. A rear porch has been enclosed with stucco walls and Plexiglass windows, and a detached garage is found in the rear. The residence is in fair condition, has been extensively altered, and retains little integrity.

2. 17761 Slover Avenue (APN 0256-031-07-0000). This 1953 single-family ranch style residence and converted office faces north along Slover Avenue. The wood-framed, one-story rectangular building is developed on a slightly raised concrete foundation. The low-pitched, side-gabled roof covered with gray composition shingles ends in wide eaves with exposed rafters covered with fascia over walls sheathed in new stucco. Original windows have been replaced with aluminum-framed, multi-paned, sliding windows in new openings surrounded by shaped stuccoed architectural foam; one tripartite window is found on the asymmetrical façade. A new elaborate wood entry door with sidelights is raised by a small stoop and sheltered beneath the roof eave. A side gable with raised entry has been added at the east end of the façade, and solar panels have been added to the rear eave. A detached garage has been converted to office space with the addition of stucco, windows, and west entry with wraparound porch. The east vehicular door is filled, and board and batten siding is visible on a small portion. A small wood-framed shed and a large corrugated metal shed are found in the rear, and an equipment yard beyond is separated by a concrete block wall. The property is in good condition, has been extensively altered, and retains little integrity.

3. 17811 Slover Avenue (APN 0256-031-09-0000). This 1940 single-family residence faces north along Slover Avenue. The wood-framed, one-story rectangular building rests on a slightly raised concrete foundation. The medium-pitched, front-gabled roof covered with brown composition shingles ends in moderate eaves with exposed rafters covered with fascia over walls sheathed in new stucco. Original windows have been replaced with aluminum-framed, multi-paned, sliding windows in likely new openings trimmed with thick boards. A new elaborate wood entry door is sheltered by an added dropped shed roof

porch with front-gabled center supported by four thick, stuccoed and battered columns upon straight, heavy piers. Exaggerated wood rafters and knee braces support the entry gable and a thin wood balustrade surrounds the porch. A large detached rear workshop sided with plywood may have been an original ancillary building or small residence. A large, tall metal canopy is attached to the rear of the workshop, and an equipment yard with modular office and ca. 1927 wood shelter beyond is separated from the residence by a split-faced concrete block wall. The residence is in good condition, has been extensively altered, and retains little integrity.

4. 17847 Slover Avenue (APN 0256-031-10-0000). This 1930 single-family California bungalow faces north along Slover Avenue. The wood-framed, small one-story building is L-shaped in plan and rests on a slightly raised concrete foundation. The low-pitched, side-gabled roof ends in moderate eaves that have been boxed with vinyl boards over walls clad in horizontal vinyl boards. All but two original wood-framed, double-hung windows have been replaced with aluminum-framed, double-hung and sliding windows. A small, centered, raised entry is sheltered by a low-pitched front gable supported by two 4x4 posts and concrete block wall. The rear mass appears to be an enclosed porch, a battered stuccoed chimney and second entry with stoop are found on the east, and a shed roof mass has been added to the west elevation. The residence is in fair condition, has been extensively altered, and retains little integrity.

5. 10589 Alder Avenue (APN 0256-031-17-0000). This 1950 single-family minimal ranch style house faces west from the east side of Alder Avenue. The wood-framed, one-story building is rectangular in plan and rests on a raised foundation. The low-pitched, cross-gabled roof covered with brown composition shingles ends in narrow to moderate boxed eaves with fascia over walls sheathed in smooth stucco and horizontal wood boards in gable ends. Fenestration includes aluminum-framed windows. The left façade window may have been replaced, and a small tripartite assemblage that may be wood-framed is found on the right façade with decorative shutters. A flat roof extension of the side-gable eave supported by six square 4x4 wood posts shelters a raised, concrete, recessed porch with wood railing. The entry door is roughly centered within the offset porch, and a prominent stuccoed end-wall chimney dominates the façade. A detached double garage with swinging wood vehicular doors is in common setback and connected by two wood beams at the height of the eaves. The commonly designed residence is in fair condition with some rear additions, and windows may have been replaced.

None of the above described properties are listed on the National Register, California Register, the Office of Historic Preservation's Built Environment Resources Directory (BERD), or local registers. However, some of the properties meet the historic resources threshold of being at least 50 years of age for eligibility of listing, i.e., structures on the properties were constructed prior to 1971.

The Project site is within the original Semi-Tropic Land and Water Company subdivision that was created in approximately 1887 to serve the citrus industry. The Focused Cultural Resources Survey-Historic Resources Assessment (Appendix D2) describes that the Project site is not strongly associated with the Semi-Tropic Land and Water Company. None of the individual owners of the properties within the Project site were found in the historic record and, therefore, cannot be determined to be figured prominently in history.

The Focused Cultural Resources Survey-Historic Resources Assessment also describes that the original setting, which was only moderately and briefly associated with the citrus and agricultural development of the area, has been compromised by removal of the grove, subdivision, and modern development, and the handful of windbreak eucalyptus trees on Alder Avenue are unable to sufficiently convey association. Therefore, the Project site is not strongly associated with events that have made a significant contribution to the broad patterns of our national or state history or with significant persons in our past (NR/CR Criteria A,B/1,2). All the properties along Slover Avenue have been severely altered, with original architectural features enveloped by later alterations and additions, and the relatively unaltered property on Alder Avenue is of

questionable age and common design. None of the onsite structures embody the distinctive characteristics of a type, period, or represent the work of a master, or possess high artistic value (NR/CR C/3). Further, given the previous development history and the results of research, the residences on the site have not yielded, and are unlikely to yield, further information important in history or prehistory (NR/CR Criteria D/4).

On the local level, San Bernardino County Development Code Chapter 82.12, Cultural Resources Preservation (CP) Overlay includes regulations pertaining only to archaeological and historical resources designated at the state or federal level, and as a census-designated place (CDP), Bloomington does not have a local preservation ordinance with criteria for designation and does not maintain a local inventory. Therefore, the Focused Cultural Resources Survey-Historic Resources Assessment found the Project site and associated buildings ineligible for NR, CR, or Local historic designation. As a result, they are not considered historic resources under CEQA. Impacts would be less than significant, and no mitigation measures are required.

IMPACT CUL-2: WOULD THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO § 15064.5?

Less than Significant with Mitigation Incorporated

The records search that was completed for the Phase I Cultural and Paleontological Resources Assessment identified four prehistoric resources approximately 0.75- to 1-mile south of the Project site near the Jurupa Hills. Review of historic aerials and topographic maps show that site disturbance has occurred since use of the site as an orchard in the 1930s and residential and commercial development has been occurring within the Project site since the 1940s. In addition, the site is underlain by 2.5 to 4.5 feet of artificial fill. The Phase I Cultural and Paleontological Resources Assessment determined that the potential for encountering significant cultural resources within the Project site is considered low to moderate.

The proposed Project includes excavation of site soils to a depth of at least five feet below existing grade and to a depth of at least three feet below proposed pad grade. These soils would be conditioned and recompacted onsite to be used for foundations. Because the proposed Project would disturb native soils (in addition to the artificial fill soils) that have a low to moderate potential for archaeological resources, excavation related to construction of the Project has the potential to impact unknown archaeological resources. As a result, Mitigation Measure CUL-1 is included which requires archaeological monitoring during all ground-disturbance activities, such as site preparation, demolition of historic structures, and grading up to three feet below surface, in order to quickly assess the potential for discoveries of archaeological resources during construction. Mitigation Measure CUL-1 also includes procedures in the event a potential resource is uncovered. Thus, with implementation of Mitigation Measure CUL-1, potential impacts related to archaeological resources would be reduced to a less than significant level.

IMPACT CUL-3: WOULD THE PROJECT DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES?

Less than Significant Impact.

The Project site is not known to include any burial grounds, graveyards, or dedicated cemeteries. However, it is possible that human remains are buried outside of formal cemeteries. Therefore, should human remains be unearthed during grading and excavation activities, the Project would be required to comply with California Health and Safety Code Section 7050.5, Public Resources Code Section 5097.98, and CEQA Guidelines Section 15064.5, which provide guidance on the discovery of human remains and their treatment

or disposition with appropriate dignity. Through mandatory compliance with these required regulations, impacts would be less than significant.

5.4.7 CUMULATIVE IMPACTS

Historic Resources: The Project's contribution to cumulative impacts to historical resources was analyzed in context with past projects in the Valley Region of San Bernardino County that were once similarly influenced by the historical agricultural industry in the region. Record searches and field surveys indicate the absence of significant historical resources within the Project site. Additionally, structures within the Project site were determined ineligible as historic resources. Therefore, Project implementation would not contribute towards a significant cumulative impact to historical sites and/or resources.

Archaeological Resources: The Project's impact to prehistoric archaeological resources was analyzed in the context of past projects in the Valley Region, which is identified as sensitive for archaeological resources. Construction activities within the Project site – as with other development projects in the region – may uncover subsurface prehistoric archaeological resources that meet the CEQA Guidelines section 15064.5 definition. However, mitigation has been included to reduce the potential impacts to uncovering unknown resources during Project construction, which would reduce potential impacts to a less than significant level. Hence, the Project would not generate potentially significant impacts that would have the potential to combine and then become cumulatively significant. Therefore, the Project would result in a less than significant cumulatively considerable impact related to archaeological resources.

Disturbance of Human Remains: Mandatory compliance with the provisions of California Health and Safety Code Section 7050.5, Public Resources Code Section 5097 *et seq.*, and CEQA Guidelines Section 15064.5 would assure that all future development projects within the Valley Region treat human remains that may be uncovered during development activities in accordance with State law, thereby avoiding significant cumulative impacts.

5.4.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- San Bernardino County Development Code Chapter 82.12
- California Health and Safety Code Section 7050.5
- Public Resources Code Section 5097.98

Plans, Programs, or Policies (PPPS)

The following Plans, Programs, and Policies (PPP) related to cultural resources are incorporated into the Project and would reduce impacts related to hazards and hazardous materials. These actions will be included in the Project's approved Demolition Permit, Grading Permit, Building Permit and/or Certificate of Occupancy, as appropriate.

PPP CUL-1. Cultural and paleontological resources are recognized as nonrenewable resources and receive protection under the PRC and CEQA.

PPP CUL-2. Native American historical and cultural resources and sacred sites are protected under PRC Sections 5097.9 to 5097.991, which require that descendants be notified when Native

American human remains are discovered and provide for treatment and disposition of human remains and associated grave goods.

PPP CUL-3. If human remains are discovered within a project site, disturbance of the site must stop until the coroner has investigated and made recommendations for the treatment and disposition of the human remains to the person responsible for the excavation, or to his or her authorized representative. If the coroner has reason to believe the human remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. (California Health and Safety Code Section 7050.5)

5.4.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impacts CUL-1 and CUL-3 would be less than significant.

Without mitigation, the following impacts would be **potentially significant**:

- Impact CUL-2: Earth-moving construction activities could impact archaeological resources.

5.4.10 MITIGATION MEASURES

Mitigation Measure CUL-1: Archaeological Monitoring of All Developments

- a) Prior to the issuance of a grading permit for the Project, the Applicant or construction contractor shall provide evidence to the County of San Bernardino that a qualified professional archeologist meeting the Secretary of Interior's PQS for Archaeology (as defined in the Code of Federal Regulations, 36 CFR Part 61) has been retained to conduct monitoring of grading activities to a depth of 3 feet below the existing grade. The archaeologist shall have the authority to redirect earthmoving activities in the event that suspected cultural resources are unearthed during construction activities.
- b) The archaeologist shall prepare a Cultural Resources Monitoring and Treatment Plan, which would be approved by the County and describe processes for archaeological and tribal monitoring and for handling incidental discovery of cultural resources for all ground-disturbing construction and pre-construction activities. The monitoring plan shall be provided to the San Manuel Band of Mission Indians and Gabrieleño Band of Mission Indians – Kizh Nation for review and comment, as detailed in MM TCR-2. Prior to the issuance of a grading permit, the Applicant or construction contractor shall provide evidence to the County of San Bernardino that all construction workers involved with grading and trenching operations have received training by the archaeologist to recognize archaeological resources, including tribal cultural resources, should such resources be unearthed during ground-disturbing construction activities. Pursuant to MM TCR-1, all Native American Tribal Representatives, including the San Manuel Band of Mission Indians and the Gabrieleño Band of Mission Indians – Kizh Nation, shall be allowed to attend the training session.
- c) The training of all construction workers involved with grading and trenching operations shall explain the importance and legal basis for the protection of significant archaeological resources. It will include a brief review of the cultural sensitivity of the construction area and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel involved with grading and trenching operations that begin work following the initial training session must take the

training prior to beginning work; the archaeologist shall be available to provide the training on an as-needed basis.

- d) In the event archaeological resources (artifacts or features) are encountered during ground-disturbing activities, the construction supervisor shall be required by his contract to immediately halt and redirect grading operations within a 50-foot radius of the discovery and seek identification and evaluation of the suspected resource by the archaeologist. This requirement shall be noted on all grading plans and the construction contractor shall be obligated to comply with the note.
- e) After the archaeologist makes his/her initial assessment of the nature of the find, the archaeologist shall notify the Native American Tribal Representatives—including the San Manuel Band of Mission Indians Cultural Resources Department and the Gabrieleño Band of Mission Indians – Kizh Nation—to provide Tribal input with regard to the significance and treatment. If it is not of Native American heritage, the archaeologist shall pursue either protection in place or recovery, salvage, and treatment of the deposits. Recovery, salvage, and treatment protocols shall be developed in accordance with applicable provisions of Public Resource Code Section 21083.2 and State CEQA Guidelines 15064.5 and 15126.4 in consultation with the County or a with a recognized scientific or educational repository, including the SCCIC. Per CEQA Guidelines Section 15126.4(b)(3), preservation in place shall be the preferred means to avoid impacts to archaeological resources qualifying as historical resources, consistent with CEQA Guidelines Section 15126.4(b)(3)(C). If unique archaeological resources cannot be preserved in place or left in an undisturbed state, recovery, salvage and treatment shall be required at the Applicant's expense.
- f) If a significant tribal cultural resource is discovered on the property, ground disturbing activities shall be suspended 50 feet around the resource until a tribal resource treatment plan is implemented. A tribal resource treatment plan shall be prepared and implemented, subject to approval by the County of San Bernardino, to protect the identified resource(s) from damage and destruction. The treatment plan shall contain a research design and data recovery program necessary to document the size and content of the discovery such that the resource(s) can be evaluated for significance under CEQA criteria. The research design shall list the sampling procedures appropriate to exhaust the research potential of the archaeological or tribal cultural resource(s) in accordance with current professional archaeology standards. The treatment plan shall require monitoring by the appropriate Native American Tribe(s) during data recovery and shall require that all recovered artifacts undergo basic field analysis and documentation or laboratory analysis, whichever is appropriate. At the completion of the basic field analysis and documentation or laboratory analysis, any recovered resource(s) shall be processed and curated according to current professional repository standards. The collections and associated records shall be donated to an appropriate curation facility, or the artifacts may be delivered to the appropriate Native American Tribe(s) if that is recommended by the County of San Bernardino. A final report containing the significance and treatment findings shall be prepared by the archaeologist and submitted to the County of San Bernardino, the South Central Coastal Information Center (SCCIC) at California State University (CSU), Fullerton, and the appropriate Native American Tribe(s).

5.4.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of Mitigation Measures CUL-1 and TCR-1 through TCR-3 in Section 5.13, impacts to cultural resources would be less than significant.

REFERENCES

Focused Cultural Resources Survey – Historic Resources Assessment for the Slover/Alder Avenue Development Project, 2021. Prepared by JM Research and Consulting, Appendix D2.

Geotechnical Investigation, 2021. Prepared by Southern California Geotechnical, Appendix E.

Phase I Cultural and Paleontological Resources Assessment, 2021. Prepared by Material Culture Consulting, Appendix D1.

San Bernardino Countywide Plan, 2020. Accessed at: <http://countywideplan.com/policy-plan/beta/ch/>

Placeworks. San Bernardino County Countywide Plan Draft Environmental Impact Report. August 2019. Accessed at: <http://countywideplan.com/eir/>

5.5 Energy

5.5.1 INTRODUCTION

This section of the Draft EIR assesses the significance of the use of energy, including electricity, natural gas and gasoline, and diesel fuels, that would result from implementation of the proposed Project. It discusses existing energy use patterns and examines whether the proposed Project (including development and operation) would result in the consumption of large amounts of fuel or energy or use such resources in a wasteful manner.

Refer to Section 5.8, Greenhouse Gas Emissions, for a discussion of the relationship between energy consumption and greenhouse gas (GHG) emissions, and Section 5.17, Utilities and Service Systems, for a discussion of water consumption. This section includes data from the following County documents and reports:

- County of San Bernardino Countywide Plan, October 2020
- Countywide Plan Environmental Impact Report (CWP EIR), PlaceWorks, August 2020
- County of San Bernardino Development Code
- Air Quality, Energy, Greenhouse Gas Emissions and Health Risk Assessment Impact Analysis prepared by Vista Environmental, included as Appendix B.

5.5.2 REGULATORY SETTING

5.5.2.1 Federal Regulations

Energy Independence and Security Act, Corporate Average Fuel Efficiency Standards

On December 19, 2007, the Energy Independence and Security Act of 2007 was signed into law, requiring an increased Corporate Average Fuel Economy (CAFE) standard of 35 miles per gallon (mpg) for the combined fleet of cars and light trucks by the 2020 model year.

In addition to setting increased CAFE standards for motor vehicles, the Energy Independence and Security Act includes the following additional provisions:

- Renewable Fuel Standard (RFS) (Section 202)
- Appliance and Lighting Efficiency Standards (Sections 301–325)
- Building Energy Efficiency (Sections 411–441)

Additional provisions of the Act address energy savings in government and public institutions, promoting research for alternative energy, additional research in carbon capture, international energy programs, and the creation of green jobs.

5.5.2.2 State Regulations

California Code of Regulations (CCR) Title 13, Motor Vehicles, Section 2449(d)(3)

No vehicle or engines subject to this regulation may idle for more than 5 consecutive minutes. The idling limit does not apply to:

- idling when queuing,
- idling to verify that the vehicle is in safe operating condition,

- idling for testing, servicing, repairing or diagnostic purposes,
- idling necessary to accomplish work for which the vehicle was designed (such as operating a crane),
- idling required to bring the machine system to operating temperature, and
- idling necessary to ensure safe operation of the vehicle.

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code (CalGreen) is updated every three years. The most recent update is the 2019 California Green Building Code Standards that became effective January 1, 2020. The CEC anticipates that nonresidential buildings built with the 2019 standards will use approximately 30% less energy than buildings built under the 2016 standards. The 2019 CALGreen standards that are applicable to the proposed Project include, but are not limited to, the following:

- Electric vehicle charging stations. Facilitate the future installation of electric vehicle supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load.
- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, upright and glare ratings per Title 24 Part 6 Table 5.106.8.
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads).
- Outdoor potable water use in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient (MWELO), whichever is more stringent.

The CalGreen Building Standards Code has been adopted by the County of San Bernardino in Development Code Section 63.1501.

5.5.2.3 Local Regulations

San Bernardino Countywide Plan

The following policy contained in the Countywide Plan Natural Resources Element is relevant to the proposed Project.

Policy NR-1.9: We use the CALGreen Code to meet energy efficiency standards for new buildings and encourage the upgrading of existing buildings to incorporate design elements, building materials, and fixtures that improve environmental sustainability and reduce emissions.

5.5.3 ENVIRONMENTAL SETTING

Electricity

The Southern California Edison Company (SCE) is the electrical purveyor in the County of San Bernardino. SCE provides electricity service to more than 14 million people in a 50,000 square-mile area of central, coastal and Southern California. California utilities are experiencing increasing demands that require modernization of the electric distribution grid to, among other things, accommodate two-way flows of electricity and increase the grid's capacity. SCE is in the process of implementing infrastructure upgrades to ensure the ability to meet future demands. In addition, as described by the Edison International 2019 Annual Report, the SCE electrical grid modernization effort supports implementation of California Senate Bill 32

that requires the state to cut greenhouse gas emissions 40 percent below 1990 levels by 2030 in order to help address global climate change. It describes that in 2019 approximately 35% of power that SCE delivered to customers came from renewable sources (SCE 2019).

The Project site is currently served by the electricity distribution system that exists along the roadways adjacent to the Project site.

Natural Gas

The Southern California Gas Company (SoCalGas) is the natural gas purveyor in the County of San Bernardino and is the principal distributor of natural gas in Southern California. SoCalGas estimates that gas demand will decline at an annual rate of one percent each year through 2035 due to modest economic growth, mandated energy efficiency standards and programs, renewable electricity goals, and conservation savings linked to advanced metering infrastructure (CGEU 2020). The gas supply available to SoCalGas is regionally diverse and includes supplies from California sources (onshore and offshore), Southwestern U.S. supply sources, the Rocky Mountains, and Canada (CGEU 2020). SoCalGas designs its facilities and supplies to provide continuous service during extreme peak demands and has identified the ability to meet peak demands through 2035 (CGEU 2020).

The Project site is currently served by the natural gas distribution system that exists within the roadways that are adjacent to the site.

5.5.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of the CEQA Guidelines indicates that a project could have a significant effect if it were to:

E-1: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

E-2: Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

5.5.5 METHODOLOGY

A number of factors are considered when weighing whether a project would use a proportionately large amount of energy or whether the use of energy would be wasteful in comparison to other projects. Factors such as the use of on-site renewable energy features, energy conservation features or programs, and relative use of transit are considered.

According to Appendix F of the CEQA Guidelines, conserving energy is defined as decreasing overall per capita energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. Neither Appendix F of the CEQA Guidelines nor Public Resources Code Section 21100(b)(3) offer a numerical threshold of significance that might be used to evaluate the potential significance of energy consumption of a project. Rather, the emphasis is on reducing “the wasteful, inefficient, and unnecessary consumption of energy.”

Construction activities would result in wasteful, inefficient, or unnecessary use of energy if construction equipment is old or not well maintained, if equipment is left to idle when not in use, if travel routes are not planned to minimize vehicle miles traveled, or if excess lighting or water is used during construction activities. Energy usage during project operation would be considered “wasteful, inefficient, and unnecessary” if the project were to violate federal, state, and/or local energy standards, including Title 24 of the California Code of Regulations, inhibit pedestrian or bicycle mobility, inhibit access to transit, or inhibit feasible

opportunities to use alternative energy sources, such as solar energy, or otherwise inhibit the conservation of energy.

5.5.6 ENVIRONMENTAL IMPACTS

IMPACT E-1: WOULD THE PROJECT RESULT IN POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES, DURING PROJECT CONSTRUCTION OR OPERATION?

Construction

Less than Significant Impact. Construction of the proposed Project would consume energy in three general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment, construction worker travel to and from the Project site, as well as delivery truck trips;
2. Electricity associated with providing temporary power for lighting and electric equipment; and
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction activities related to the proposed Project and the associated infrastructure are not expected to result in demand for fuel greater on a per-unit-of-development basis than other development projects in Southern California. Demolition of existing structures on the site is limited and much of the demolition materials would be recycled. Also, CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. The energy analysis modeling for the proposed Project (included as Appendix B) details that construction-related use of off-road equipment would utilize 71,940 gallons of fuel, as detailed in Table 5.5-1.

Table 5.5-1: Estimated Construction Fuel Consumption from Off-Road Equipment

Equipment Type	Equipment Quantity	Horse-power	Load Factor	Operating Hours per Day	Total Operational Hours ¹	Fuel Used (gallons)
Demolition						
Concrete/Industrial Saw	1	81	0.73	8	160	543
Excavators	3	158	0.38	8	480	1,488
Rubber Tired Dozers	2	247	0.4	8	320	1,632
Site Preparation						
Rubber Tired Dozers	3	247	0.4	8	240	1,224
Crawler Tractors	4	212	0.43	8	320	1,506
Grading						
Excavators	2	158	0.38	8	480	1,488
Graders	1	187	0.41	8	240	950
Rubber Tired Dozers	1	247	0.4	8	240	1,224
Scrapers	2	367	0.48	8	240	1,224

Equipment Type	Equipment Quantity	Horse-power	Load Factor	Operating Hours per Day	Total Operational Hours ¹	Fuel Used (gallons)
Crawler Tractors	2	212	0.43	8	480	2,259
Building Construction						
Cranes	1	231	0.29	7	2,100	7,263
Forklifts	3	89	0.2	8	7,200	7,355
Generator Sets	1	84	0.74	8	2,400	8,562
Tractors/Loaders/Backhoes	3	97	0.37	7	6,300	12,977
Welders	1	46	0.45	8	2,400	2,851
Paving						
Pavers	2	130	0.42	8	2,080	5,863
Paving Equipment	2	132	0.36	8	2,080	5,103
Rollers	2	80	0.38	8	2,080	3,629
Architectural Coating						
Air Compressor	1	78	0.48	6	780	1,676
Total Off-Road Equipment Fuel Used during Construction (gallons)						71,940

Source: AQ, 2022. Appendix B.

Table 5.5-2 shows that construction workers, vendor trips, and haul trips would use approximately 60,987 gallons of fuel.

Table 5.5-2: On-Road Vehicle Fuel Consumption

Vehicle Trip Types	Daily Trips	Trip Length (miles)	Total Miles per Day	Total Miles per Phase ¹	Fleet Average Miles per Gallon ²	Fuel Used (gallons)
Demolition						
Worker Trips	15	14.7	221	4,410	26.0	170
Vendor Truck Trips	6	6.9	41	828	8.2	101
Haul Truck Trips	17.8	20	356	7,120	8.2	866
Site Preparation						
Worker Trips	18	14.7	265	2,646	26.0	102
Vendor Truck Trips	6	6.9	41	414	8.2	50
Grading						
Worker Trips	20	14.7	294	8,820	26.0	339
Vendor Truck Trips	6	6.9	41	1,242	8.2	151
Building Construction						
Worker Trips	206	14.7	3,028	908,460	26.0	34,956
Vendor Truck Trips	80	6.9	552	165,600	8.2	20,134
Paving						
Worker Trips	15	14.7	221	28,665	26.0	1,103
Architectural Coating						
Worker Trips	41	6.9	603	78,351	26.0	3,015
Total Fuel Used from On-Road Construction Vehicles (gallons)						60,987

Source: AQ, 2022. Appendix B.

Construction contractors are required to demonstrate compliance with applicable California Air Resources Board (CARB) regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. In addition, compliance with existing CARB idling restrictions and the use of newer engines and equipment would reduce fuel combustion and energy consumption.

Overall, construction activities would require limited energy consumption, would comply with all existing regulations, and would therefore not be expected to use large amounts of energy or fuel in a wasteful manner. Thus, impacts related to construction energy usage would be less than significant.

Operation

Less than Significant Impact. Once operational, the Project building would generate demand for electricity, natural gas, as well as gasoline for motor vehicle trips. Operational use of energy includes the heating, cooling, and lighting of buildings, water heating, operation of electrical systems and plug-in appliances within buildings, parking lot and outdoor lighting, and the transport of electricity, natural gas, and water to the areas where they would be consumed. This use of energy is typical for urban development, and no operational activities or land uses would occur that would result in extraordinary energy consumption.

Operational Petroleum Fuel. The on-road operations-related vehicle trips fuel usage was calculated through use of the total annual vehicle miles traveled assumptions from the CalEEMod model run, which found that operation of the proposed Project would generate 818,435 vehicle miles traveled per year from autos and would generate 1,248,255 vehicle miles traveled per year from trucks. The calculated total operational miles were then divided by the South Coast Air Basin fleet average rates of 26.0 miles per gallon for automobiles and the fleet average rate of 8.2 miles per gallon for trucks, which was calculated through use of the EMFAC2017 model and based on the year 2022. Based on this information, the operation of automobiles related to the Project would consume 31,492 gallons per year and from trucks would consume 151,764 gallons per year. The total petroleum use from operation of the proposed Project would be 183,256 gallons per year.

Operational Electricity Use. The operations-related electricity usage was calculated by a CalEEMod model run that determined operation of the Project would utilize the following electricity volumes:

- Parking Lot (Truck Loading Area, Driveways, and Parking Lots) – 80,651 kWh/year
- Unrefrigerated Warehouse – 601,996 kWh/year

Based on the above, it is anticipated that the proposed Project would utilize 682,647 kWh per year of electricity.

Operational Natural Gas Use. The operations-related natural gas usage was calculated by a CalEEMod model run that determined operation of the Project would utilize the following electricity volumes shown in kilo British Thermal Units (kBtu) per year:

- Parking Lot (Truck Loading Area, Driveways, and Parking Lots) – 0 kBtu/year
- Unrefrigerated Warehouse – 521,557 kBtu/year

Based on the above, it is anticipated that the proposed project will use 521,557 kBtu per year, which is equivalent to 485 mega-British Thermal units (MBtu) per year of natural gas.

Because this use of energy is typical for urban development, no operational activities or land uses would occur that would result in extraordinary energy consumption, and County permitting would assure that existing regulations related to energy efficiency and consumption, such as Title 24 regulations and CCR Title 13, Motor Vehicles, section 2449(d)(3) related to idling, would be implemented. Therefore, impacts related to operational energy consumption would be less than significant.

IMPACT E-2: WOULD THE PROJECT CONFLICT WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY?

No Impact. As described previously, the proposed Project would be required to meet the CCR Title 24 energy efficiency standards in effect during permitting of the Project. The County's administration of the CCR Title 24 requirements includes review of design components and energy conservation measures that occurs during the permitting process, which ensures that all requirements are met. The Project would not conflict with the idling limits imposed by CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling. Also, the Project would not conflict with or obstruct opportunities to use renewable energy, such as solar energy. The Project building would be solar ready. Although the Project building's future tenants are not currently known, and the use of solar panels is generally tailored to the electrical demands of the tenant, the building tenants would be able to install solar panels. Thus, the proposed Project would not obstruct use of renewable energy or energy efficiency. Overall, the proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

5.5.7 CUMULATIVE IMPACTS

The geographic context for analysis of cumulative impacts regarding energy includes past, present, and future development within southern California because energy supplies (including electricity, natural gas, and petroleum) are generated and distributed throughout the southern California region.

All development projects throughout the region would be required to comply with the energy efficiency standards in the Title 24 requirements. Additionally, some of the developments could provide for additional reductions in energy consumption by use of solar panels, sky lights, or other LEED-type energy efficiency infrastructure. With implementation of the existing energy conservation regulations, cumulative electricity and natural gas consumption would not be cumulatively wasteful, inefficient, or unnecessary.

Petroleum consumption associated with the proposed uses and cumulative development projects would be primarily attributable to transportation, especially vehicular use. However, state fuel efficiency standards and alternative fuels policies (per AB 1007 Pavely (2005)) would contribute to a reduction in fuel use, and the federal Energy Independence and Security Act and the state Long Term Energy Efficiency Strategic Plan would reduce reliance on non-renewable energy resources. For these reasons, the consumption of petroleum would not occur in a wasteful, inefficient, or unnecessary manner and impacts would be less than cumulatively considerable.

5.5.8 EXISTING STANDARD CONDITIONS AND PLANS, PROGRAMS OR POLICIES

The following standard regulations would reduce potential impacts related to energy:

- California Energy Code (Code of Regulations, Title 24 Part 6).
- CalGreen Building Standards Code as adopted in San Bernardino County Code § 63.1501.

5.5.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impacts E-1 and E-2 would be less than significant.

5.5.10 MITIGATION MEASURES

Impacts related to energy would be less than significant and no mitigation measures are required.

5.5.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to energy would be less than significant.

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5.6 Geology and Soils

5.6.1 INTRODUCTION

This section addresses potential environmental effects of the Project related to geology, soils, seismicity, and paleontological resources. Impacts examined include risks related to geologic hazards such as earthquakes, landslides, liquefaction, expansive soils; impacts on the environment related to soil erosion and sedimentation; and impacts related to paleontological resources. Information within this section is based, in part, on the following documents and resources:

- *County of San Bernardino Countywide Plan, October 2020*
- *Countywide Plan Environmental Impact Report (CWP EIR), PlaceWorks, June 2019*
- *County of San Bernardino Development Code*
- *Paleontological Resources Assessment, Material Culture Consulting (MCC 2021), which is provided in Appendix D*
- *Geotechnical Investigation, (GEO 2021) and Percolation Investigation (PERC 2021), Southern California Geotechnical included as Appendix E.*

5.6.2 REGULATORY SETTING

5.6.2.1 Federal Regulations

Earthquake Hazards Reduction Act

The Earthquake Hazards Reduction Act was enacted in 1997 to “reduce the risks to life and property from future earthquakes in the United States through the establishment and maintenance of an effective earthquake hazards and reduction program.” To accomplish this, the Act established the National Earthquake Hazards Reduction Program that provides characterization, and prediction of hazards and vulnerabilities; improvement of building codes and land use practices; risk reduction through post-earthquake investigations and education; development and improvement of design and construction techniques; improvement of mitigation capacity; and accelerated application of research results. This Act designated the Federal Emergency Management Agency (FEMA) as the lead agency of the program and assigns it several planning, coordinating, and reporting responsibilities. Programs under this Act provide building code requirements such as emergency evacuation responsibilities and seismic code standards such as those to which development under the proposed Project would be required to adhere.

5.6.2.2 State Regulations

Alquist-Priolo Earthquake Fault Zoning Act

This Act requires the State Geologist to establish regulatory zones, now referred to as Earthquake Fault Zones, around the mapped surface traces of active faults, and to publish appropriate maps that depict these zones. Earthquake Fault Zone maps are publicly available and distributed to all affected cities, counties, and state agencies for their use in planning and controlling new or renewed construction. The Act requires local agencies to regulate development within Earthquake Fault Zones. Before a development project can

be permitted within an Earthquake Fault Zone, a geologic investigation is required to demonstrate that proposed buildings would not be constructed across active faults. A site-specific evaluation and written report must be prepared by a licensed geologist. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back a minimum of 50 feet from the fault.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act, which was passed by the California legislature in 1990, addresses earthquake hazards related to liquefaction and seismically induced landslides. Under the Act, seismic hazard zones are mapped by the State Geologist in order to assist local governments in land use planning. The Act states “it is necessary to identify and map seismic hazard zones in order for cities and counties to adequately prepare the safety element of their general plans and to encourage land use management policies and regulations to reduce and mitigate those hazards to protect public health and safety.” Section 2697(a) of the Act states that “cities and counties shall require, prior to the approval of a project located in a seismic hazard zone, a geotechnical report defining and delineating any seismic hazard.”

California Building Code

The California Building Code (CBC) is included in Title 24 of the California Code of Regulations. The CBC incorporates the International Building Code, a model building code adopted across the United States. Current State law requires every city, county, and other local public agency enforcing building regulations to adopt the provisions of the CBC within 180 days of its publication. The publication date of the CBC is established by the California Building Standards Commission. The current CBC was adopted by the City and is included in Title 8 of the San Bernardino County Code. These codes provide standards to protect property and public safety. They regulate the design and construction of excavations, foundations, building frames, retaining walls, and other building elements, and thereby mitigate the effects of seismic shaking and adverse soil conditions. The codes also regulate grading activities, including drainage and erosion control.

California Construction General Permit

The State of California adopted a Statewide National Pollutant Discharge Elimination System (NPDES) Permit for General Construction Activity (Construction General Permit) on September 2, 2009 (Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ). The last Construction General Permit amendment became effective on July 17, 2012. The Construction General Permit regulates construction site storm water management. Dischargers whose projects disturb one or more acres of soil, or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the general permit for discharges of storm water associated with construction activity.

To obtain coverage under this permit, project operators must electronically file Permit Registration Documents, which include a Notice of Intent, a Storm Water Pollution Prevention Plan (SWPPP), and other compliance-related documents, including a risk-level assessment for construction sites, an active storm water effluent monitoring and reporting program during construction, rain event action plans, and numeric action levels (NALs) for pH and turbidity, as well as requirements for qualified professionals to prepare and implement the plan. The Construction General Permit requires the SWPPP to identify Best Management Practices (BMPs) that would be implemented to reduce soil erosion. Types of BMPs include preservation of vegetation and sediment control (e.g., fiber rolls).

Requirements for Geotechnical Investigations

Requirements for geotechnical investigations are included in CBC Appendix J, Grading, Section J104; additional requirements for subdivisions requiring tentative and final maps and for other specified types of structures are in the California Health and Safety Code Sections 17953 to 17955 and in CBC Section 1803. Testing of samples from subsurface investigations is required, such as from borings or test pits. Studies must be done as needed to evaluate site geology, slope stability, soil strength, position and adequacy of loadbearing soils, the effect of moisture variation on load-bearing capacity, compressibility, liquefaction, differential settlement, and expansiveness. CBC Section J105 sets forth requirements for inspection and observation during and after grading.

Public Resources Code (PRC) Section 5097.5

Requirements for paleontological resource management are included in the PRC Division 5, Chapter 1.7, Section 5097.5, and Division 20, Chapter 3, Section 30244, which states: No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor. These statutes prohibit the removal, without permission, of any paleontological site or feature from lands under the jurisdiction of the state or any city, county, district, authority, or public corporation, or any agency thereof. As a result, local agencies are required to comply with PRC 5097.5 for their own activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others. PRC Section 5097.5 also establishes the removal of paleontological resources as a misdemeanor and requires reasonable mitigation of adverse impacts to paleontological resources from developments on public (state, county, city, and district) lands.

San Bernardino Countywide Plan

The following goals and policies contained in the Countywide Plan Hazards Element related to geologic hazards is relevant to the Project:

Goal HZ-1 Minimized risk of injury, loss of life, property damage, and economic and social disruption caused by natural environmental hazards and adaptation to potential changes in climate.

Policy HZ-1.2 We require all new development to be located outside of the environmental hazards areas listed below. For any lot or parcel that does not have sufficient buildable area outside of such hazards areas, we require adequate mitigation, including designs to allow occupants to shelter in place and to have sufficient time to evacuate during times of extreme weather and natural disasters.

- Flood: 100-year flood zone, dam/basin inundation area
- Geologic: Alquist-Priolo earthquake fault zone; County-identified fault zone; rockfall/debris-flow hazard area, medium or high liquefaction area (low to high and localized), existing and County-identified landslide area, moderate to high landslide susceptibility area
- Fire: high or very high fire hazard severity zone

Policy HZ-1.7 We require that underground utilities be designed to withstand seismic forces, accommodate ground settlement, and hardened to fire risk.

Policy HZ-1.8 We require new development in medium-high or high wind erosion hazard areas to minimize the effects of wind-blown soil through building and site design features such as fencing, surface treatment or pavement, attenuation or wind barriers, architectural features, building materials, and drought resistant landscaping.

Policy HZ-1.9 We minimize risk associated with flood, geologic, and fire hazard zones or areas by encouraging such areas to be preserved and maintained as open space.

The Natural Resources Element of the Countywide Plan contains the following goals and policies intended in part to minimize soil erosion:

Goal NR-2 Clean and safe water for human consumption and the natural environment.

Policy NR-2.5 We ensure compliance with the County's Municipal Stormwater NPDES (National Pollutant Discharge Elimination System) Permit by requiring new development and significant redevelopment to protect the quality of water and drainage systems through site design, source controls, stormwater treatment, runoff reduction measures, best management practices, low impact development strategies, and technological advances. For existing development, we monitor businesses and coordinate with municipalities.

Policy NR-7.1 We protect economically viable and productive agricultural lands from the adverse effects of urban encroachment, particularly increased erosion and sedimentation, trespass, and non-agricultural land development.

The following policy contained in the Countywide Plan Cultural Resources Element related to paleontological resources is applicable to the Project:

Policy CR-2.3 We strive to protect paleontological and archaeological resources from loss or destruction by requiring that new development include appropriate mitigation to preserve the quality and integrity of these resources. We require new development to avoid paleontological and archaeological resources whenever possible. If avoidance is not possible, we require the salvage and preservation of paleontological and archaeological resources.

San Bernardino County Development Code

Chapter 63.01; California Building Code. The CBC has been amended and adopted as Chapter 63.01, of the County Development Code (Building Code). This regulates all building and construction projects within County limits and implements a minimum standard for building design and construction. These minimum standards include specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition. It also regulates grading activities including drainage and erosion control.

Chapter 35.01; Pollutant Discharge Elimination System Regulations. Incorporates the Areawide Urban Storm Water Run-Off Permit [NPDES Permit No. CAS618036, Order No. R8-2002- 0012] issued by the California Regional Water Quality Control Board Santa Ana Region pursuant to Section 402(p) of the Clean Water Act. Requires preparation of a Water Quality Management Plan (WQMP).

Chapter 85.11; Pre-Construction Flood Hazard Mitigation and Erosion Control Inspection. Includes erosion control measures such as requirements for SWPPPs with BMPs.

Chapter 82.15; Geologic Hazard Overlay. The Geologic Hazard (GH) Overlay established by Sections 82.01.020 (Land Use Plan and Land Use Zoning Districts) and 82.01.030 (Overlays) is created to provide greater public safety by establishing investigation requirements for areas that are subject to potential

geologic problems, including active faulting, land sliding, debris flow/mud flow, rockfall, liquefaction, seiche, and adverse soil conditions.

5.6.3 ENVIRONMENTAL SETTING

Regional Setting

The Project is within the Peninsular Ranges Geomorphic province of California. The Peninsular Ranges consist of several northwesterly-trending ranges in southwestern California. The province is truncated to the north by the east-west trending Transverse Ranges. Prior to the mid-Mesozoic period, the region was covered by seas and thick marine sedimentary and volcanic sequences were deposited. The bedrock geology that dominates the elevated areas of the Peninsular Ranges consists of high-grade metamorphic rocks intruded by Mesozoic plutons. During the Cretaceous period, extensive mountain building occurred during the emplacement of the southern California batholith.

The Peninsular Ranges have been significantly disrupted by Tertiary and Quaternary strike-slip faulting along the Elsinore and San Jacinto faults. This tectonic activity has resulted in the present terrain (MCC 2021). The Project site, like the majority of the Valley Region, is located within an erosion hazard area.

Faults and Ground Shaking

The Project site is not within an Alquist-Priolo Earthquake Fault Zone. There are no known active faults within the vicinity of the Project site. According to the Countywide Plan Policy Map HZ-1, there are two major faults within the County, the San Andreas Fault and the San Jacinto Fault. The nearest active fault zone is the San Bernardino Section of the San Jacinto Fault Zone, which is 5.75 miles northeast from the Project site. The San Andreas Fault is 10.9 miles northeast of the Project site. Both faults, as well as other faults in the southern California region could cause moderate to intense ground shaking during the lifetime of the Project.

Ground Rupture

Ground rupture occurs when movement on a fault breaks the rough to the surface. Surface rupture usually occurs along pre-existing fault traces where zones of weakness exist. The State has established Earthquake Fault Zones for the purpose of mitigating the hazard of fault rupture by prohibiting the location of most human occupancy structures across the traces of active faults. Earthquake fault zones are regulatory zones that encompass surface traces of active faults with a potential for future surface fault rupture. The nearest Earthquake Fault Zone is the San Jacinto Fault Zone. There are no fault zones within the Project site. Therefore, the risk of ground rupture is considered to be low.

5.6.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of the State CEQA Guidelines indicates a project could have a significant effect if it were to:

- GEO-1 Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - GEO-1i 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 4),
 - GEO-1ii Strong seismic ground shaking,

- GEO-1iii Seismic-related ground failure, including liquefaction, or
- GEO-1iv Landslides;
- GEO-2 Result in substantial soil erosion or the loss of topsoil;
- GEO-3 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;
- GEO-4 Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property;
- GEO-5 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.
- GEO-6 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature

5.6.4 METHODOLOGY

Geotechnical Investigation. A Geotechnical Investigation was conducted for the Project site (GEO 2021), which included field exploration, exploratory soil borings, obtaining representative soil samples, laboratory testing, engineering analysis, and the review of pertinent geological literature. The laboratory testing determined the characteristics of the geology and soils that underlie the site. These subsurface conditions were then analyzed to identify potential significant impacts resulting from Project construction and operation in relation to geology and soils.

In determining whether a significant impact would result from the proposed Project, the analysis includes consideration of state law, including the California Building Code that is integrated into the County Development Code, and implemented/verified during Project permitting approvals. In general, existing state law, building codes, and municipal codes that are implemented by the approving agency provide for an adequate level of safety or reduction of potential effects.

Paleontological Field Survey. A paleontological survey of the Project site was conducted on July 20, 2021. All undeveloped ground surface areas within the ground disturbance portion of the Project area were examined for native soils and fossils. Existing ground disturbances (e.g., cutbanks, ditches, animal burrows, etc.) were visually inspected as they offer a better view of the underlying sediment. No paleontological resources were observed during the field survey.

Paleontological Records Search. The paleontological records search included a geologic map review, literature search, and institutional records search at the Western Science Center in Hemet, California in June 2021 that included identification of all known fossil localities within the Project area and a one-mile radius.

5.6.5 ENVIRONMENTAL IMPACTS

IMPACT GEO-1i: WOULD THE PROJECT DIRECTLY OR INDIRECTLY CAUSE POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING RUPTURE OF A KNOWN EARTHQUAKE FAULT, AS DELINEATED ON THE MOST RECENT ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING MAP ISSUED BY THE STATE GEOLOGIST FOR THE AREA OR BASED ON OTHER SUBSTANTIAL EVIDENCE OF A KNOWN FAULT?

No Impact. The Project site is not within an Alquist-Priolo Earthquake Fault Zone, and there are no known active faults within 500 feet of the site. According to the Countywide Plan Policy Map HZ-1, there are two major faults within the County, the San Andreas Fault and the San Jacinto Fault. The County has experienced significant earthquake-induced ground shaking in the past and is expected to experience further shaking in the future. The nearest active fault zone is the San Bernardino Section of the San Jacinto Fault Zone, which is 5.75 miles northeast of the Project site. Since no known faults exist within a mile of the Project site, and the site is not located within an Alquist-Priolo Earthquake Fault Zone, impacts related to rupture of a known earthquake fault would be unlikely to occur.

IMPACT GEO-1ii: WOULD THE PROJECT DIRECTLY OR INDIRECTLY CAUSE POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING STRONG SEISMIC GROUND SHAKING?

Less than Significant Impact. The Project site is within a seismically active region, with numerous faults capable of producing significant ground motions. Project development could subject people and structures to hazards from ground shaking. However, seismic shaking is a risk throughout Southern California, and the Project site is not at a greater risk of seismic activity or impacts as compared to other areas within the region.

The CBC includes provisions to reduce impacts caused by major structural failures or loss of life resulting from earthquakes or other geologic hazards. Chapter 16 of the CBC contains requirements for design and construction of structures to resist loads, including earthquake loads. The CBC provides procedures for earthquake resistant structural design that include consideration for onsite soil conditions, occupancy, and the configuration of the structure, including the structural system and height.

The County of San Bernardino has adopted the CBC as part of the County Development Code Chapter 15, Section 4, which regulates all building and construction projects within the County and implements a minimum standard for building design and construction that includes specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition. All structures within unincorporated County areas are required to be built in compliance with the CBC. The Project would be required to adhere to the provisions of the CBC as part of the building plan check and development review process. Compliance with the requirements of the CBC for structural safety would reduce hazards from strong ground shaking. Because the Project would be required to be constructed in compliance with the CBC and the County Development Code, which would be verified through the County's plan check and permitting process, the Project would result in a less than significant impact related to strong seismic ground shaking.

IMPACT GEO-1iii: WOULD PROJECT DIRECTLY OR INDIRECTLY CAUSE POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?

Less than Significant Impact. According to the Geotechnical Investigation that was prepared by Southern California Geotechnical (GEO 2021), the Project site is in an area where the California Geological Survey has not conducted seismic hazard mapping. None of the borings conducted for the geotechnical investigations encountered ground water. According to the California Department of Water Resources, the historical high groundwater table near the Project site is deeper than 240 feet below ground surface. Based on the Countywide Plan and the data collected from the Percolation Investigation, liquefaction is not a design concern for the Project site (PERC 2021). Notwithstanding, structures built in unincorporated County areas, including at the Project site, are required to be designed and constructed in compliance with the CBC, pursuant to the County Development Code. Compliance with the CBC would require proper construction of

building footings and foundations so that structures would withstand the effects of potential ground movement, including liquefaction and settlement. Therefore, impacts from seismic-related ground failure, including liquefaction and settlement at the Project site would be less than significant.

IMPACT GEO-1iv: WOULD THE PROJECT DIRECTLY OR INDIRECTLY CAUSE POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING LANDSLIDES?

Less than Significant Impact. According to the Countywide Plan Geologic Hazards Overlay Map and the Geotechnical Investigation completed for the Project site, the area in which the Project site is located is mapped as having a low susceptibility for landslides. Topographic information for Site, however, shows the site sloping gently to the south at an estimated gradient of less than 1 percent. No proposed structures are within the mapped landslide susceptibility area. No portion of the Project site is within an area mapped with landslide susceptibility and impacts involving landslides are less than significant.

IMPACT GEO-2: WOULD THE PROJECT RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?

Less than Significant Impact.

Construction

Construction of the Project has the potential to contribute to soil erosion and the loss of topsoil. Grading and excavation activities would expose and loosen topsoil, which could be eroded by wind or water. According to the Geotechnical Study, the granular content of the Project site make some of the on-site soils susceptible to erosion. County Development Code Chapter 35.01 incorporates the requirements of the Areawide Urban Storm Water Run-off Permit (NPDES Permit no. CAS618036, Order No. R8-2002-0012). All projects in the County are required to conform to the permit requirements, which require preparation of a SWPPP, prepared in compliance with the NPDES permit. The SWPPP will identify potential sources of erosion and sedimentation loss of topsoil during construction, identify erosion control BMPs to reduce or eliminate the erosion and loss of topsoil, such as use of silt fencing, fiber rolls, or gravel bags, stabilized construction entrance/exit, and hydroseeding. Additionally, construction would comply with SCAQMD Rule 403, which would further limit the loss of topsoil during construction activities. Upon compliance with the County Development Code, Regional Water Quality Control Board (RWQCB) requirements, and the BMPs in the SWPPP, potential construction impacts related to erosion and loss of topsoil at the Project site would be less than significant.

Operation

Once constructed, the developed areas within Project site would contain buildings, pavement, and landscaping. Some areas may contain exposed soils; however, these areas would be part of the landscaping that would be designed to limit erosion and the loss of topsoil. Also, as described in Section 5.8, *Hydrology and Water Quality*, on-site drainage features would be installed as part of the proposed development, which would be designed to filter and slowly discharge stormwater into the off-site drainage system and further reduce the potential for stormwater to erode topsoil. Additionally, all developments in the County require a site-specific WQMP, which would ensure that the County Development Code, RWQCB requirements, and appropriate operational BMPs would be implemented to minimize or eliminate the potential for soil erosion or loss of topsoil to occur. As a result, potential impacts related to substantial soil erosion or loss of topsoil would be less than significant.

IMPACT GEO-3: WOULD THE PROJECT BE LOCATED ON A GEOLOGIC UNIT OR SOIL THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIALLY RESULT IN ON- OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION OR COLLAPSE?

Less than Significant Impact. Due to the relatively flat topography of the Project site and the fact that subsurface soils consist of medium dense to dense sands and silty soils, the potential for lateral spreading at the site is low (GEO 2021). Liquefaction potential is also considered low due to the depth of groundwater. As such, impacts related to lateral spreading and liquefaction would be less than significant.

According to the geotechnical report, the development areas will need to be over excavated at least five feet below the existing grade and three feet below the grade of the building pad. The near-surface soils of the proposed Project were found to contain undocumented fill soils that have the potential to collapse when inundated with water. Additionally, some of the soils possess potential for consolidation when exposed to load increases, such as that exerted by the proposed foundations of the new structures. Consequently, the geotechnical report recommends remedial grading to remove most of these soils within the proposed foundations. A geotechnical engineer will be required to verify the suitability of the soil to serve as the structural fill subgrade and determine if additional soils will need to be removed. The geotechnical report states that native alluvium that will remain in place below the recommended depth of over excavation will not be significantly influenced by the foundation loads of the new structures. Once over excavation is completed, the resulting subgrade will be scarified and recompacted to standards specified in the geotechnical investigation and/or as required by the geotechnical engineer. The previously excavated soils may then be replaced as compacted structural fill. Therefore, any potential impacts related to collapsible soils would be mitigated by standard geotechnical engineering practices. According to the geotechnical investigations, removal and recompaction of the existing fill soils could result in some soil shrinkage; due to settlement and the types of machinery used, minor ground subsidence of up to 0.1 foot (or 1.2 inches) can occur in the areas where soils were removed. According to the geotechnical study, the post construction settlements of the proposed structures would be within tolerable limits. Because the Project would be required to be constructed in compliance with the CBC and the County Development Code, which would be verified through the County's plan check and permitting process, the Project would result in a less than significant impact related to potential soil hazards.

IMPACT GEO-4: WOULD THE PROJECT BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING CODE (1994) BUT WOULD NOT CREATE SUBSTANTIAL RISKS TO LIFE OR PROPERTY?

No Impact. The Project site is underlain by silty sands with no appreciable clay content. The on-site materials have a low to non-expansive index (GEO 2021). Therefore, no impacts related to expansive soils would occur.

IMPACT GEO-5: WOULD THE PROJECT HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTEWATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTEWATER?

Less than Significant Impact. The Project would be served by a septic system that includes one 3,000 gallon tank and one seepage pit extending to a depth of approximately 25 feet below existing surface grades. According to the Percolation Investigation prepared by Southern California Geotechnical (PERC 2021), soil located within the Project site has a natural percolation rate of 9.4 gallons per square foot per day. San Bernardino County guidelines require a minimum percolation rate of 1.1 gallons per square foot per day and a maximum of 4.0 gallons per square foot per day. A design flow rate of 4.0 gallons per square foot per day was used in the design of the sewage disposal system to reduce on-site percolation to an acceptable flow rate in accordance with these guidelines and support the use of septic wastewater disposal within the Project site. Therefore, potential impacts related to use of septic tanks or alternative wastewater disposal systems would be less than significant.

IMPACT GEO-6: COULD THE PROJECT DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE?

Less than Significant Impact with Mitigation. The Phase I Paleontological Resources Assessment of the Project site included a locality records search, literature review, and a field pedestrian survey. The geologic processes that occurred on the Project site and in the vicinity are generally the same as those in other parts of the Valley Region and state. The Project site is underlain by mostly young alluvial-fan deposits. The young alluvial-fan deposits are described as relatively fine grained, with pebble-to-cobble-sized inclusions of the Lytle Creek fan. No significant paleontological resources were identified within the Project site during the locality search or the field survey. However, the deeper Quaternary alluvium has high potential to yield fossil localities and many fossils have been found from similar sediments near the Project. MCC recommends the Project site be considered to have high sensitivity for Project development activities to potentially impact underlying paleontological resources. Excavation has the potential to impact the paleontologically sensitive older Quaternary sediments. MCC's recommendations have been formatted as Mitigation Measure GEO-1, which will ensure that any related Project impact related to destruction of a unique paleontological resource will be reduced to a less than significant level.

5.6.6 CUMULATIVE IMPACTS

Geology and Soils: Geotechnical impacts are site-specific rather than cumulative in nature. Direct and indirect impacts related to geology and soils would be mitigated through mandatory conformance with the California Building Code, the San Bernardino County Development Code, and site-specific geotechnical recommendations, which will be incorporated as part of the Project's design and construction efforts. With the exception of erosion hazards, potential hazardous effects related to geologic and soil conditions are unique to each project site, and inherently restricted to the developments proposed. That is, issues including fault rupture, seismic ground shaking, liquefaction, landslides, and expansive soils would involve effects to (and not from) the development, are specific to conditions on the property, and are not influenced by or additive with the geologic and/or soils hazards that may occur on other, off-site properties. Because of the site-specific nature of these potential hazards and the measures to address them, there would be no direct or indirect connection to similar potential issues or cumulative effects at the Project site.

Impacts related to erosion and loss of topsoil could be cumulatively considerable. However, as discussed in Impact GEO-2, mandates related to the NPDES permit, preparation of a WQMP, Erosion Control Plan, and SWPPP, as well as compliance with SCAQMD Rule 403 (Fugitive Dust) incorporate measures during construction activities to ensure that significant erosion impacts do not occur. Other development projects in the vicinity of the Project site would be required to comply with the same regulatory requirements as the Project to preclude substantial adverse water and wind erosion impacts. Because the Project and related

projects within the cumulative study area would be subject to similar mandatory regulatory requirements to control erosion hazards during construction and long-term operation, cumulative impacts associated with wind and water erosion hazards would be less than significant.

Paleontological Resources: The geographic area of potential cumulative impacts related to paleontological resources includes areas that are underlain by similar geologic units from the same time period. A cumulative impact could occur if development projects incrementally result in the loss of the same types of unique paleontological resources. As detailed previously, the Valley Region of San Bernardino County, including the Project site, is underlain by deep sediments that are sensitive to paleontological resources. However, with incorporation of Mitigation Measure GEO-1 and compliance with Countywide Plan Policy CR 2.3, which protects paleontological resources from loss or destruction and requires that new development include appropriate mitigation to preserve the quality and integrity of these resources, avoid them when possible, and salvage and preserve them if avoidance is not possible. These measures would reduce the potential for cumulatively considerable impacts to a less than significant level.

5.6.7 EXISTING REGULATIONS, STANDARD CONDITIONS, AND REGULATORY REQUIREMENTS

Existing Regulations

- Public Resources Code (PRC) Section 5097.5
- County Development Code Chapter 63.01; California Building Code.
- County Development Chapter 35.01; Pollutant Discharge Elimination System Regulations.
- County Development Chapter 85.11; Pre-Construction Flood Hazard Mitigation and Erosion Control Inspection.
- County Development Chapter 82.15; Geologic Hazard Overlay.
- County Development Chapter 87.08; Soils Reports.

5.6.8 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impacts GEO-1, GEO-2, GEO-3, GEO-4 and GEO-5 would be less than significant.

Without mitigation, the following impacts would be potentially significant:

- Impact GEO-6: Project implementation could uncover subsurface paleontological resources.

5.6.9 MITIGATION MEASURES

Mitigation Measure GEO-1: Paleontological Resources. Prior to issuance of a Grading Permit, the Project Applicant/Developer shall submit a Paleontological Resource Management Program focused upon monitoring, salvaging, and curating any recovered fossils associated with the Project site to the Director of Planning for her/his approval. The Paleontological Resource Management Program shall provide procedures for implementing the following procedures:

- A trained and qualified paleontological monitor should perform monitoring of any excavations on the Project site that have the potential to impact paleontological resources. The monitor will have

the ability to redirect construction activities to ensure avoidance of adverse impacts to paleontological resources.

- The Project paleontologist may re-evaluate necessity for paleontological monitoring after examination of affected sediments during excavation with approval from the County of San Bernardino and Client representatives.
- Any potentially significant fossils observed shall be collected and recorded in conjunction with Best Management Practices and Society of Vertebrate Paleontology (SVP) professional standards.
- Any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.
- A report documenting results of monitoring, including any salvage activities and significance of any fossils, will be prepared and submitted to the appropriate personnel.

5.6.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Compliance with existing regulatory programs and implementation of GEO-1 would reduce potential impacts associated with unique paleontological resource impacts to a level that is less than significant. Therefore, no significant unavoidable adverse impacts related to geology, soils, or paleontological resources would occur.

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5.7 Greenhouse Gases Emissions

5.7.1 INTRODUCTION

This section of the Draft EIR evaluates greenhouse gas (GHG) emissions associated with the proposed Project and its contribution to global climate change. Specifically, this section evaluates the extent to which GHG emissions from the Project contributes to elevated levels of GHGs in the Earth's atmosphere and consequently contributes to climate change. This section also addresses the Project's consistency with applicable plans, policies, and public agency regulations adopted for the purpose of reducing the emissions of GHGs. The analysis within this section is based on the following:

- County of San Bernardino Countywide Plan, October 2020
- County of San Bernardino Greenhouse Gas Emissions Reduction Plan, June 2021
- Countywide Plan Environmental Impact Report (CWP EIR), PlaceWorks, August 2020
- County of San Bernardino Development Code
- *Air Quality, Energy, Greenhouse Gas Emissions and Health Risk Assessment Impact Analysis*, Vista Environmental, included as Appendix B.

5.7.2 REGULATORY SETTING

5.7.2.1 State Regulations

California Assembly Bill 1493– Pavley

In 2002, the California Legislature adopted AB 1493 requiring the adoption of regulations to reduce GHG emissions in the transportation sector. In September 2004, pursuant to AB 1493, the California Air Resources Board (CARB) approved regulations to reduce GHG emissions from new motor vehicles beginning with the 2009 model year (Pavley Regulations). In September 2009, CARB adopted amendments to the Pavley Regulations to reduce GHG from 2009 to 2016. CARB, EPA, and the U.S. Department of Transportation's National Highway Traffic and Safety Administration (NHTSA) have coordinated efforts to develop fuel economy and GHG standards for model 2017-2025 vehicles. The GHG standards are incorporated into the "Low Emission Vehicle" (LEV) Regulations.

California Executive Order S-3-05 – Statewide Emission Reduction Targets

Executive Order S-3-05 was signed by Governor Arnold Schwarzenegger in June 2005. Executive Order S-3-05 establishes statewide emission reduction targets through the year 2050:

- 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.

California Assembly Bill 32 (AB 32), Global Warming Solutions Act of 2006 (Chapter 488, Statutes of 2006)

In 2006, the Legislature passed the California Global Warming Solutions Act of 2006 [Assembly Bill 32 (AB 32)], which created a comprehensive, multi-year program to reduce GHG emissions in California. AB 32 required CARB to develop a Scoping Plan that describes the approach California will take to reduce GHGs to achieve the goal of reducing emissions to 1990 levels by 2020. The Scoping Plan was first approved by the Board in 2008 and must be updated at least every five years. Since 2008, there have been two updates to the Scoping Plan. Each of the Scoping Plans have included a suite of policies to help the State achieve its GHG targets, in large part leveraging existing programs whose primary goal is to reduce harmful air pollution. The 2017 Scoping Plan identifies how the State can reach the 2030 climate target to reduce GHG emissions by 40 percent from 1990 levels, and substantially advance toward the 2050 climate goal to reduce GHG emissions by 80 percent below 1990 levels.

The AB 32 Scoping Plan also anticipates that local government actions will result in reduced GHG emissions because local governments have the primary authority to plan, zone, approve, and permit development to accommodate population growth and the changing needs of their jurisdictions. The Scoping Plan also relies on the requirements of Senate Bill 375 (SB 375, discussed below) to align local land use and transportation planning for achieving GHG reductions.

The Scoping Plan must be updated every five years to evaluate AB 32 policies and ensure that California is on track to achieve the 2020 GHG reduction goal. In 2014, CARB released the First Update to the Scoping Plan, which builds upon the Initial Scoping Plan with new strategies and recommendations. The First Update identifies opportunities to leverage existing and new funds to further drive GHG emission reductions through strategic planning and targeted low carbon investments. This update defines CARB's climate change priorities for the next five years and sets the groundwork to reach long-term goals set forth in Executive Order S-3-05. The update highlights California's progress toward meeting the "near-term" 2020 GHG emission reduction goals in the original 2008 Scoping Plan. It also evaluates how to align the state's "longer-term" GHG reduction strategies with other state policy priorities for water, waste, natural resources, clean energy, transportation, and land use.

In 2017, CARB released the proposed Second Update to the Scoping Plan, which identifies the State's post-2020 reduction strategy. The Second Update would reflect the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. Key programs that the proposed Second Update builds upon include the Cap-and-Trade Regulation, the Low Carbon Fuel Standard, and much cleaner cars, trucks and freight movement, utilizing cleaner, renewable energy, and strategies to reduce methane emissions from agricultural and other wastes.

Senate Bill 375 (Chapter 728, Statutes of 2008)

In August 2008, the Legislature passed, and on September 30, 2008, Governor Schwarzenegger signed, Senate Bill 375 (SB 375), which addresses GHG emissions associated with the transportation sector through regional transportation and sustainability plans. Regional GHG reduction targets for the automobile and light-truck sector for 2020 and 2035, as determined by CARB, are required to consider the emission reductions associated with vehicle emission standards (see SB 1493), the composition of fuels (see Executive Order S-1-07), and other CARB-approved measures to reduce GHG emissions. Regional metropolitan planning organizations (MPOs) will be responsible for preparing a Sustainable Communities Strategy (SCS) within their Regional Transportation Plan (RTP). The goal of the SCS is to establish a development plan for the region, which, after considering transportation measures and policies, will achieve, if feasible, the GHG reduction targets. If an SCS is unable to achieve the GHG reduction target, an MPO must prepare an Alternative Planning Strategy demonstrating how the GHG reduction target would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. SB 375 provides incentives for streamlining CEQA requirements by substantially reducing the requirements for

“transit priority projects,” as specified in SB 375, and eliminating the analysis of the impacts of certain residential projects on global warming and the growth-inducing impacts of those projects when the projects are consistent with the SCS or Alternative Planning Strategy. On September 23, 2010, CARB adopted the SB 375 targets for the regional MPOs.

Executive Order B-30-15 – 2030 Statewide Emission Reduction Target

Executive Order B-30-15 was signed by Governor Jerry Brown on April 29, 2015, establishing an interim statewide GHG reduction target of 40 percent below 1990 levels by 2030, which is necessary to guide regulatory policy and investments in California in the midterm, and put California on the most cost-effective path for long-term emission reductions. Under this Executive Order, all state agencies with jurisdiction over sources of GHG emissions are required to continue to develop and implement emissions reduction programs to reach the state’s 2050 target and attain a level of emissions necessary to avoid dangerous climate change. According to the Governor’s Office, this Executive Order is in line with the scientifically established levels needed in the United States to limit global warming below 2°C - the warming threshold at which scientists say there will likely be major climate disruptions such as super droughts and rising sea levels.

Senate Bill 32 (Chapter 249, Statutes of 2016)

Senate Bill 32 (SB 32) was signed on September 8, 2016 by Governor Jerry Brown. SB 32 requires the state to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal of 1990 levels by 2020 and provides an intermediate goal to achieving S-3-05, which sets a statewide GHG reduction target of 80 percent below 1990 levels by 2050. A related bill that was also approved in 2016, Assembly Bill 197 (AB 197) (Chapter 250, Statutes of 2016) creates a legislative committee to oversee regulators to ensure that CARB is not only responsive to the Governor, but also the Legislature.

Assembly Bill 398 – Extension of Cap and Trade Program to 2030 (Chapter 617, Statutes of 2017)

Assembly Bill (AB 398) was signed by Governor Brown on July 25, 2017 and became effective immediately as urgency legislation. AB 398, among other things, extended the cap and trade program through 2030.

Senate Bill 97 (Chapter 185, Statutes of 2007)

Senate Bill 97 (SB 97) (Health and Safety Code Section 21083.5) was adopted in 2007 and required the Office of Planning and Research to prepare amendments to the CEQA Guidelines for the mitigation of GHG impacts. The amendments became effective on March 18, 2010 and provided initial guidance to public agencies regarding the analysis and mitigation of the effects of GHG emissions in CEQA documents.

CEQA Guidelines Section 15064.4, was further amended in 2018 to assist agencies in determining the significance of GHG emissions. This Section gives discretion to the lead agency whether to: (1) use a model or methodology to quantify GHG emissions resulting from a project, and which model or methodology to use; or (2) rely on a qualitative analysis or performance-based standards. CEQA does not provide guidance to determine whether the project’s estimated GHG emissions are significant or cumulatively considerable.

CEQA Guidelines Sections 15126.4 and 15130 address mitigation measures and cumulative impacts, respectively. GHG mitigation measures are referenced in general terms, and no specific measures are identified. However, the 2018 amendments to Section 15126.4 provide that compliance with a regulatory permit or other similar process may be identified as mitigation if compliance would result in implementation of measures that would be reasonably expected, based on substantial evidence in the record, to reduce the significant impact to the specified performance standards. Additionally, Section 15130 simply directs agencies to analyze GHG emissions in an EIR when a project’s incremental contribution of emissions may be

cumulatively considerable; however, it does not answer the question of when emissions are cumulatively considerable.

Section 15183.5 permits programmatic GHG analysis and later project-specific tiering, as well as the preparation of Greenhouse Gas Reduction Plans. Compliance with such plans can support a determination that a project's cumulative effect is not cumulatively considerable, according to Section 15183.5(b).

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code (CALGreen) is updated every three years. The most recent update was the 2019 California Green Building Code Standards that became effective January 1, 2020.

The CEC anticipates that single-family homes built in accordance with the 2019 standards will use approximately 7% less energy compared to the residential homes built under the 2016 standards. Additionally, after implementation of solar photovoltaic systems, homes built under the 2019 standards will use about 53% less energy than homes built under the 2016 standards. Nonresidential buildings will use approximately 30% less energy due to lighting upgrade requirements.

The 2019 CALGreen standards that reduce GHG emissions and are applicable to the proposed Project include, but are not limited to, the following:

- Bicycle parking at new buildings to encourage non-vehicular transportation.
- Designated parking for clean air vehicles. Provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles per Title 24 Part 6 Table 5.106.5.2.
- Electric vehicle charging stations. The regulation requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load.
- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, uplight and glare ratings per Title 24 Part 6 Table 5.106.8.
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste.
- Excavated soil and land clearing debris. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reused or recycled.
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals.
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) meeting Title 24 standards shall be installed.
- Outdoor potable water use in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient (MWELO), whichever is more stringent.

The CALGreen Building Standards Code is included in the San Bernardino County Development Code as Section 63.1501.

5.7.2.2 Local Regulations

San Bernardino Countywide Plan

The Countywide Plan Natural Resources Element contains the following policies related to greenhouse gas emissions that are applicable to the proposed Project:

Policy NR-1.9 We use the CalGreen Code to meet energy efficiency standards for new buildings and encourage the upgrading of existing buildings to incorporate design elements, building materials, and fixtures that improve environmental sustainability and reduce emissions.

The Renewable Energy and Conservation Element includes the following policies that are applicable to the proposed Project:

Policy RE-1.1 We implement the energy conservation and efficiency measures identified in the County of San Bernardino Greenhouse Gas Emissions Reduction Plan.

Policy RE-1.2 We optimize energy efficiency in the built environment.

Policy RE-1.4 We encourage residents and businesses to conserve energy.

The following Regulatory Requirements (RR) from the San Bernardino CWP EIR related to greenhouse gas emissions are applicable to the Project:

RR GHG-1 New buildings are required to achieve the current California Building Energy and Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11).

RR GHG-2 Construction activities are required to adhere to Title 13 California Code of Regulations (CCR) Section 2499, which requires that nonessential idling of construction equipment is restricted to five minutes or less.

RR GHG-3 New development in the unincorporated County of San Bernardino is required to comply with the San Bernardino County GHG Reduction Plan. The 2011 GHG Reduction Plan also directs the County to implement GHG reduction measures to align the County with the GHG reduction goals of AB 32.

RR GHG-4 The County of San Bernardino requires land uses in the unincorporated area to adhere to the state's Model Water Efficient Landscape Ordinance.

RR GHG -5 The County of San Bernardino adheres to the requirements of AB 341, AB 1826, and SB 1383. The County of San Bernardino Solid Waste Management Division manages landfill capacity and implements programs to divert waste from landfills, which includes recycling and organics/food waste collection. AB 341 requires business that generate 4 cubic yards of waste or more per week (including multifamily with five or more units) to arrange for recycling services. AB 1826 requires business to recycle their organic waste depending on how much waste they generate per week and also requires the County to implement an organic waste recycling program for business (including multifamily of five or more uses). SB 1383 requires that operators of landfills achieve reductions in short-lived climate pollutants and establishes a target to achieve a 50 percent reduction in statewide disposal of organic waste from 2014 levels by 2020 and 75 percent reduction from 2014 levels by 2025. AB 1383 also establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025.

County of San Bernardino Greenhouse Gas Emissions Reduction Plan

In compliance with SB 97, the County of San Bernardino adopted a Greenhouse Gas Reduction Plan in September 2011, and has since updated it in 2015 and 2021. Multiple regulations exist at the state level that provide requirements for reducing GHG emissions and meeting renewable energy requirements. The Greenhouse Gas Reduction Plan provides a means of implementing state regulations, including AB 32, AB 1493, Executive Order S-3-05, SB 375, Executive Order B-30-15, SB 32, AB 398, and SB 97, at the local level within the County.

The Greenhouse Gas Reduction Plan from 2015 provided a comprehensive set of actions to reduce the County's internal and external GHG emissions to 15% below current levels by 2020, consistent with the AB 32 Scoping Plan. This equates to a reduction of 159,423 Metric Tons of Carbon Dioxide Equivalents (MTCO_{2e}) per year from new development by 2020 as compared to the 2020 unmitigated conditions. San Bernardino County achieved this 2020 GHG reduction target.

The 2021 Greenhouse Gas Reduction Plan Update provides a target for GHG emission reductions for the year 2030, which is to reduce emissions to 40 percent below 2007 levels. This reduction is consistent with the State's long-term goal to achieve statewide carbon neutrality (zero net emissions) by 2045.

The Greenhouse Gas Reduction Plan includes a GHG Development Review Process that specifies a two-step approach in quantifying GHG emissions. First, a screening threshold of 3,000 metric tons of carbon dioxide equivalent (MTCO_{2e}) per year is used to determine if additional analysis is required. If a proposed project were to produce GHG emissions in exceedance of 3,000 MTCO_{2e} per year, then the project is required to either achieve a minimum of 100 points per the Screening Tables provided within the Greenhouse Gas Reduction Plan or a 31 percent reduction below 2007 emissions levels.

The Screening Tables in the existing Greenhouse Gas Reduction Plan provide quantification demonstrating that the 2020 GHG emissions targets have been met, and the updated Screening Tables in the proposed 2021 Greenhouse Gas Reduction Plan Update provide quantification that the updated emissions reduction goal for the year 2030, which is to reduce emissions to 40 percent below 2007 levels, would be met.

5.7.3 ENVIRONMENTAL SETTING

Gases that trap heat in the atmosphere are called GHGs. The major concern with GHGs is that increases in their concentrations are contributing to global climate change. Global climate change is a change in the average weather on Earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the rate of global climate change and the extent of the impacts attributable to human activities, most in the scientific community agree that there is a direct link between increased emissions of GHGs and long-term global temperature increases.

The principal GHGs are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs). Because different GHGs have different warming potential, and CO₂ is the most common reference gas for climate change, GHG emissions are often quantified and reported as CO₂ equivalents (CO_{2e}). For example, SF₆ is a GHG commonly used in the utility industry as an insulating gas in circuit breakers and other electronic equipment. SF₆, while comprising a small fraction of the total GHGs emitted annually world-wide, is a much more potent GHG, with 22,800 times the global warming potential as CO₂. Therefore, an emission of one metric ton (MT) of SF₆ could be reported as an emission of 22,800 MT of CO_{2e}. Large emission sources are reported in million metric tons (MMT) of CO_{2e}. The principal GHGs are described below, along with their global warming potential.

Carbon dioxide: Carbon dioxide (CO₂) is an odorless, colorless, natural GHG. Carbon dioxide's global warming potential is 1. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic (manmade) sources are from burning coal, oil, natural gas, and wood.

Methane: Methane (CH₄) is a flammable gas and is the main component of natural gas. It has a lifetime of 12 years, and its global warming potential is 28. Methane is extracted from geological deposits (natural gas fields). Other sources are landfills, fermentation of manure, and decay of organic matter.

Nitrous oxide: Nitrous oxide (N₂O) (laughing gas) is a colorless GHG that has a lifetime of 121 years, and its global warming potential is 265. Sources include microbial processes in soil and water, fuel combustion, and industrial processes.

Sulfur hexafluoride: Sulfur hexafluoride (SF₆) is an inorganic, odorless, colorless, and nontoxic nonflammable gas that has a lifetime of 3,200 years and a high global warming potential of 23,500. This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas.

Perfluorocarbons: Perfluorocarbons (PFCs) have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Their global warming potential ranges from 7,000 to 11,000. Two main sources of perfluorocarbons are primary aluminum production and semiconductor manufacturing.

Hydrofluorocarbons: Hydrofluorocarbons (HFCs) are a group of GHGs containing carbon, chlorine, and at least one hydrogen atom. Their global warming potential ranges from 100 to 12,000. Hydrofluorocarbons are synthetic manmade chemicals used as a substitute for chlorofluorocarbons in applications such as automobile air conditioners and refrigerants.

Some of the potential effects in California of global warming may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more forest fires, and more drought years. Globally, climate change has the potential to impact numerous environmental resources through potential, though uncertain, impacts related to future air temperatures and precipitation patterns. The projected effects of global warming on weather and climate are likely to vary regionally, but are expected to include the following direct effects:

- Higher maximum temperatures and more hot days over nearly all land areas;
- Higher minimum temperatures, fewer cold days and frost days over nearly all land areas;
- Reduced diurnal temperature range over most land areas;
- Increase of heat index over land areas; and
- More intense precipitation events.

Also, there are many secondary effects that are projected to result from global warming, including global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity. While the possible outcomes and the feedback mechanisms involved are not fully understood and much research remains to be done, the potential for substantial environmental, social, and economic consequences over the long term may be great.

GHGs are produced by both direct and indirect emissions sources. Direct emissions include consumption of natural gas, heating and cooling of buildings, landscaping activities and other equipment used directly by land uses. Indirect emissions include the consumption of fossil fuels for vehicle trips, electricity generation, water usage, and solid waste disposal.

According to *California Greenhouse Gas Emissions for 2000 to 2019 Trends of Emissions and Other Indicators*, prepared by CARB, July 28, 2021, the State of California created 418.2 million metric tons of carbon dioxide equivalent (MMT CO_2e) in 2019. The 2019 emissions were 7.2 MMT CO_2e lower than 2018 levels and almost 13 MMT CO_2e below the State adopted year 2020 GHG limit of 431 MMT CO_2e . The breakdown of California GHG emissions by sector consists of: 39.7 percent from transportation; 21.1 percent from industrial; 14.1 percent from electricity generation; 7.6 percent from agriculture; 10.5 percent from residential and commercial buildings; 4.9 percent from high global warming potential sources, and 2.1 percent from waste.

Existing Project Site Conditions

The Project site consists of approximately 13.23 acres of land that is currently developed with two single-family and three commercial/industrial buildings, industrial storage areas, construction storage, and a trailer parking lot which generates a limited amount of GHGs during operation.

5.7.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- GHG-1 Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- GHG-2 Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

CEQA Guidelines Section 15064.4 provides discretion to the lead agency whether to: (1) use a model of methodology to quantify GHG emissions resulting from a project, and which model or methodology to use; or (2) rely on a qualitative analysis or performance-based standards. In addition, CEQA does not provide guidance to determine whether the project's estimated GHG emissions are significant, but recommends that lead agencies consider several factors that may be used in the determination of significance of project related GHG emissions, including:

- The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting.
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

CEQA Guidelines Section 15130(f) describes that the effects of GHG emissions are by their very nature cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis. Additionally, CEQA Guidelines Section 15064(h)(3) states that a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides requirements to avoid or lesson the cumulative problem.

The County of San Bernardino adopted its Updated GHG Plan in 2021, which provides direction for evaluation of GHG emissions during the CEQA review of proposed development projects within the County. The County employs a GHG Development Review Process that specifies a two-step approach in quantifying GHG emissions. First, a screening threshold of 3,000 MTCO $_2\text{e}/\text{yr}$ is used to determine if additional analysis is required. Projects that exceed the 3,000 MTCO $_2\text{e}/\text{yr}$ are required to either achieve a minimum 100 points per the Screening Tables or a 31 percent reduction below 2007 emissions levels. Consistent with CEQA

guidelines, projects meeting these criteria would be determined to have a less than significant individual and cumulative impact for GHG emissions.

5.7.5 METHODOLOGY

The California Emissions Estimator Model (CalEEMod) v2020.4.0 has been used to determine construction and operational GHG emissions for buildout of the proposed Project, based on the maximum development assumptions outlined in Section 3.0, *Project Description*.

The purpose of this model is to calculate construction-source and operational-source GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from measures incorporated into the Project to reduce or minimize GHG emissions. For construction phase Project emissions, GHGs are quantified and, per South Coast Air Quality Management District (SCAQMD) methodology, the total GHG emissions for construction activities are divided by 30 years, and then added to the annual operational phase of GHG emissions.

In addition, CEQA requires the lead agency to consider the extent to which the Project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Therefore, this section addresses whether the Project complies with various programs and measures designed to reduce GHG emissions. There is no Statewide program or regional program or plan that has been adopted with which all new development must comply; thus, this analysis has identified the regulations and requirements most relevant to the County of San Bernardino and the proposed Project.

5.7.6 ENVIRONMENTAL IMPACTS

IMPACT GHG-1: WOULD THE PROJECT GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT?

Construction

Less than Significant Impact. Implementation of the proposed Project would generate GHG emissions from construction activities, operational transportation, energy, waste disposal, and area sources (such as onsite equipment). For construction emissions, the SCAQMD recommends calculating the total GHG emissions for the construction activities, dividing it by a 30-year project life, then adding that number to the annual operational phase GHG emissions, which is done within this analysis.

Operations

Less than Significant Impact. Long-term operations of uses proposed by the Project would generate GHG emissions from the following primary sources:

- **Area Source Emissions.** Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping.
- **Energy Source Emissions.** GHGs are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO₂ and other GHGs directly into the atmosphere; these emissions are considered direct

emissions associated with a building. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions.

- Mobile Source Emissions.** The Project-related GHG emissions are derived primarily from vehicle trips generated by the Project, including employee trips to and from the site and truck trips associated with the proposed uses. Trip characteristics from the Trip Generation and VMT Memo (Appendix I) were utilized to quantify the GHGs from operation of the Project at buildout. To determine emissions from passenger car vehicles, the CalEEMod defaults of 16.6 miles were utilized for trip length and the SCAQMD recommended truck trip length of 40 miles with an assumption of 100% primary trips was used for the proposed industrial land uses.
- Water Supply, Treatment, and Distribution.** Indirect GHG emissions result from the production of electricity used to convey, treat, and distribute water and wastewater. The amount of electricity required depends on the volume of water as well as the sources of the water. For purposes of analysis, water usage is based on the estimated water demand.
- Solid Waste.** The proposed land uses would result in the generation and disposal of solid waste. A percentage of this waste would be diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted would be disposed of at a landfill. GHG emissions from landfills are associated with the anaerobic breakdown of material.

As shown in Table 5.7-1, the annual GHG emissions associated with construction and operation of the proposed Project would generate a net total of approximately 2,237.56 MTCO_{2e}/yr, which is below the County’s screening threshold of 3,000 MTCO_{2e}/yr. Thus, impacts would be less than significant.

Table 5.7-1: Proposed Project Generated Greenhouse Emissions

Category	Greenhouse Gas Emissions (Metric Tons per Year)			
	CO ₂	CH ₄	N ₂ O	CO _{2e}
Area Sources ¹	0.01	<0.00	<0.00	0.01
Energy Usage ²	148.90	0.01	<0.00	149.69
Mobile Sources ³	1,654.10	0.06	0.22	1,719.70
Off-Road Equipment ⁴	79.82	0.03	<0.00	80.46
Solid Waste ⁵	24.76	1.46	<0.00	61.33
Water and Wastewater ⁶	133.02	1.66	0.04	186.49
Construction ⁷	39.31	0.01	<0.00	39.89
Total Emissions	2,079.90	3.22	0.26	2,237.56
County of San Bernardino GHG Emissions Reduction Plan Screening Threshold				3,000
Exceed Screening Threshold?				No
Source: AQ, 2022 (Appendix B).				
¹ Area sources consist of GHG emissions from consumer products, architectural coatings, and landscaping equipment.				
² Energy usage consists of GHG emissions from electricity and natural gas usage.				
³ Mobile sources consist of GHG emissions from vehicles.				
⁴ Off-road equipment consists of emissions from forklifts utilized onsite (Project Design Feature 1 requires all off-road equipment to be non-diesel-powered).				
⁵ Waste includes the CO ₂ and CH ₄ emissions created from the solid waste placed in landfills.				
⁶ Water includes GHG emissions from electricity used for transport of water and processing of wastewater.				
⁷ Construction emissions amortized over 30 years as recommended in the SCAQMD GHG Working Group on November 19, 2009. Source: CalEEMod Version 2020.4.0.				

According to the County’s 2021 GHG Emissions Reduction Plan Update, any project that is under the 3,000 MTCO_{2e}/yr screening threshold or adopts at least 100 points of GHG performance standards listed in the GHG Reduction Plan Screening Tables, would be consistent with the County’s GHG Emissions Reduction Plan to reduce emissions to 40 percent below 2007 levels. Meeting this reduction would be consistent with the

State's long-term goal to achieve statewide carbon neutrality (zero net emissions) by 2045, and therefore, would result in a less than significant impact related to GHG emissions.

IMPACT GHG-2: WOULD THE PROJECT CONFLICT WITH AN APPLICABLE PLAN, POLICY OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING THE EMISSIONS OF GREENHOUSE GASES?

Less than Significant Impact. The County of San Bernardino's Greenhouse Gas Reduction Plan was designed to implement GHG reduction efforts at the local level. Because the proposed Project would not exceed the County's screening threshold of 3,000 MTCO_{2e}/yr, it would be consistent with the County's GHG Plan, and would not conflict with the County's GHG Reduction Plan.

The Project would provide contemporary, energy-efficient/energy-conserving design features and operational procedures. The proposed Project would not interfere with the state's implementation of Executive Order B-30-15 and SB 32's target of reducing statewide GHG emissions to 40 percent below 1990 levels by 2030; or Executive Order S-3-05's target of reducing statewide GHG emissions to 80 percent below 1990 levels by 2050 because it does not interfere with implementation of the GHG reduction measures listed in CARB's 2007 Scoping Plan or CARB's Updated Scoping Plan (2017), as demonstrated in Tables 5.7-2 and 5.7-3. CARB's Updated Scoping Plan reflects the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order S-3-05, and codified by AB 32. In addition, the Project would be consistent with the following state policies that were adopted for the purpose of reducing GHG emissions.

- Pavley emissions standard and Low Carbon Fuel Standard: Pavley emissions standards (AB 1493) apply to all new passenger vehicles starting with model year 2009, and the Low Carbon Fuel Standard became effective in 2010 and regulates the transportation fuel used. The second phase of implementation of the Pavley regulations per AB 1493 is referred to as the Advanced Clean Car program, which combines the control of smog-causing pollutants and GHG emissions into a single coordinated package of requirements for model years 2017 through 2025. The regulation will reduce GHGs from new cars by 34 percent from 2016 levels by 2025. The proposed Project is consistent with these requirements as they apply to all new passenger vehicles and vehicle fuel purchased in California.
- Medium/Heavy-Duty Vehicle Regulations: Medium/heavy-duty vehicle regulations are implemented by the State to reduce emissions from trucks. Since the proposed Project has a large truck component, these regulations would aid in reducing GHG emissions from the Project. The proposed Project is consistent with this measure and its implementation as medium and heavy-duty vehicles associated with construction and operation of the Project would be required to comply with the requirements of this regulation.
- Tractor-Trailer Greenhouse Gas Regulation: Tractor-trailers subject to this State regulation are primarily 53-foot or longer box-type trailers, and are required to either use EPA SmartWay certified tractors and trailers or retrofit their existing fleet with SmartWay verified technologies. The proposed Project is consistent with this regulation, as it applies to specific trucks that are used throughout the State.
- Energy Efficiency – Title 24/CALGreen: The proposed Project is subject to the CALGreen Code Title 24 building energy efficiency requirements that offer builders better windows, insulation, lighting, ventilation systems, and other features as listed in Section 5.8.2, *Regulatory Setting* that reduce energy consumption. Compliance with the CALGreen standards would be verified by the County during the building permitting process.

- Renewable Portfolio Standard. As a customer of Southern California Edison (SCE), the proposed Project would purchase from an increasing supply of renewable energy sources and more efficient baseload generations which reduce GHG emissions, and would be consistent with this requirement.
- Million Solar Roofs Program: The proposed Project is consistent with this scoping plan measure as the Project structure would include a solar-ready roof.
- Water Efficiency and Waste Diversion: Development and operation of the proposed Project would be implemented in consistency with water conservation requirements (as included in Title 24) and solid waste recycling and landfill diversion requirements of the State.

Table 5.7-2: Project Consistency with the CARB 2007 Scoping Plan

Action	Supporting Measures ¹	Consistency
Cap-and-Trade Program	--	Not applicable. These programs involve capping emissions from electricity generation, industrial facilities, and broad scoped fuels. Caps do not directly affect residential, business park, and commercial projects.
Light-Duty Vehicle Standards	T-1	Not applicable. While these are CARB-enforced measures that are not directly applicable to the Project, vehicles that access the Project site are required to comply with the standards and would comply with this strategy. Electric Vehicle (EV) charging stations are required to be installed on site per the 2019 Title 24 standards.
Energy Efficiency	E-1	Consistent. The Project would include a variety of building, water, and solid waste efficiencies consistent with the most current CalGreen requirements.
	E-2	
	CR-1	
	CR-2	
Renewables Portfolio Standard	E-3	Not applicable. Establishes the minimum statewide renewable energy mix.
Low Carbon Fuel Standard	T-2	Not applicable. Establishes reduced carbon intensity of transportation fuels.
Regional Transportation-Related GHG Targets	T-3	Not applicable. This is a statewide measure and is not within the purview of this Project.
Vehicle Efficiency Measures	T-4	Not applicable. Identifies measures such as minimum tire-fuel efficiency, lower friction oil, and reduction in air conditioning use.
Goods Movement	T-5	Not applicable. Identifies measures to improve goods movement efficiencies such as advanced combustion strategies, friction reduction, waste heat recovery, and electrification of accessories. While these measures are not directly applicable to the Project, any activity associated with Goods Movement would be required to comply with these measures as adopted. As such, the Project would not interfere with their implementation.
	T-6	
Million Solar Roofs (MSR) Program	E-4	Consistent. The MSR program sets a goal for use of solar systems throughout the state as a whole. While the Project currently does not include solar energy generation, the industrial building roof structure would be solar ready and consistent with Title 24 requirements.
Medium- & Heavy-Duty Vehicles	T-7	Not applicable. MD and HD trucks and trailers for industrial uses are subject to aerodynamic and hybridization requirements as established by CARB; the Project would not interfere with implementation of these requirements and programs.
	T-8	
Industrial Emissions	I-1	

¹ Supporting measures can be found at the following link: http://www.arb.ca.gov/cc/scopingplan/2013_update/appendix_b.pdf

Action	Supporting Measures ¹	Consistency
	I-2	Not applicable. These measures are applicable to large industrial facilities (> 500,000 MTCO _{2e} /yr) and other intensive uses such as refineries.
	I-3	
	I-4	
	I-5	
High Speed Rail	T-9	Not applicable. Supports increased mobility choice.
Green Building Strategy	GB-1	Consistent. The Project would include a variety of building, water, and solid waste efficiencies consistent with the current CalGreen requirements.
High Global Warming Potential Gases	H-1	Not applicable. The Project is not a substantial source of high GWP emissions and would comply with any future changes in air conditioning, fire protection suppressant, and other requirements.
	H-2	
	H-3	
	H-4	
	H-5	
	H-6	
	H-7	
Recycling and Waste	RW-1	Consistent. The Project would be required to recycle a minimum of 65 percent from construction activities and Project operations per State and County requirements.
	RW-2	
	RW-3	
Sustainable Forests	F-1	Consistent. The Project would support carbon sequestration by providing new on-site trees per the Project landscaping.
Water	W-1	Consistent. The Project would include use of low-flow fixtures and efficient landscaping per State requirements.
	W-2	
	W-3	
	W-4	
	W-5	
	W-6	
Agriculture	A-1	Not applicable. The Project is not an agricultural use.

Table 5.7-3: Project Consistency with the CARB 2017 Scoping Plan

Action	Responsible Parties	Consistency
Implement SB 350 by 2030		
Increase the Renewables Portfolio Standard to 50 percent of retail sales by 2030 and ensure grid reliability.	CPUC, CEC, CARB	Consistent. The Project would use energy from SCE, which has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources. The Project would not interfere with or obstruct SCE energy source diversification efforts.
Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.		Consistent. The Project would be designed and constructed to implement the energy efficiency measures for new developments and would include several measures designed to reduce energy consumption. The Project would not interfere with or obstruct policies or strategies to establish annual targets for statewide energy efficiency savings and demand reduction.
Reduce GHG emissions in the electricity sector through the implementation of the above measures and other actions as modeled in Integrated Resource Planning (IRP) to meet GHG emissions reductions planning targets in the IRP process. Load-serving entities and		Consistent. The Project would be designed and constructed to implement energy efficiency measures acting to reduce electricity consumption. The Project includes energy efficient lighting and fixtures that meet the current Title 24 Standards. Also, the

Action	Responsible Parties	Consistency
publicly- owned utilities meet GHG emissions reductions planning targets through a combination of measures as described in IRPs.		Project would incorporate energy efficient boilers, heaters, and air conditioning systems.
Implement Mobile Source Strategy (Cleaner Technology and Fuels)		
At least 1.5 million zero emission and plug-in hybrid light-duty electric vehicles by 2025.	<p style="text-align: center;">CARB, California State Transportation Agency (CalSTA), Strategic Growth Council (SGC), California Department of Transportation (Caltrans), CEC, OPR, Local Agencies</p>	Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty electric vehicle 2025 targets.
At least 4.2 million zero emission and plug-in hybrid light-duty electric vehicles by 2030.		Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty electric vehicle 2030 targets.
Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.		Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.
Medium- and Heavy-Duty GHG Phase 2.		Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to implement Medium- and Heavy-Duty GHG Phase 2
Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20 percent of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100 percent of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NO _x standard.		Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to improve transit-source emissions.
Last Mile Delivery: New regulation that would result in the use of low NO _x or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5 percent of new Class 3–7 truck sales in local fleets starting in 2020, increasing to 10 percent in 2025 and remaining flat through 2030.		Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to improve last mile delivery emissions.
Further reduce VMT through continued implementation of SB 375 and regional Sustainable Communities Strategies; forthcoming statewide implementation of SB 743; and potential additional VMT reduction strategies not specified in the Mobile Source Strategy but included in the document		Consistent. The Project implements Transportation Demand Measures (TDMs) that would act to reduce VMT. Please refer to the Project VMT Assessment and EIR Section 5.12 <i>Transportation</i> .

Action	Responsible Parties	Consistency
"Potential VMT Reduction Strategies for Discussion."		
Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).	CARB	Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).
By 2019, adjust performance measures used to select and design transportation facilities. Harmonize project performance with emissions reductions and increase competitiveness of transit and active transportation modes (e.g. via guideline documents, funding programs, project selection, etc.).	CalSTA, SGC, OPR, CARB, Governor's Office of Business and Economic Development (GO-Biz), California Infrastructure and Economic Development Bank (IBank), Department of Finance (DOF), California Transportation Commission (CTC), Caltrans	Consistent. The Project would not obstruct or interfere with agency efforts to harmonize transportation facility project performance with emissions reductions and increase competitiveness of transit and active transportation modes.
By 2019, develop pricing policies to support low-GHG transportation (e.g. low-emission vehicle zones for heavy duty, road user, parking pricing, transit discounts).	CalSTA, Caltrans, CTC, OPR, SGC, CARB	Consistent. The Project would not obstruct or interfere with agency efforts to develop pricing policies to support low-GHG transportation.
Implement California Sustainable Freight Action Plan		
Improve freight system efficiency.	CalSTA, CalEPA, CNRA, CARB, Caltrans, CEC, GO-Biz	Consistent. This measure would apply to all trucks accessing the Project site, which may include existing trucks or new trucks that are part of the statewide goods movement sector. The Project would not obstruct or interfere with agency efforts to improve freight system efficiency.
Deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.		Consistent. The Project would not obstruct or interfere with agency efforts to deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.
Adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18 percent.	CARB	Consistent. When adopted, this measure would apply to all fuel purchased and used

Action	Responsible Parties	Consistency
		by the Project in the state. The Project would not obstruct or interfere with agency efforts to adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18 percent.
Implement the Short-Lived Climate Pollutant Strategy (SLPS) by 2030		
40 percent reduction in methane and hydrofluorocarbon emissions below 2013 levels.	CARB, CalRecycle, CDFA, SWRCB, Local Air Districts	Consistent. The Project would be required to comply with this measure and reduce any Project-source SLPS emissions accordingly. The Project would not obstruct or interfere with agency efforts to reduce SLPS emissions.
50 percent reduction in black carbon emissions below 2013 levels.		
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	CARB, CalRecycle, CDFA SWRCB, Local Air Districts	Consistent. The Project would implement waste reduction and recycling measures consistent with State requirements. The Project would not obstruct or interfere with agency efforts to support organic waste landfill reduction goals in the SLCP and SB 1383.
Implement the post-2020 Cap-and-Trade Program with declining annual caps.	CARB	Consistent. The Project would be required to comply with any applicable Cap-and-Trade Program provisions. The Project would not obstruct or interfere with agency efforts to implement the post-2020 Cap-and-Trade Program.
By 2018, develop Integrated Natural and Working Lands Implementation Plan to secure California’s land base as a net carbon sink		
Protect land from conversion through conservation easements and other incentives.	CNRA, Departments Within CDFA, CalEPA, CARB	Consistent. The Project would not obstruct or interfere with agency efforts to protect land from conversion through conservation easements and other incentives.
Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity		Consistent. The Project site is a disturbed property and does not comprise an area that would effectively provide for substantial carbon sequestration. The Project would not obstruct or interfere with agency efforts to increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity.
Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments		Consistent. Where appropriate, Project design would incorporate wood or wood products. The Project would not obstruct or interfere with agency efforts to encourage use of wood and agricultural products to increase the amount of carbon stored in the natural and built environments.
Establish scenario projections to serve as the foundation for the Implementation Plan		Consistent. The Project would not obstruct or interfere with agency efforts to establish scenario projections to serve as the foundation for the Implementation Plan.

Action	Responsible Parties	Consistency
Establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018	CARB	Consistent. The Project would not obstruct or interfere with agency efforts to establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018.
Implement Forest Carbon Plan	CNRA, California Department of Forestry and Fire Protection (CAL FIRE), CalEPA and Departments Within	Consistent. The Project would not obstruct or interfere with agency efforts to implement the Forest Carbon Plan.
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	State Agencies & Local Agencies	Consistent. The Project would not obstruct or interfere with agency efforts to identify and expand funding and financing mechanisms to support GHG reductions across all sectors.

Further, the proposed Project is consistent with AB 32 and SB 32 through implementation of measures that address GHG emissions related to building energy, solid waste management, wastewater, and water conveyance. Thus, the Project would be consistent with the State’s requirements for GHG reductions.

In addition, the County has included the efficient use of energy resources as a goal in the Countywide Plan Conservation Element. As detailed in Table 5.7-4, the Project would not conflict with the relevant Countywide Plan goals and policies related to GHGs.

Table 5.7-4: Project Consistency with the Countywide Plan Conservation Element Policies

Countywide Plan Goal/Policy	Consistency
Policy CO 4.5: Reduce emissions through reduced energy consumption.	Consistent. As described in Section 5.5, the proposed Project would comply with Title 24 Energy Efficiency Standards. Therefore, the Project is consistent with Policy CO 4.5.
Policy CO 4.13: Reduce Greenhouse Gas (GHG) emissions within the County boundaries.	Consistent. The proposed Project includes energy efficient design features that would comply with all CALGreen (Title 24) Building Codes relative to energy efficiency, which would be provided in Project construction and design documents and verified by the County during the building permitting process. Therefore, the proposed Project is consistent with Policy CO 4.13.
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.	Consistent. The proposed Project includes energy efficient design features that would implement the CALGreen/Title 24 Building Code requirements regarding energy efficiency, which would be provided in Project construction and design documents and verified by the County during the building permitting process. Therefore, the proposed Project is consistent with Goal CO 8.

<p>Policy CO 8.7: Utilize source reduction, recycling and other appropriate measures, to reduce the amount of solid waste disposed in landfills.</p>	<p>Consistent. As detailed in Section 5.15, <i>Utilities and Service Systems</i>, the Project would implement source reduction and recycling to reduce 65 percent of construction waste and 75 percent of operational waste, as currently required by Title 24/CALGreen requirements. Thus, the proposed Project is consistent with Policy CO 8.7.</p>
<p>Policy CO 8.8: Promote energy-efficient design features, including appropriate site orientation, use of lighter color roofing and building materials, and use of deciduous shade trees and windbreak trees to reduce fuel consumption for heating and cooling.</p>	<p>Consistent. As described in the Project Description, the Project includes energy efficient design features that would implement the CALGreen/Title 24 Building Code requirements regarding energy efficiency. Thus, the proposed Project is consistent with Policy CO 8.8.</p>
<p>Policy CO 8.9: Promote the use of automated time clocks or occupant sensors to control central heating and air conditioning.</p>	<p>Consistent. The Project includes energy efficient design features including automated time clocks or occupant sensors to control central heating and air conditioning. Thus, the proposed Project is consistent with Policy CO 8.9.</p>

Overall, the proposed Project would not result in a conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. The Project would be implemented in compliance with state energy standards provided in Title 24, in addition to provision of sustainable design features. The Project would not interfere with the state’s implementation of Executive Order B-30-15 and SB 32’s target of reducing statewide GHG emissions to 40 percent below 1990 levels by 2030; or Executive Order S-3-05’s target of reducing statewide GHG emissions to 80 percent below 1990 levels by 2050 because it would be consistent with the CARB 2007 and 2017 Scoping Plans, which are intended to achieve the reduction targets required by the state. In addition, the proposed Project would be consistent with the relevant County General Plan goal and policies. Thus, the proposed Project would not result in a conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs, and impacts would be less than significant.

5.7.7 CUMULATIVE IMPACTS

GHG emissions impacts are inherently cumulative, since no single project can cause a discernible change to climate. Climate change impacts are the result of incremental contributions from natural processes, and past and present human-related activities. Therefore, the area in which a proposed Project in combination with other past, present, or future projects, could contribute to a significant cumulative climate change impact would not be defined by a geographical boundary such as a project site or combination of sites, city or air basin. GHG emissions have high atmospheric lifetimes and can travel across the globe over a period of 50 to 100 years or more. Even though the emissions of GHGs cannot be defined by a geographic boundary and are effectively part of the global issue of climate change, CEQA places a boundary for the analysis of impacts at the state’s borders. Thus, the geographic area for analysis of cumulative GHG emissions impacts is the State of California.

Executive Order S-3-05, Executive Order B-30-15, AB 32, and SB 32 recognize that California is a source of substantial amounts of GHG emissions; recognize the significance of the cumulative impact of GHG emissions from sources throughout the state; and set performance standards for reduction of GHGs.

The analysis of GHG emission impacts required under CEQA and contained in this EIR effectively constitutes an analysis of a project’s contribution to the cumulative impact of GHG emissions. CEQA Guidelines Section 15183.5(b) states that compliance with GHG-related plans can support a determination that a project’s

cumulative effect is not cumulatively considerable. As the Project would be implemented in compliance with applicable plans for the reduction of GHG emissions, detailed previously, the contribution of the Project to significant cumulative GHG impacts would be less than cumulatively considerable. Also, it is presumed that future projects in the County shall similarly be required to comply with the County GHG Reduction Plan and other applicable state and local GHG reduction regulations and policies.

5.7.8 EXISTING STANDARD CONDITIONS, AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

State

- Clean Car Standards – Pavley AB 1493
- California Executive Order S-3-05
- AB 32 (Global Warming Solutions Act of 2006)
- SB 375
- California Executive Order B-30-15
- SB 32
- California Green Building Standards Code (Code of Regulations, Title 24 Part 6)

Local

- County of San Bernardino Greenhouse Gas Emissions Reduction Plan Update (2021)
- San Bernardino Countywide Plan Conservation Element

5.7.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

As a result of compliance with existing regulatory requirements, impacts GHG-1 and GHG-2 would be less than significant.

5.7.10 MITIGATION MEASURES

No mitigation measures are required.

5.7.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts GHG-1 and GHG-2 would be less than significant.

REFERENCES

“County of San Bernardino GHG Reduction Plan Update.” June 2021. Accessed: http://www.sbcounty.gov/uploads/LUS/GreenhouseGas/GHG_2021/GHG%20Reduction%20Plan%20Update-Greenhouse%20Gas%20Reduction%20Plan%20Update%20-%20Adopted%209-21-2021.pdf

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5.8 Hazards and Hazardous Materials

5.8.1 INTRODUCTION

This section considers the nature and range of foreseeable hazardous materials and physical hazards/impacts that would result from implementation of the proposed Project. It identifies the ways that hazardous materials and other types of hazards could expose people and the environment to various health and safety risks during construction activities and operation of proposed land uses.

This section also describes routine hazardous materials that are likely to be used, handled, or processed within the Project area, and the potential for upset and accident conditions in which hazardous materials could be released. The impact analysis identifies ways in which hazardous materials might be routinely used, stored, handled, processed, or transported, and evaluates the extent to which existing and future populations could be exposed to hazardous materials.

The term “hazardous material” is defined as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment.¹

The analysis in this section is based, in part, on the following documents and resources:

- *County of San Bernardino Countywide Plan, October 2020*
- *Countywide Plan Environmental Impact Report (CWP EIR), PlaceWorks, August 2020*
- *County of San Bernardino Development Code*
- *Phase I Environmental Site Assessment (ESA), Apex Companies, LLC, May 2021 (Apex 2021) provided in Appendix D of this EIR.*

5.8.2 REGULATORY SETTING

5.8.2.1 Federal Regulations

Hazardous Materials Management

The primary federal agencies responsible for hazardous materials management include the U.S. Environmental Protection Agency (USEPA) and the U.S. Department of Labor Occupational Safety and Health Administration (OSHA).

Resource Conservation and Recovery Act of 1976

Federal hazardous waste regulations are generally promulgated under the Resource Conservation and Recovery Act (RCRA). Pursuant to RCRA, the USEPA regulates the generation, transportation, treatment, storage, and disposal of hazardous waste in a “cradle to grave” manner. RCRA was designed to protect human health and the environment, reduce/eliminate the generation of hazardous waste, and conserve energy and natural resources.

The Hazardous and Solid Waste Amendments of 1984 both expanded the scope of RCRA and increased the level of detail in many of its provisions, reaffirming the regulation from generation to disposal and to

¹State of California, Health and Safety Code, Chapter 6.95, Section 25501(o).

prohibiting the use of certain techniques for hazardous waste disposal. The USEPA has largely delegated responsibility for implementing the RCRA program in California to the State, which implements this program through the California Hazardous Waste Control Law.

RCRA regulates landfill siting, design, operation, and closure (including identifying liner and capping requirements) for licensed landfills. In California, RCRA landfill requirements are delegated to the California Department of Resources Recycling and Recovery (CalRecycle), which is discussed in detail below.

RCRA allows the USEPA to oversee the closure and post-closure of landfills. Additionally, the federal Safe Drinking Water Act, 40 CFR Part 141, gives the USEPA the power to establish water quality standards and beneficial uses for waters from below- or above-ground sources of contamination. For the Project area, water quality standards are administered by the Regional Water Quality Control Board (RWQCB).

RCRA also allows the USEPA to control risk to human health at contaminated sites. Vapor intrusion presents a significant risk to human populations overlying contaminated soil and groundwater and is considered when conducting human health risk assessments and developing Remedial Action Objectives.

Occupational Safety and Health Act of 1970

Federal and state occupational health and safety regulations also contain provisions regarding hazardous waste management through the Occupational Safety and Health Act of 1970 (amended), which is implemented by OSHA. Title 29 of the Code of Federal Regulations (29 CFR) requires special training of handlers of hazardous materials; notification to employees who work in the vicinity of hazardous materials; acquisition from the manufacturer of material safety data sheets (MSDS), which describe the proper use of hazardous materials; and training of employees to remediate any hazardous material accidental releases. OSHA regulates administration of 29 CFR.

OSHA also establishes standards regarding safe exposure limits for chemicals to which construction workers may be exposed. Safety and Health Regulations for Construction (29 CFR Part 1926.65 Appendix C) contains requirements for construction activities, which include occupational health and environmental controls to protect worker health and safety. The guidelines describe the health and safety plan(s) that must be developed and implemented during construction, including associated training, protective equipment, evacuation plans, chains of command, and emergency response procedures.

Adherence to applicable hazard-specific OSHA standards are required to maintain worker safety. For example, methane is regulated by OSHA under 29 CFR Part 1910.146 with regard to worker exposure to a “hazardous atmosphere” within confined spaces where the presence of flammable gas vapor or mist is in excess of 10 percent of the lower explosive limit. Title 49 of the CFR governs the manufacture of packaging and transport containers, packing and repacking, labeling, and the marking of hazardous material transport. Title 42, Part 82 governs solid waste disposal and resource recovery.

Hazardous Materials Transportation Act

The transportation of hazardous materials is regulated by the Hazardous Materials Transportation Act (HMTA), which is administered by the Research and Special Programs Administration (RSPA) of the US Department of Transportation (USDOT). The HMTA provides USDOT with a broad mandate to regulate the transport of hazardous materials, with the purpose of adequately protecting the nation against risk to life and property, which is inherent in the commercial transportation of hazardous materials. The HMTA governs the safe transportation of hazardous materials by all modes, excluding bulk transportation by water. The RSPA carries out these responsibilities by prescribing regulations and managing a user-funded grant program for planning and training grants for states and Indian tribes. USDOT regulations that govern the transportation of hazardous materials are applicable to any person who transports, ships, causes to be

transported or shipped, or are involved in any way with the manufacture or testing of hazardous materials packaging or containers. USDOT regulations pertaining to the actual movement govern every aspect of the movement, including packaging, handling, labeling, marking, placarding, operational standards, and highway routing. Additionally, USDOT is responsible for developing curriculum to train for emergency response and administers grants to states and Indian tribes for ensuring the proper training of emergency responders. The HMTA was enacted in 1975 and was amended and reauthorized in 1990, 1994, and 2005.

5.8.2.2 State Regulations

Hazardous Materials Management and Waste Handling

In the regulation of hazardous waste management, California law often mirrors or is more stringent than federal law. The California Environmental Protection Agency (CalEPA) and California Occupational Safety and Health Administration (CalOSHA) are the primary state agencies responsible for hazardous materials management. Additionally, the California Emergency Management Agency (CalEMA) administers the California Accidental Release Prevention (CalARP) program. The California Department of Toxic Substances Control (DTSC), which is a branch of CalEPA, regulates the generation, transportation, treatment, storage, and disposal hazardous waste, as well as the investigation and remediation of hazardous waste sites. The California DTSC program incorporates the provisions of both federal (RCRA) and State hazardous waste laws.

Excavated soil containing hazardous substances and hazardous building materials would be classified as a hazardous waste if they exhibit the characteristics of ignitability, corrosivity, reactivity, or toxicity (CCR, Title 22, Division 4.5, Chapter 11, Article 3). State and federal laws require detailed planning to ensure that hazardous materials are properly handled, used, stored, and disposed of, and in the event that such materials are accidentally released, to prevent or to mitigate injury to health or the environment. These laws and regulations are overseen by a variety of state and local agencies. The California Integrated Waste Management Board and the RWQCB specifically address management of hazardous materials and waste handling in their adopted regulations (CCR, Title 14 and CCR, Title 27).

The primary local agency, known as the Certified Unified Program Agency (CUPA), with responsibility for implementing federal and State laws and regulations pertaining to hazardous materials management is the San Bernardino County Fire Protection District (San Bernardino County Fire). The Unified Program is the consolidation of six state environmental regulatory programs into one program under the authority of a CUPA. A CUPA is a local agency that has been certified by Cal-EPA to implement the six state environmental programs within the local agency's jurisdiction. This program was established under the amendments to the California Health and Safety Code made by SB 1082 in 1994. The six consolidated programs are:

- Hazardous Materials Release Response Plan and Inventory (Business Plans)
- California Accidental Release Prevention (CalARP)
- Hazardous Waste (including Tiered Permitting)
- Underground Storage Tanks (USTs)
- Above Ground Storage Tanks (Spill Prevention Control and Countermeasures (SPCC) requirements)
- Uniform Fire Code (UFC) Article 80 Hazardous Material Management Program (HMMP) and Hazardous Material Identification System (HMIS)

As CUPA, San Bernardino County Fire manages six hazardous material and hazardous waste programs, described below. The CUPA program is designed to consolidate, coordinate, and uniformly and consistently administer permits, inspection activities, and enforcement activities throughout San Bernardino County. This approach strives to reduce overlapping and sometimes conflicting requirements of different governmental agencies independently managing these programs.

California Accidental Release Prevention Program

This program aims to reduce risks involving regulated substances through the evaluation of hazards and consequences and the development of risk management plans and prevention programs. The program requires certain facilities (referred to as "stationary sources") that handle specified chemicals (termed "regulated substances") to take specified actions to prevent and prepare for chemical accidents.

Underground Storage Tank Program

The Hazardous Materials Division oversees the Underground Storage Tank (UST) Program throughout San Bernardino County, with the exception of the City of Victorville. The purpose of this program is to ensure that hazardous substances are not released into the groundwater and/or the environment from UST systems. Specialists annually inspect tank system components, associated monitoring equipment, and inventory records to ensure that the UST systems comply with applicable laws and regulations.

Aboveground Petroleum Storage Act /Spill Prevention, Control, and Countermeasure Plan

Facilities that have cumulative aboveground storage capacities of petroleum products at or exceeding 1,320 gallons are subject to the Aboveground Petroleum Storage Act. Facilities that are subject to this act must prepare a Spill Prevention, Control, and Countermeasure Plan. Facilities handling petroleum or any other hazardous material require a business emergency/contingency plan. Both petroleum and nonpetroleum aboveground storage tanks are subject to the fire code requirements of the authority having fire code jurisdiction.

Hazardous Waste Generation and Onsite Treatment

The Hazardous Waste Inspection Program works to ensure that all hazardous wastes generated by San Bernardino County facilities are properly managed. Specialists in this program inspect facilities that generate hazardous waste, investigate complaints of unlawful hazardous waste disposal, and participate in public education. These programs are designed to provide information about laws and regulations relating to safe management of hazardous waste.

Hazardous Materials Management Plans (HMMPs) and Hazardous Materials Inventory Statements (HMISs)

The Uniform Fire Code has a provision for the local fire agency to collect information regarding hazardous materials at facilities for purposes of fire code implementation. A fire chief may require additional information for a Business Plan to meet the California Fire Code HMMP/HMIS requirements.

Hazardous Waste Control Act

The Hazardous Waste Control Act was passed in 1972 and established the California Hazardous Waste Control Program within the Department of Health Services. California's hazardous waste regulatory effort became the model for the federal Resource Conservation and Recovery Act (RCRA). California's program, however, was broader and more comprehensive than the federal system, regulating wastes and activities not covered by the federal program. California's Hazardous Waste Control Law was followed by emergency regulations in 1973 that clarified and defined the hazardous waste program, as follows:

- Included definitions of what was a waste and what was hazardous as well as what was necessary for appropriate handling, processing, and disposal of hazardous and extremely hazardous waste in a manner that would protect the public, livestock, and wildlife from hazards to health and safety.
- The early regulations also established a tracking system for the handling and transportation of hazardous waste from the point of waste generation to the point of ultimate disposition, as well as a system of fees to cover the costs of operating the hazardous waste management program.

- Advancing the newly developing awareness of hazardous waste management issues, the program established a technical reference center for public and private use dealing with all aspects of hazardous waste management.

California Government Code Section 65962.5 (a), Cortese List

The Hazardous Waste and Substance Sites List (Cortese List) is a planning document used by the State, local agencies, and developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites. Government Code Section 65962.5 CalEPA) to develop an updated Cortese List at least annually. DTSC is responsible for a portion of the information contained in the Cortese List. Other state and local government agencies are required to provide additional hazardous material release information for the Cortese List.

Hazardous Materials Business Plans

Article 1 of Chapter 6.95 of the California Health and Safety Code (Sections 25500–25520) requires that any business that handles, stores, or disposes of a hazardous substance at a given threshold quantity must prepare a hazardous materials business plan (HMBP). HMBPs are intended to minimize hazards to human health and the environment from fires, explosions, or an unplanned release of hazardous substances into air, soil, or surface water. The HMBP must be carried out immediately whenever a fire, explosion, or unplanned chemical release occurs. An HMBP includes three sections: (1) an inventory of hazardous materials, including a site map, which details their location; (2) an emergency response plan; and (3) an employee-training program. HMBPs serve as an aid to employers and employees in managing emergencies at a given facility. They also help better prepare emergency response personnel for handling a wide range of emergencies that might occur at the facility.

HMBPs are submitted to the State Department of Environmental Health Hazardous Materials Division. The plans must be resubmitted, reviewed, revised, or amended as necessary every 3 years. The HMBP must also be amended within 30 days whenever there are changes in the amount or location of stored hazardous chemicals on a site. The Hazardous Materials Division conducts routine inspections at businesses required to submit business plans. The purpose of these inspections is to (1) ensure compliance with existing laws and regulations concerning HMBP requirements, (2) identify existing safety hazards that could cause or contribute to an accidental spill or release, and (3) suggest preventative measures designed to minimize the risk of a spill or release of hazardous materials. After initial submission of an HMBP, the business must review and recertify the HMBP every year.

Risk Management Plans

Article 2 of Chapter 6.95 of the California Health and Safety Code (Sections 25531–25543.3) requires the owner or operator of a stationary source (non-transportation), with more than a threshold quantity of a regulated substance, to prepare a risk management plan. The state statutes and regulations combine federal and state program requirements for the prevention of accidental releases of listed substances into the atmosphere, which is called the CalARP program. CalARP requires that a risk management plan include a hazard assessment program, an accidental release prevention program, and an emergency response plan. The risk management plan must be revised every 5 years or as necessary. Typical facilities or businesses that are required to prepare risk management plans include ammonia refrigeration facilities and facilities that store flammable chemicals such as fuel and propane.

Title 22 of the California Code of Regulations and Hazardous Waste Control Law, Chapter 6.5

DTSC regulates the generation, transportation, treatment, storage, and disposal of hazardous waste under RCRA and the California Hazardous Waste Control Law. Both laws impose “cradle-to-grave” regulatory systems for handling hazardous waste in a manner that protects human health and the environment. CalEPA has delegated some of its authority under the Hazardous Waste Control Law to county health departments and other CUPAs.

Title 23, Division 3, Chapter 16 of the California Code of Regulations, Underground Storage Tank Regulations

The Title 23, Division 3, Chapter 16 regulations are intended to protect waters of the state from discharges of hazardous substances from underground storage tanks. These regulations establish construction requirements for new underground storage tanks; establish separate monitoring requirements for new and existing underground storage tanks; establish uniform requirements for unauthorized release reporting, and for repair, upgrade, and closure of underground storage tanks.

Title 27 of the California Code of Regulations, Solid Waste

Title 27 of the California Code of Regulations contains a waste classification system that applies to solid wastes that cannot be discharged directly or indirectly to waters of the State and which therefore must be discharged to waste management sites for treatment, storage, or disposal. CalRecycle and its certified Local Enforcement Agency regulate the operation, inspection, permitting, and oversight of maintenance activities at active and closed solid waste management sites and operations.

California Human Health Screening Levels

The California Human Health Screening Levels (CHHSLs or “Chisels”) are concentrations of 54 hazardous chemicals in soil or soil gas that CalEPA considers to be below thresholds of concern for risks to human health. The CHHSLs were developed by the Office of Environmental Health Hazard Assessment on behalf of CalEPA. The CHHSLs were developed using standard exposure assumptions and chemical toxicity values published by the USEPA and CalEPA. The CHHSLs can be used to screen sites for potential human health concerns where releases of hazardous chemicals to soils have occurred. Under most circumstances, the presence of a chemical in soil, soil gas, or indoor air at concentrations below the corresponding CHHSL can be assumed to not pose a significant health risk to people who may live or work at the site. There are separate CHHSLs for residential and commercial/industrial sites.

Accidental Release Prevention Law/CalARP

The CalARP program (CCR Title 19, Division 2, Chapter 4.5) covers certain businesses that store or handle more than a certain volume of specific regulated substances. CalARP defines regulated substances as chemicals that pose a threat to public health and safety or the environment because they are highly toxic, flammable, or explosive. A list of regulated substances is provided in Article 8, Section 2770.5 of the CalARP program regulations. The businesses that use or handle potentially harmful quantities of a regulated substance must implement an accidental release prevention program and may be required to complete a Risk Management Plan (RMP). An RMP is a detailed engineering analysis of the potential accident factors present at a business and the mitigation measures that can be implemented to reduce this accident potential. The purpose of an RMP is to decrease the risk of release of a regulated substance that might harm the environment and community. An RMP includes safety information, hazard review, operating procedures, training, maintenance, compliance audits, and incident investigation. In addition, the RMP is required to consider proximate sensitive populations, such as residential areas and schools.

Occupational Safety: Title 8 – CalOSHA

CalOSHA administers federal occupational safety requirements and additional state requirements in accordance with California Code of Regulations Title 8. CalOSHA requires preparation of an Injury and Illness Prevention Program (IIPP), which is an employee safety program of inspections, procedures to correct unsafe conditions, employee training, and occupational safety communication. This program is administered via inspections by the local CalOSHA enforcement unit.

CalOSHA regulates lead exposure during construction activities under CCR Title 8, Section 1532.1, Lead, which establishes the rules and procedures for conducting demolition and construction activities such that worker exposure to lead contamination is minimized or avoided.

Compliance with CalOSHA regulations and associated programs would be required for the proposed Project due to the potential hazards posed by onsite construction activities and contamination from former uses.

Emergency Response to Hazardous Materials Incidents

California has developed an emergency response plan to coordinate emergency services provided by federal, state, and local government, and private agencies. The plan is administered by CalEMA and includes response to hazardous materials incidents. CalEMA coordinates the response of other agencies, including CalEPA, California Highway Patrol, California Department of Fish and Wildlife RWQCB, South Coast Air Quality Management District (SCAQMD), County Fire Departments, and the County Health Departments.

South Coast Air Quality Management District Rule 461

SCAQMD Rule 461, Gasoline Storage and Dispensing, governs the transfer of gasoline from any truck or trailer into a storage tank and the transfer of gasoline from the storage tank into a vehicle fuel tank. This includes regulations related to equipment and operations, such as requiring California Air Resource Board (CARB) certified enhanced vapor recovery systems, testing and reporting, and maintenance and inspection protocols.

South Coast Air Quality Management District Rule 1403

SCAQMD Rule 1403 governs the demolition of buildings containing asbestos materials. Rule 1403 specifies work practices to minimize asbestos emissions during building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials. The requirements for demolition and renovation activities include asbestos surveying, notification, asbestos containing materials removal procedures and time schedules, handling and cleanup procedures, storage, and disposal requirements for asbestos-containing waste materials.

California Emergency Services Act

The California Emergency Services Act (Government Code Section 8550 *et seq.*) was adopted to establish the State's roles and responsibilities during human-made or natural emergencies that result in conditions of disaster and/or extreme peril to life, property, or the resources of the State. This act is intended to protect health and safety by preserving the lives and property of the people of the State.

5.8.2.3 Regional Regulations

AB 617, Community Air Protection Program

In response to Assembly Bill 617 (AB 617) (C. Garcia, Chapter 136, Statutes of 2017), CARB has established the Community Air Protection Program. AB 617 requires local air districts to monitor and implement air

pollution control strategies that reduce localized air pollution in communities that bear the greatest burdens. Air districts are required to host workshops in order to help identify disadvantaged communities disproportionately affected by poor air quality. Once the criteria for identifying the highest priority locations has been identified and the communities have been selected, new community monitoring systems would be installed to track and monitor community-specific air pollution goals. Under AB 617, CARB was required to prepare an air monitoring plan by October 1, 2018, that evaluated the availability and effectiveness of air monitoring technologies and existing community air monitoring networks. Under AB 617, CARB was also required to prepare a statewide strategy to reduce TACs and criteria pollutants in impacted communities; provide a statewide clearinghouse for best available retrofit control technology (BARCT), adopt new rules requiring the latest BARCT for all criteria pollutants for which an area has not achieved attainment of California Ambient Air Quality Standards, and provide uniform state-wide reporting of emissions inventories. Air districts are required to adopt a community emissions reduction program to achieve reductions for the air pollution-impacted communities identified by CARB.

Santa Ana Regional Water Quality Control Board

The Santa Ana RWQCB issued a Municipal Stormwater (MS4) Permit for the part of the Santa Ana River Basin in San Bernardino County in 2010 (Order No. R8-2010-0036). The principal permittee of the MS4 Permit is the San Bernardino County Flood Control District. Priority projects—generally, redevelopment projects that add or replace 5,000 or more square feet of impervious surfaces, and new development projects that create 10,000 or more square feet of impervious surfaces—must implement low-impact development best management practices (BMPs) to the maximum extent practicable. The MS4 Permit requires individual priority projects to prepare and implement a water quality management plan (WQMP) that may include source control BMPs, mitigation measures, and treatment control BMPs.

5.8.2.4 Local Regulations

San Bernardino County Hazardous Materials Release Response Plans and Inventory Program

In San Bernardino County, the Business Emergency/Contingency Plan (Business Plan) is also used to satisfy the contingency plan requirement for hazardous waste generators. Any business in San Bernardino County that is subject to any of the CUPA permits is required to file a Business Emergency/Contingency Plan using the California Environmental Reporting System. This submission is used as the basis for the permit application. A new business going through the process of obtaining County planning or building approval is required to comply with the Business Emergency/Contingency Plan requirement prior to obtaining final certificate of occupancy and prior to bringing hazardous materials onto the property.

The quantities that trigger disclosure are based on the maximum quantity on site at any time excluding materials under active shipping papers or for direct retail sale to the public. The basic quantities are: hazardous materials at or exceeding 55 gallons, 500 pounds, or 200 cubic feet at any time in the course of a year; specified amounts of radioactives, and extremely hazardous substances above the threshold planning quantity (San Bernardino County Fire 2018).

County of San Bernardino Emergency Plan

San Bernardino County Fire's Office of Emergency Services (OES) is responsible for countywide emergency planning, mitigation, response and recovery activities. OES manages the County's emergency operations center and develops and maintains the County's emergency operations plan and hazard mitigation plan. The current emergency operations plan, adopted by the County Board of Supervisors in 2013, specifies

roles and responsibilities of various County and other local agencies in each of the four phases of emergency management: preparedness/planning, response, recovery, and mitigation. The San Bernardino County Multi-Jurisdictional Hazard Mitigation Plan, approved by FEMA in July 2017, includes risk assessments for many types of hazards, both natural and man-made; an assessment of community capabilities for hazard mitigation; and mitigation strategies. County-identified evacuation routes consist of major and secondary highways.

San Bernardino County implements an extensive emergency preparedness system that adheres to the National Incident Management System (NIMS), which provides a comprehensive and standardized incident management system. Because San Bernardino County is NIMS compliant, it is eligible for federal preparedness grants. The County also follows the Standardized Emergency Management System (SEMS) adopted by California, which makes it eligible for reimbursement of response-related costs under state disaster assistance programs.

San Bernardino County Fire Hazard Abatement Program

To reduce the threat of wildfires, the San Bernardino County Fire Hazard Abatement (FHA) Program enforces the fire hazard requirements in San Bernardino County Code Sections 23.0301 to 23.0319. The FHA Program establishes defensible space and reduction/removal of flammable materials on properties. The program conducts surveys to identify fire hazards throughout the year, and notices to abate the hazard(s) are mailed to property owners. Property owners have 30 days to abate the violations. Failure to abate may result in citations, penalties, and/or fees. The FHA Program responds to complaints year-round in the unincorporated areas and contracting cities and fire districts.

San Bernardino Countywide Plan

The San Bernardino Countywide Plan Hazards Element contains the following policies related to hazardous materials that are applicable to the Project:

- Policy HZ 1.2** We require all new development to be located outside of the environmental hazard areas listed below. For any lot or parcel that does not have sufficient buildable area outside of such hazard areas, we require adequate mitigation, including designs that allow occupants to shelter in place and to have sufficient time to evacuate during times of extreme weather and natural disasters.
- Flood: 100-year flood zone, dam/basin inundation area
 - Geologic: Alquist Priolo earthquake fault zone; County-identified fault zone; rockfall/debris-flow hazard area, medium or high liquefaction area (low to high and localized), existing and County-identified landslide area, moderate to high landslide susceptibility area)
 - Fire: high or very high fire hazard severity zone
- Policy HZ 1.7** We require that underground utilities be designed to withstand seismic forces, accommodate ground settlement, and hardened to fire risk.
- Policy HZ 1.12** We require adherence to the goals, objectives and actions in the Multi-jurisdictional Hazard Mitigation Plan and subsequent amendments to reduce and mitigate damages from hazards in the County.
- Policy HZ-2.1** We regulate and buffer hazardous waste facilities to protect public health and avoid impacts on the natural environment.

- Policy HZ 2.2** We maintain up-to-date databases of the storage, use, and production of hazardous materials, based on federally- and state-required disclosure and notification, to appropriately respond to potential emergencies.
- Policy HZ 2.4** We designate truck routes for the transportation of hazardous materials through unincorporated areas and prohibit routes that pass through residential neighborhoods to the maximum extent feasible.
- Policy HZ-2.5** We engage with residents and businesses to promote safe practices related to the use, storage, transportation, and disposal of hazardous materials.
- Policy HZ-2.6** We collaborate with airport owners, FAA, Caltrans, SBCTA, SCAG, neighboring jurisdictions, and other transportation providers in the preparation and maintenance of, and updates to transportation-related plans and projects to minimize noise impacts and provide appropriate mitigation measures.
- Policy HZ 2.7** We encourage truck delivery areas to be located away from residential properties and require associated noise impacts to be mitigated.
- Policy HZ-2.10** We require new development adjacent to existing conforming agricultural operations to provide adequate buffers to reduce the exposure of new development to operational noise, odor, and the storage or application of pesticides or other hazardous materials.
- Policy HZ 3.1** We require projects processed by the County to provide a health risk assessment when a project could potentially increase the incremental cancer risk by 10 in 1 million or more in unincorporated environmental justice focus areas, and we require such assessments to evaluate impacts of truck traffic from the project to freeways. We establish appropriate mitigation prior to the approval of new construction, rehabilitation, or expansion permits.
- Policy HZ 3.3** We assist the air quality management districts in establishing community emissions reduction plans for unincorporated environmental justice focus areas and implement, as feasible, those parts of the plans, that are within the jurisdiction and authority of the County, with particular emphasis in addressing the types of pollution identified in the Hazard Element tables.
- Policy HZ 3.16** We notify the public through the County website when applications are accepted for conditional use permits, changes in zoning, and Policy Plan amendments in or adjacent to environmental justice focus areas. We prepare public notices in the predominant language(s) spoken in the communities containing environmental justice focus areas.
- Policy HZ 3.18** In order for Planning Project Application (excluding Minor Use Permits) to be deemed complete, we require applicants to indicate whether the project is within or adjacent to an unincorporated environmental justice focus area and, if so, to:
- document to the County's satisfaction how an applicant will address environmental justice concerns potentially created by the project; and
 - present a plan to conduct at least one public meeting for nearby residents, businesses, and property owners to obtain public input for applications involving a change in zoning or the Policy Plan. The County will require additional public outreach if the proposed project changes substantively in use, scale, or intensity from the proposed project presented at previous public outreach meeting(s).

The Countywide Plan Personal and Property Protection Element contains the following policies related to wildfires and emergency response planning that are applicable to the Project:

- Policy PP-3.8** We inform and prepare our residents and businesses to collaboratively plan and take action to more safely coexist with the risk of wildfires.

- Policy PP-4.1** We maintain, update, and adopt the Emergency Operations Plan, Continuity of Operations Plan, and the Multi-Jurisdictional Hazard Mitigation Plan.
- Policy PP-4.3** We participate in agreements for automatic and mutual aid with other local, state, federal, and nongovernmental emergency service providers to improve protection services and emergency response throughout the county.
- Policy PP-4.4** We identify and publicize emergency shelters and sign and control evacuation routes for use during emergencies.

San Bernardino County Development Code

Section 23.0107; Storage of Hazardous Materials. The limits referred to in Subsection 8001.1.1 of the Uniform Fire Code, in which the storage of hazardous materials is prohibited or limited, is hereby established as follows: the storage of hazardous materials is prohibited in all areas and locations when, in the opinion of the Fire Chief having jurisdiction, the presence of hazardous material would create an unacceptable threat to the occupants and property owners. The aggregate capacity of any installation for hazardous materials shall not exceed quantities specified in this Chapter or limitations imposed by State and Federal regulations.

Chapter 23.06; Permits, Inspections, and Hearing Procedures for Hazardous Materials. No person or entity shall own, operate or allow the operation of any activity or facility subject to the requirements of the CUPA Permit Program Elements, whether for permanent or temporary activities, including but not limited to the generation, production, storage, treatment or other handling of hazardous materials or hazardous waste, nor own or operate a transporter facility as defined in § 23.0711(d) of this Code, without first applying for, receiving, and retaining an unexpired, unrevoked, unsuspended, CUPA permit for each activity or facility and paying fees in those amounts specified in Chapter 2 of Division 6 of Title 1 of the San Bernardino County Code.

Section 33.0879; Abandonment of Sewage Holding Tanks. If DEHS or any agency orders the abandonment of the sewage holding tank, or if connection is made to sanitary sewers, the permittee operating a sewage holding tank shall abandon the sewage holding tank. Abandonment means having the contents removed from the property by a septic tank pumper and either: (1) Removing the tank from the property; or (2) Backfilling the tank with a material acceptable to the San Bernardino County Division of Building and Safety. The abandonment operation shall be conducted under a valid permit from the Division of Building and Safety. DEHS shall, upon payment by the property owner of fees per the San Bernardino County Schedule of Fees, record notice of removal of the holding tank with the County Recorder.

Section 83.01.060; Fire Hazards. This Section establishes standards for storage of solid materials susceptible to fire hazards and flammable liquids and gases, where allowed in compliance with Division 2 (Land Use Zoning Districts and Allowed Land Uses). The Section sets limits on the amount of flammable liquids and gases in industrial areas.

5.8.3 ENVIRONMENTAL SETTING

The Project site contains two residences, three commercial/industrial buildings (MAS Auto & Truck Electric, Van Corporation, and Ortega Construction), a construction storage site (Surina Construction Company, Inc.), and a trailer parking lot. MAS has been an industrial equipment supplier since 1974. Several shipping containers and other storage units are located on the MAS Auto & Truck northeast portion of the Project site. The residential structures are located on the northwestern and southwestern portion of the Project site. Vance Corporation and Surina Construction Company Inc., have storage containers and construction materials stored

on the Project site and Ortega Construction uses its parcel for storage and maintenance of construction equipment.

Historically, the Phase I ESA describes the Project site and surrounding lands as having been utilized for orchard plantings prior to the 1950s until orchard trees were removed and the Project site was developed. APEX's visual and record review of adjoining and surrounding properties (which are primarily residential or vacant to the west and south, and primarily commercial/light industrial to the north and east).

Site Reconnaissance

The Subject Property was inspected at two different times by Apex. Five parcels were inspected on March 5, 2021, and two parcels were inspected on May 6, 2021. The results of the inspections are discussed below.

17793 Slover Avenue

Four 55-gallon used oil drums, two 55-gallon waste antifreeze drums, one 55-gallon parts cleaner drum, and one 40-gallon container of mud flaps was located in the southeast corner of the building. Approximately 15 five-gallon buckets of oil were observed throughout the property in various locations. Ten 55-gallon drums were observed to the southeast of the property building. The drums were either empty or were utilized for parts storage. Staining was from maintenance activities and hazardous materials storage onsite.

17761 Slover Avenue

One AST tote of hydraulic oil, one AST tote of tractor fluid, one 200-gallon used oil plastic AST, six 55-gallon grease drums, four 55-gallon used oil drums, one 30-gallon absorbent drum, one 30-gallon grease drum, and one used antifreeze drum were located within concrete secondary containment pits in the center of the property. Staining was from maintenance activities and hazardous materials storage onsite.

17811 Slover Avenue

One 2,000-gallon AST of red dyed diesel and one 2,000-gallon AST of clear diesel were located within concrete secondary containment pits in the center of the property. Multiple 55-gallon drums with unknown substances were observed throughout the north portion of the Subject Property. Staining was from maintenance activities and hazardous materials storage onsite.

17847 Slover Avenue

No hazardous substances were observed.

Findings

Apex did not identify any recognized environmental conditions associated with the hazardous materials stored in drums and smaller containers. The staining observed due to maintenance activities and hazardous materials storage onsite is considered a de minimis condition ("A condition that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be de minimis conditions are not RECs nor controlled recognized environmental conditions.").

Asbestos

Asbestos is a naturally-occurring fibrous material that was used as a fireproofing and insulating agent in building construction before such uses were banned by the USEPA in the 1970s, although some nonfriable² use of asbestos in roofing materials still exists. The presence of asbestos can be found in materials such as ducting insulation, wallboard, shingles, ceiling tiles, floor tiles, insulation, plaster, floor backing, and many other building materials. OSHA regulation 29 CFR 1926.1101 requires certain construction materials to be presumed to contain asbestos, for purposes of this regulation. All thermal system insulation, surfacing material, and asphalt/vinyl flooring that are present in a building constructed prior to 1981 and have not been appropriately tested are “presumed asbestos-containing material”.

Asbestos and asbestos-containing materials (ACMs) are considered both a hazardous air pollutant and a human health hazard. The risk to human health is from inhalation of airborne asbestos, which commonly occurs when ACMs are disturbed during such activities as demolition and renovation. The residential structures within the Project site were constructed during the 1950s when asbestos containing materials were commonly used; therefore, the structures could be suspected of containing asbestos material.

Lead

In 1978, the Consumer Product Safety Commission set the allowable lead levels in paint at 0.06 percent by weight in a dry film of newly applied paint. In the 1970s, the chief concern for lead-based paint was its cumulative effect on body systems, primarily when paint chips containing lead were ingested by children. Research in the early 1980s showed that lead dust is of special concern because the smaller particles are more easily absorbed by the body. Common methods of paint removal, such as sanding, scraping, and burning, create excessive amounts of dust. Lead dust is especially hazardous to young children because they play on the floor and engage in a great deal of hand-to-mouth activity, increasing their potential for exposure. Lead-based paints were commonly used in buildings built prior to 1970s; thus, due to the age of the onsite structures, it is possible that lead-based paint and other lead containing materials are present in structures on the Project site.

Other Environmental Conditions

According to the San Bernardino County Land Use Plan Hazard Overlay Map, the Project site is not within:

- Flood: 100-year flood zone, dam/basin inundation area.
- Geologic: Alquist-Priolo earthquake fault zone; County-identified fault zone; rockfall/debris-flow hazard area, medium or high liquefaction area (low to high and localized).
- Fire: high or very high fire hazard severity zone.

The County has identified Valley Boulevard, Slover Avenue, and the San Bernardino Freeway (I-10) as potential emergency evacuation routes. This does not mean that other roadways within the community cannot be used as evacuation routes, as County authorities will specify evacuation routes during an emergency in order to respond to the specific needs of the situation and circumstances.

5.8.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- HAZ-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;

² Nonfriable asbestos refers to ACMs that contain asbestos fibers in a solid matrix that does not allow for them to be easily released.

- HAZ-2 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;
- HAZ-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- HAZ-4 Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment;
- HAZ-5 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, result in a safety hazard or excessive noise for people residing or working in the project area;
- HAZ-6 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or
- HAZ-7 Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

5.8.5 METHODOLOGY

This evaluation of the significance of potential impacts related to hazards and hazardous materials considers both direct effects to the resource and 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 regulations. Information for this section was obtained, in part, from the Phase I Environmental Site Assessment (Apex 2021), which was prepared in accordance with the Standard Practice for Environmental Site Assessments. In addition, the Phase I ESAs include review of regulatory agency databases for the Project site and surrounding areas.

5.8.6 ENVIRONMENTAL IMPACTS

IMPACT HAZ-1: THE PROJECT WOULD NOT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE OR DISPOSAL OF HAZARDOUS MATERIALS.

Less than Significant Impact.

Construction

The proposed construction activities would involve the routine transport, use, and disposal of hazardous materials such as paints, solvents, oils, grease, and caulking during construction activities. In addition, hazardous materials would routinely be needed for fueling and servicing construction equipment on the site. These types of materials are not acutely hazardous, and all storage, handling, use, and disposal of these materials are regulated by federal and state regulations that are implemented by the County of San Bernardino during building permitting for construction activities. As a result, hazardous material impacts related to construction materials would be less than significant.

Additionally, ACMs and lead-based paint may exist due to the date of construction of the existing buildings. Therefore, asbestos surveys and abatement would be required prior to demolition of the existing structures pursuant to the SCAQMD, Cal/OSHA, and the sections of the California Health and Safety Code, which are

described above in the Regulatory Setting. These requirements were developed to protect human health and the environment from the hazards associated with exposure to lead based materials and airborne asbestos fibers. Compliance with these existing regulations, as ensured through the permitting process would reduce impacts related to routine transport and disposal of asbestos-containing materials and lead-based paint during construction activities to a less than significant level.

Operation

Industrial Warehouse/Distribution Use. The future building occupants of the high-cube industrial warehouse/distribution building are not yet identified. Future uses on-site are assumed to be any of those uses permitted in the Community Industrial (IC) zone.

The San Bernardino Countywide Plan states that the Limited Industrial land use designation is intended to provide suitable locations for light or limited industrial activities where operations are entirely enclosed in a structure, and limited exterior storage is fully screened from public view. In addition, the Limited Industrial land use designation is intended to provide suitable locations for employee-intensive uses such as research and development, technology centers, corporate offices, clean industry, and supporting retail uses. Thus, a variety of uses would be accommodated within the proposed buildings.

Additionally, depending on the type of business, operations would require the use of various types and quantities of hazardous materials, including lubricants, solvents, cleaning agents, wastes, paints and related wastes, petroleum, wastewater, batteries, (lead acid, nickel cadmium, nickel, iron, carbonate), scrap metal, and used tires. These hazardous materials would be used, stored, and disposed of in accordance with applicable regulations and standards (such as CFR, Title 49, Chapter I; CCR, Title 8; CFR, Title 40, Part 263; and San Bernardino County Code Sections 23.0602 and 23.0107) that are enforced by the USEPA, USDOT, CalEPA, CalOSHA, DTSC, and County of San Bernardino.

Under California Health and Safety Code Section 25531 et seq., CalEPA requires businesses operating with a regulated substance that exceeds a specified threshold quantity to register with a managing local agency, known as the CUPA. In San Bernardino County, San Bernardino County Fire is the CUPA. If the operations of future tenants of the proposed warehouse facilities exceed established thresholds, CUPA permits will be required. The County requires businesses subject to any of the CUPA permits to file a Business Emergency/Contingency Plan, as outlined above in Section 5.9.2.4, *Local Regulatory Setting*. Additionally, businesses would be required to provide workers with training on the safe use, handling, and storage of hazardous materials. Businesses would be required to maintain equipment and supplies for containing and cleaning up spills of hazardous materials that can be safely contained and cleaned by onsite workers and to immediately notify emergency response agencies in the event of a hazardous materials release that cannot be safely contained and cleaned up by onsite personnel. The compliance with existing laws and regulations governing hazard and hazardous materials would reduce potential impacts related the routine transport, use, and disposal of hazardous materials to less than significant.

IMPACT HAZ-2: THE PROJECT WOULD NOT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET OR ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT.

Less than Significant Impact.

Construction

Accidental Releases. The routine use, storage, transport, and disposal of hazardous materials in accordance with applicable regulations during demolition, excavation, grading, and construction activities would not pose health risks or result in significant impacts. However, improper use, storage, transportation and disposal of hazardous materials and wastes could result in accidental spills or releases, posing health risks to workers, the public, and the environment. Thus, implementation of the proposed Project could potentially result in the accidental release of hazardous materials. The use of BMPs during construction implemented as part of a Stormwater Pollution Prevention Plan (SWPPP) as required by the National Pollution Discharge Elimination System (NPDES) General Construction Permit (and included as PPP WQ-1) would minimize potential adverse effects to workers, the public, and the environment. Construction contract specifications would include strict on-site handling rules and BMPs that include, but are not limited to:

- Establishing a dedicated area for fuel storage and refueling activities that includes secondary containment protection measures and spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

Asbestos-Containing Materials. Some buildings in the Project area date back to a period when many structures were constructed with what are now recognized as hazardous building materials, such as lead and ACMs. Demolition of these older structures could result in the release of hazardous materials. However, asbestos abatement contractors must follow state regulations contained in California Code of Regulations Sections 1529, and 341.6 through 341.14 as implemented by SCAQMD Rule 1403 to ensure that ACMs removed during demolition or redevelopment of the existing buildings is transported and disposed of at an appropriate facility. The contractor and hauler of the material are required to file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it. Section 19827.5 of the California Health and Safety Code requires that local agencies not issue demolition permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including ACMs.

Lead Based Material. Lead-based materials may also be located within existing structures in the Project area. Federal regulations to manage and control exposure to lead-based paint are described in Code of Federal Regulations Title 29, Section 1926.62, and State regulations related to lead are provided in the California Code of Regulations Title 8 Section 1532.1, as implemented by Cal-OSHA. These regulations cover the demolition, removal, cleanup, transportation, storage and disposal of lead-containing material. The regulations outline the permissible exposure limit, protective measures, monitoring and compliance to ensure the safety of construction workers exposed to lead-based materials. Cal/OSHA's Lead in Construction Standard requires project applicants to develop and implement a lead compliance plan when lead-based paint would be disturbed during construction or demolition activities. The plan must describe activities that could emit lead, methods for complying with the standard, safe work practices, and a plan to protect workers from exposure to lead during construction activities. In addition, Cal/OSHA requires 24-hour notification if more than 100 square feet of lead-based paint would be disturbed. These requirements are included as PPP HAZ-2 to ensure that the Project Applicant/Developer submits verification to the County that appropriate activities related to lead have occurred, which would reduce the potential impacts related to lead-based materials to a less than significant level.

Undocumented Hazardous Materials. As described previously, the Project site has a history of various uses that include truck storage and utilization of hazardous materials. In addition, the Phase I ESA describes that

the northern portion of the Project site is currently utilized as truck maintenance and storage yard (Apex 2021). As a result, there is the potential for undocumented spills and releases to have occurred during the operation of the previous uses, including the junkyard. However, the existing federal and state regulations related to hazardous materials and construction includes procedures to follow in the event hazardous materials are uncovered during construction activities.

Excavated soil containing hazardous substances and hazardous building materials would be classified as a hazardous waste if they exhibit the characteristics of ignitability, corrosivity, reactivity, or toxicity (CCR, Title 22, Division 4.5, Chapter 11, Article 3). State and federal laws require detailed planning to ensure that hazardous materials are properly handled, used, stored, and disposed of, and in the event that such materials are accidentally released, to prevent or to mitigate injury to health or the environment. These regulations are detailed previously and include, but are not limited to, RCRA, the Occupational Safety and Health Act that is implemented by OSHA, and the HMTA. Additionally, the California Integrated Waste Management Board and the RWQCB specifically address management of hazardous materials and waste handling in their adopted regulations (CCR, Title 14 and CCR, Title 27). Thus, with implementation of existing regulations, impacts related to excavation including hazardous substances and materials would be less than significant.

Operation

As described above, the risks related to upset or accident conditions involving the release of hazardous materials into the environment would be adequately addressed through compliance with existing Federal, State, and local regulations. Project development would involve warehousing/distribution uses that could use and store common hazardous materials such as paints, solvents, and cleaning products. Building mechanical systems and grounds and landscape maintenance could also use a variety of products formulated with hazardous materials, including fuels, cleaners, lubricants, adhesives, sealers, and pesticides/herbicides.

The environmental and health effects of different chemicals are unique to each chemical and depend on the extent to which an individual is exposed. The extent and exposure of individuals to hazardous materials would be limited by the relatively small quantities of these materials that would be stored, used, and handled. Additionally, any business or facility which uses, generates, processes, produces, packages, treats, stores, emits, discharges, or disposes of hazardous material (or waste) would require a hazardous materials handler permit from the County of San Bernardino and would be required to prepare a Hazardous Materials Business Emergency Plan to minimize the effects and extent of a potential release of a hazardous material.

Through existing County of San Bernardino permitting and occupancy procedures, hazardous materials would be used and stored in accordance with applicable regulations and such uses would be required to comply with Federal and State laws to reduce potential consequences of hazardous materials accidents. In addition, a WQMP is required to be implemented for the Project (included as PPP WQ-2). The BMPs that would be implemented as part of the WQMP would protect human health and the environment should any accidental spills or releases of hazardous materials occur during Project operation.

As a result, Project development and operation would not result in 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, and impacts would be less than significant.

IMPACT HAZ-3: WOULD THE PROJECT EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES OR WASTE WITHIN 0.25 MILE OF AN EXISTING OR PROPOSED SCHOOL?

Less than Significant Impact. The Project site is located approximately 300 feet north of Bloomington High School.

Construction

As described in the previous responses, Project construction would involve the use and disposal of various hazardous materials. However, all storage, handling, use, and disposal of these materials are regulated by federal and state regulations that are implemented by the County of San Bernardino during construction permitting, such as those included as PPP HAZ-1 through PPP HAZ-4. In addition, the hazardous materials from potential asbestos and lead paints, solvents, oils, grease, and caulking would travel to and from the site from the I-10 freeway, via Slover Avenue, which is north of the Project site, the opposite direction of the school facilities. Smaller quantities of hazardous materials may be carried in smaller trucks that are not restricted to designated truck routes. However, the hazardous materials handled during construction of the Project would not travel past the school facilities and potential impacts to schools related to transport of hazardous materials would not occur.

Operation

As described in the previous response to Impact HAZ-1, the future building occupants of the warehouse/distribution building are not yet identified. However, Table 82-17, *Allowed Land Uses and Planning Permit Requirements* of the San Bernardino County Development Code prohibits “Hazardous Waste Operations” in the Community Industrial (IC) zone. Hazardous waste may be liquid, solid, compressed gases, or sludge. The waste may be by-products of manufacturing processes or simply unwanted commercial products. If the waste appears on one of the four RCRA (Resource Conservation and Recovery Act) hazardous waste lists or that exhibits one of the four characteristics of a hazardous waste, then it is considered to be hazardous: Ignitability; Reactivity; Corrosivity; and Toxicity.

When the request for an occupancy permit is made, the Planning Department would ensure that the proposed use of the building is not considered a “Hazardous Waste Operations.” The proposed use would be evaluated to determine the type and quantity of hazardous materials (including hazardous waste) or extremely hazardous substances that would be handled, if any. If using, handling or storing hazardous materials in quantities equal to or greater than the amounts identified below, a Hazardous Materials Business Emergency Plan is required by the County Fire Protection District.³

- 55 gallons of a liquid,
- 500 pounds of a solid, or
- 200 cubic feet of compressed gas, or
- Extremely hazardous substances above the threshold planning quantity
- Facilities in this jurisdiction must also report any amount of hazardous waste via CERS

The Plan is intended to prevent or minimize the damage to public health and safety and the environment, from a release or threatened release of hazardous materials. It also satisfies community right-to-know laws. The Hazardous Materials Business Emergency Plan provides information regarding hazardous materials at facilities to emergency responders and to the general public.

³ <https://sbcfire.org/cupa-hazardouswaste/>

Overall, compliance with existing regulations related to hazardous materials, which would be implemented during the County's permitting review, would reduce the potential for Project operations to pose a hazard to nearby schools to a less than significant level.

In addition, any hazardous materials that are needed or transported for Project operation would travel regionally to and from the Project site from Interstate-10 freeway to Slover Avenue and enter the north side of the Project site, which is the opposite direction of the Bloomington High School campus. Thus, it is very unlikely that any hazardous materials would travel past the school facilities. Overall, potential impacts to schools from hazardous materials handled during Project operations would be less than significant.

IMPACT HAZ-4: WOULD THE PROJECT BE LOCATED ON A SITE THAT IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT?

No Impact. The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State and local agencies to comply with the California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites pursuant to Government Code Section 65962.5. Below are the data resources that provide information regarding the facilities or places that meet the Cortese List requirements.

- List of Hazardous Waste and Substances sites from Department of Toxic Substances Control (DTSC) EnviroStor database.
- List of Leaking Underground Storage Tank Sites from the State Water Board's GeoTracker database.
- List of solid waste disposal sites identified by the Water Board with waste constituents above hazardous waste levels outside the waste management unit.
- List of "active" CDO and CAO from Water Board
- According to Section 25187.5 of the Health and Safety Code, list of hazardous waste facilities subject to corrective action, identified by DTSC

No underground storage tanks were observed on the property. The Phase I Environmental Site Assessment conducted database searches to determine if the Project site or any nearby properties are identified as currently having hazardous materials. Record searches determined the Project site is not located on or near a site which is included on a list of hazardous materials sites.

The Phase I Environmental Site Assessment did not identify any nearby or surrounding area sites that are included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and as a result, impacts related to hazards from being located on or adjacent to a hazardous materials site would not occur from Project development or operation.

IMPACT HAZ-5: WOULD THE PROJECT RESULT IN A SAFETY HAZARD OR EXCESSIVE NOISE FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, BE WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT?

No Impact. The Project Site is approximately nine miles east of the Ontario International Airport. According to the Ontario International Airport Land Use Compatibility Plan, the site is outside of the 60-65 dBA CNEL noise contour and would not be subject to excessive noise levels due to operations at the Ontario International

Airport. The site is also outside of the established airport safety zones. Thus, Project would not result in a safety hazard or excessive noise for people residing or working in the area. As such, no impact would occur.

IMPACT HAZ-6: WOULD THE PROJECT NOT IMPAIR IMPLEMENTATION OF, OR PHYSICALLY INTERFERE WITH, AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?

Less than Significant Impact. The intent of the San Bernardino County Emergency Operations Plan is to provide the concept of operations and strategic activities for responding to any type of emergency incident that may impact the County. Emergency responses are coordinated through various offices within County government and aligned agencies. The County, San Bernardino County Fire, and Sheriff's office provide emergency response.

Construction

Construction activities would occur within the Project site and would not restrict access of emergency vehicles to the Project site or adjacent areas. Project development could require temporary closure of travel lanes. However, roadway closures and traffic detours are not expected to be necessary. Construction activities that may temporarily restrict vehicular traffic would be required to implement adequate measures to facilitate the safe passage of persons and vehicles through/around any required temporary road restrictions in accordance with the requirements in the International Fire Code and Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), which requires that prior to any activity that would encroach into a right-of-way, the area of encroachment be safeguarded through the installation of safety devices that would be specified by the County during the construction permitting process to ensure that construction activities would not physically interfere with emergency access in the site vicinity. Implementation of the Project through the County permitting process would reduce potential construction-related physical interference impacts to emergency access to a less than significant level.

Operation

The Project would include three driveways to provide vehicular access to the site; two off Slover Avenue and one off Alder Avenue. The driveways would provide adequate and safe circulation to, from, and through the Project site and would provide a variety of routes for emergency responders to access the Project site and surrounding areas.

During operation of the Project, the building tenant would be required to maintain adequate emergency access for emergency vehicles as required and verified by San Bernardino County Fire. Because the Project is required to comply with all applicable County codes, as will be verified by the County and San Bernardino County Fire, potential impacts related to emergency evacuation or emergency response plans would be less than significant.

IMPACT HAZ-7: WOULD THE PROJECT EXPOSE PEOPLE OR STRUCTURES, EITHER DIRECTLY OR INDIRECTLY, TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRES?

No impact. The Project site is in a developed area that is not within identified wildland fire hazard areas or areas where residences are intermixed with wildlands (CAL FIRE, 2022). Nonetheless, Project implementation would require adherence to the following chapters of the County Development Code to reduce potential fire hazards: Chapter 63.01 Uniform Building Code, Chapter 63.04 Uniform Mechanical Code, Chapter 63.02 National Electric Code, and Chapter 23.01 County of San Bernardino Fire Code. The Project would also be required to comply with guidelines from San Bernardino County Fire related to fire

prevention and subject to review during the plan check process by the County Building Division. Therefore, the Project would not expose people or structures to a significant risk of loss, injury, or death from wildfires, and impacts would be less than significant.

5.8.6 CUMULATIVE IMPACTS

Cumulative projects within the Project vicinity would have the potential to expose future area residents, employees, and visitors to chemical transport, storage, or use of hazardous materials. Although no hazardous sites on or adjacent to the Project site were identified during site reconnaissance, the severity of potential hazards for individual projects would depend upon location, type, and size of development and the specific hazards associated with individual sites. All hazardous materials users and transporters, as well as hazardous waste generators and disposers are subject to regulations that require proper transport, handling, use, storage, and disposal of such materials to ensure public safety. Thus, if releases of hazardous materials occur on present or future project sites, appropriate remediation activities would be required pursuant to standard Federal, State, and regional regulations. Compliance with the relevant Federal, State, and local regulations during the construction and operation of related projects would ensure cumulative impacts from hazardous materials would be less than significant.

5.8.7 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

Federal

- United States Code of Federal Regulations Title 42, Sections 9601 et seq.: Comprehensive Environmental Response, Compensation and Liability Act and Superfund Amendments and Reauthorization Act
- United States Code of Federal Regulations Title 42, Sections 6901 et seq.: Resource Conservation and Recovery Act
- United States Code of Federal Regulations Title 42, Sections 11001 et seq.: Emergency Planning & Community Right to Know Act
- United States Code of Federal Regulations Title 49, Parts 101 et seq.: Regulations implementing the Hazardous Materials Transportation Act (United States Code of Federal Regulations Title 49 Sections 5101 et seq.)
- United States Code of Federal Regulations Title 15, Sections 2601 et seq.: Toxic Substances Control Act
- US Environmental Protection Agency Asbestos Hazard Emergency Response Act, 40 United States Code of Regulations Section 763

State

- California Health and Safety Code Chapter 6.95 and 19 California Code of Regulations Section 2729: Business Emergency Plans and chemical inventory reporting
- California Occupational Safety and Health Administration Regulation 29, CFR Standard 1926.62
- California Code of Regulations Title 24, Part 2: California Building Code
- California Code of Regulations Title 24, Part 9: California Fire Code
- California Code of Regulations Title 8, Section 1532.1, Lead in Construction Standard
- California Code of Regulations Title 8, Section 1529: Asbestos
- Title 8 of the California Code of Regulations, Section 1532.1: Lead

Regional

- SCAQMD Rule 1403: Asbestos
- SCAQMD Rule 461: Gasoline Transfer and Dispensing

Local

- SBCDC, Section 83.01.060, *Fire Hazards*
- SBCDC, Section 23.0107, *Storage of Hazardous Materials*
- SBCDC, Section 23.0602, *Current CUPA Operational Permit Required*
- SBCDC Section 33.0879, *Abandonment of Sewage Holding Tanks*

Plans, Programs, or Policies (PPPs)

The following Plans, Programs, and Policies (PPP) related to hazards and hazardous materials are incorporated into the Project and would reduce impacts related to hazards and hazardous materials. These actions will be included in the Project's approved Demolition Permit, Grading Permit, Building Permit and/or Certificate of Occupancy, as appropriate.

PPP HAZ-1: SCAQMD Rule 1403. Prior to issuance of a Demolition Permit, the Project Applicant/Developer shall submit verification to the County Building Division that an asbestos survey has been conducted at all existing buildings located on the Project site. If asbestos is found, the Project Applicant/Developer shall follow all procedural requirements and regulations of SCAQMD 1403. Rule 1403 regulations require the following actions be taken: notification of SCAQMD prior to construction activity, asbestos removal in accordance with prescribed procedures, placement of collected asbestos in leak-tight containers or wrapping, and proper disposal.

PPP HAZ-2: Lead. Prior to issuance of a Demolition Permit, the Project Applicant/Developer shall submit verification to the County Building Division that a lead-based paint survey has been conducted at all existing buildings located on the Project site. If lead-based paint is found, the Project Applicant/Developer shall follow all procedural requirements and regulations for proper removal and disposal of the lead-based paint. Cal-OSHA has established limits of exposure to lead contained in dusts and fumes. Specifically, CCR Title 8, Section 1532.1 provides for exposure limits, exposure monitoring, and respiratory protection, and mandates good working practices by workers exposed to lead.

PPP HAZ-3 Transportation of Hazardous Waste. Hazardous materials and hazardous wastes will be transported to and/or from the projects developed under the Countywide Plan in compliance with any applicable state and federal requirements, including the U.S. Department of Transportation regulations listed in the Code of Federal Regulations (CFR) (Title 49, Hazardous Materials Transportation Act); California Department of Transportation standards; and the California Occupational Safety and Health Administration standards.

PPP HAZ-4 Resource Conservation and Recovery Act. Hazardous waste generation, transportation, treatment, storage, and disposal will be conducted in compliance with the Subtitle C of the Resource Conservation and Recovery Act (RCRA) (Code of Federal Regulations, Title 40, Part 263), including the management of nonhazardous solid wastes and underground tanks storing petroleum and other hazardous substances. The San Bernardino County Fire Protection District serves as the designated Certified Unified Program Agency (CUPA) and which implements state and federal regulations for the following programs: (1) Hazardous Materials Release Response Plans and Inventory Program, (2) California Accidental Release Prevention (CalARP) Program, (3) Aboveground Petroleum Storage Act Program, and (4) UST Program (5) Hazardous Waste Generator and Onsite Hazardous Waste Treatment Programs (6) Hazardous Materials Management Plan and Hazardous Material Inventory Statement Program.

PPP HAZ-5 Removal of Hazardous Materials. The removal of hazardous materials, such as polychlorinated biphenyls (PCBs), mercury-containing light ballast, and mold, will be completed in accordance with applicable regulations pursuant to 40 CFR 761 (PCBs), 40 CFR 273 (mercury-containing light ballast), and 29 CFR 1926 (molds) by workers with the hazardous waste operations and emergency response (HAZWOPER) training, as outlined in 29 CFR 1910.120 and 8 CCR 5192.

PPP HAZ-10 San Bernardino County Fire Hazard Abatement (FHA) Program. The FHA program shall enforce the fire hazard requirements outlined in San Bernardino County Code Sections 23.0301 to 23.0319.

PPP WQ-1: NPDES/SWPPP. Prior to issuance of a Demolition Permit or Grading Permit, the Project Applicant/Developer shall provide the County Building Division with evidence of compliance with the NPDES requirement to obtain a Construction Permit from the State Water Resource Control Board (SWRCB). The Permit requirement applies to grading and construction sites of one acre or larger. The Project Applicant/Developer shall comply by submitting a Notice of Intent (NOI) and by developing and implementing a Stormwater Pollution Prevention Plan (SWPPP) and a monitoring program and reporting plan for the construction site.

PPP WQ-2: WQMP. Prior to issuance of a Grading Permit, a completed Water Quality Management Plan (WQMP) shall be submitted to and approved by the City Building and Safety Division. The WQMP shall identify all Post-Construction, Site Design, Source Control, and Treatment Control Best Management Practices (BMP) that will be incorporated into the development project in order to minimize the adverse effects on receiving waters.

5.8.8 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impacts HAZ-1 through, HAZ-6 would be less than significant.

5.8.9 MITIGATION MEASURES

No mitigation measures are required.

5.8.10 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Compliance with existing regulatory programs would reduce potential impacts associated with potential hazards and hazardous materials impacts to a level that is less than significant. Therefore, no significant unavoidable adverse impacts related to Hazards and Hazardous materials would occur.

REFERENCES

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Phase I Environmental Site Assessment Report, prepared by Apex Companies, LLC (May 26, 2021).

5.9 Hydrology and Water Quality

5.9.1 INTRODUCTION

This section describes the existing hydrology and water quality conditions and potential impacts from implementation of the Project. The analysis in this section is based, in part, on the following:

- County of San Bernardino Countywide Plan, October 2020
- Countywide Plan Environmental Impact Report (CWP EIR), PlaceWorks, August 2020
- County of San Bernardino Development Code
- San Bernardino Valley Regional Urban Water Management Plan (RUWMP)
- Preliminary Drainage Study (Appendix G), Albert A. Webb Associates, October 2021.
- Preliminary Water Quality Management Plan (Appendix H), Albert A. Webb Associates, October 2021.

5.9.2 REGULATORY SETTING

5.9.2.1 Federal Regulations

Clean Water Act

The Clean Water Act (CWA) established the basic structure for regulating discharges of pollutants into “waters of the U.S.” The Act specifies a variety of regulatory and non-regulatory tools to sharply reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. Key components of the Clean Water Act that are relevant to the proposed Project are:

- Sections 303 and 304, which provide for water quality standards, criteria, and guidelines. Section 303(d) requires the state to develop lists of water bodies that do not attain water quality objectives (are impaired) after implementation of required levels of treatment by point-source dischargers (municipalities and industries). Section 303(d) also requires that the state develop Total Maximum Daily Loads (TMDLs) for each of the listed pollutants. The TMDL is the amount of pollutant loading that the water body can receive and still be in compliance with water quality objectives. After implementation of the TMDL, it is anticipated that the contamination that led to the 303(d) listing would be remediated. Preparation and management of the Section 303(d) list is administered by the Regional Water Quality Control Boards (RWQCBs).
- Section 401 requires activities that may result in a discharge to a federal water body to obtain a water quality certification to ensure that the proposed activity would comply with applicable water quality standards.
- Section 402 regulates point- and nonpoint-source discharges to surface waters through the National Pollutant Discharge Elimination System (NPDES) program. In California, the State Water Resources Control Board (SWRCB) oversees the NPDES program, which is administered by the local RWQCBs. The NPDES program provides both general permits (those that cover a number of similar or related activities) and individual permits.

National Pollutant Discharge Elimination System Permit Program

The NPDES permit program under the CWA controls water pollution by regulating point- and nonpoint-sources that discharge pollutants into “waters of the U.S.” California has an approved state NPDES program. The United States Environmental Protection Agency has delegated authority for NPDES permitting to the SWRCB, which has nine regional boards. The Santa Ana RWQCB regulates water quality in the Bloomington area. Discharge of stormwater runoff from construction areas of one acre or more requires either an individual permit issued by the RWQCB or coverage under the statewide Construction General Stormwater Permit for stormwater discharges (discussed below). Specific industries and public facilities, including wastewater treatment plants that have direct stormwater discharges to navigable waters, are also required to obtain either an individual permit or obtain coverage under the statewide General Industrial Stormwater Permit.

5.9.2.2 State Regulations

Porter-Cologne Act

The Porter-Cologne Water Quality Control Act of 1969, codified as Division 7 of the California Water Code, authorizes the SWRCB to provide comprehensive protection for California’s waters through water allocation and water quality protection. The SWRCB implements the requirement of CWA Section 303, establishing that water quality standards have to be set for certain waters by adopting water quality control plans under the Porter-Cologne Act. The Porter-Cologne Act establishes the responsibilities and authorities of the nine RWQCBs, including preparing water quality plans for areas in the region, and identifying water quality objectives and waste discharge requirements (WDRs). Water quality objectives are defined as limits or levels of water quality constituents and characteristics established for reasonable protection of beneficial uses or prevention of nuisance. Beneficial uses consist of all the various ways that water can be used for the benefit of people and/or wildlife. The Porter-Cologne Act has been amended to provide the authority delegated from the USEPA to issue NPDES permits regulating discharges to surface waters of the U.S.

The unincorporated community of Bloomington is in the Santa Ana River Basin, Region 8, in the Upper Santa Ana Watershed. The Water Quality Control Plan for this region was adopted in 1995. This Basin Plan gives direction on the beneficial uses of the state waters within Region 8, describes the water quality that must be maintained to support such uses, and provides programs, projects, and other actions necessary to achieve the established standards.

California Anti-Degradation Policy

A key policy of California’s water quality program is the State’s Anti-Degradation Policy. This policy, formally known as the Statement of Policy with Respect to Maintaining High Quality Waters in California (SWRCB Resolution No. 68-16), restricts degradation of surface and ground waters. In particular, this policy protects water bodies where existing quality is higher than necessary for the protection of beneficial uses. Under the Anti-Degradation Policy, any actions that can adversely affect water quality in all surface and ground waters must (1) be consistent with maximum benefit to the people of the state; (2) not unreasonably affect present and anticipated beneficial use of the water; and (3) not result in water quality less than that prescribed in water quality plans and policies (i.e., will not result in exceedances of water quality objectives).

California Construction General Permit

The State of California adopted a Statewide NPDES Permit for General Construction Activity (Construction General Permit) on September 2, 2009 (Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ

and 2012-0006-DWQ). The last Construction General Permit amendment became effective on July 17, 2012. The Construction General Permit regulates construction site stormwater management. Dischargers whose projects disturb one or more acres of soil, or whose projects disturb less than one acre, but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for discharges of stormwater associated with construction activity. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground, such as stockpiling or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility.

To obtain coverage under this permit, project operators must electronically file Permit Registration Documents, which include a Notice of Intent (NOI), a Stormwater Pollution Prevention Plan (SWPPP), and other compliance-related documents, including a risk-level assessment for construction sites, an active stormwater effluent monitoring and reporting program during construction, rain event action plans, and numeric action levels (NALs) for pH and turbidity, as well as requirements for qualified professionals to prepare and implement the plan.

The SWPPP would include a site map, description of stormwater discharge activities, and best management practices (BMPs) taken from the menu of BMPs set forth in the California Stormwater Quality Association (CASQA) BMP Handbook that will be employed to prevent water pollution. It must describe BMPs that will be used to control soil erosion and discharges of other construction-related pollutants (e.g., petroleum products, solvents, paints, cement) that could contaminate nearby water bodies. It must demonstrate compliance with local and regional erosion and sediment control standards, identify responsible parties, provide a detailed construction timeline, and implement a BMP monitoring and maintenance schedule. The Construction General Permit requires the SWPPP to identify BMPs that will be implemented to reduce controlling potential chemical contaminants from impacting water quality. Types of BMPs include erosion control (e.g., preservation of vegetation), sediment control (e.g., fiber rolls), non-stormwater management (e.g., water conservation), and waste management. The SWPPP also includes descriptions of BMPs to reduce pollutants in stormwater discharges after all construction phases have been completed at the site (post-construction BMPs).

California Water Resources Control Board Low Impact Development Policy

The SWRCB adopted the Low Impact Development (LID) Policy which, at its core, promotes the idea of “sustainability” as a key parameter to be prioritized during the design and planning process for future development. The SWRCB has directed its staff to consider sustainability in all future policies, guidelines, and regulatory actions. LID is a proven approach to manage stormwater. The RWQCBs are advancing LID in California in various ways, including provisions for LID requirements in renewed NPDES Phase I Municipal Separate Storm Sewer System (MS4) permit.

5.9.2.3 Regional/Local Regulations

Santa Ana Regional Water Quality Control Board Water Quality Control Plan (Basin Plan)

The community of Bloomington is within the jurisdiction of the Santa Ana RWQCB. The RWQCB sets water quality standards for all ground and surface waters within its region through implementation of a Water Quality Control Plan (Basin Plan). The Basin Plan describes existing water quality conditions and establishes water quality goals and policies. The Basin Plan is also the basis for the RWQCB’s regulatory programs. To this end, the Basin Plan establishes water quality standards for all the ground and surface waters of the

region. The term “water quality standards,” as used in the federal CWA, includes both the beneficial uses of specific water bodies and the levels of quality which must be met and maintained to protect those uses. The Basin Plan includes an implementation plan describing the actions that are necessary to achieve and maintain target water quality standards. The Santa Ana Basin Plan has been in place since 1995, (with updates in 2008, 2011, 2016, and 2019) with the goal of protecting the public health and welfare and maintaining or enhancing water quality and potential beneficial uses of the water.

Municipal Regional Stormwater NPDES Permit

Within the San Bernardino County area of the Santa Ana River Basin, management and control of the municipal separate storm sewer system (MS4) is shared by a number of agencies, including the San Bernardino County Flood Control District, San Bernardino County, and the cities of Big Bear Lake, Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland, and Yucaipa. The San Bernardino County Public Works Department is the local enforcing agency of the MS4 NPDES Permit.

On January 29, 2010, the Santa Ana RWQCB issued an area-wide MS4 permit to the County and municipalities in San Bernardino County. Waste discharge requirements for stormwater entering municipal storm drainage systems are set forth in the MS4 permit, Order No. R8-2010-0036, NPDES No. CAS618036. This permit expired on January 29, 2015. On August 1, 2014, the San Bernardino County Flood Control District submitted a Report of Waste Discharge (ROWD) on behalf of San Bernardino County and the 16 incorporated cities within San Bernardino County. The submitted ROWD serves as the permit renewal application for the fifth term MS4 permit for San Bernardino County.

San Bernardino County Stormwater Program

The Technical Guidance Document for Water Quality Management Plans (WQMPs) for the Santa Ana Region of San Bernardino County is the guidance document for the project’s stormwater design compliance with Santa Ana RWQCB requirements for Priority Projects or Transportation Projects. The MS4 permit requires that a preliminary project-specific WQMP be prepared for review early in the project development process and that a Final WQMP be submitted prior to the start of construction. A project-specific WQMP is required to address the following:

- Develop site design measures using Low Impact Development (LID) principles;
- Evaluate feasibility of on-site LID Best Management Practices (BMPs);
- Maximum hydrologic source control, infiltration, and biotreatment BMPs;
- Select applicable source control BMPs; and
- Address post-construction BMP maintenance requirements.

Additionally, the permit requires that LID infiltration BMPs be used to capture and infiltrate the 85th percentile of a 24-hour precipitation event for all new or significant redevelopment projects.

San Bernardino Countywide Plan

The following goals and policies from the San Bernardino Countywide Plan Infrastructure & Utilities Element and Natural Resources Element are relevant to the proposed Project:

Policy IU-1.3 Recycled water. We promote the use of recycled water for landscaping, groundwater recharge, direct potable reuse, and other applicable uses in order to supplement groundwater supplies.

Policy IU-1.8 Groundwater management coordination. We collaborate with watermasters, groundwater sustainability agencies, water purveyors, and other government agencies to ensure groundwater basins are being sustainably managed. We discourage new development when it would create or aggravate groundwater overdraft conditions, land subsidence, or other “undesirable results” as defined in the California Water Code. We require safe yields for groundwater sources covered by the Desert Groundwater Management Ordinance.

Goal IU 3: A regional stormwater drainage backbone and local stormwater facilities in unincorporated areas that reduce the risk of flooding.

Policy IU-3.2: Local flood control. We require new development to install and maintain stormwater management facilities that maintain predevelopment hydrology and hydraulic conditions.

Goal NR-2.2: Water management plans. We support the development, update, and implementation of ground and surface water quality management plans emphasizing the protection of water quality from point and non-point source pollution.

Policy NR-2.5: Stormwater discharge. We ensure compliance with the County’s Municipal Stormwater NPDES (National Pollutant Discharge Elimination System) Permit by requiring new development and significant redevelopment to protect the quality of water and drainage systems through site design, source controls, stormwater treatment, runoff reduction measures, best management practices, low impact development strategies, and technological advances. For existing development, we monitor businesses and coordinate with municipalities.

San Bernardino County Development Code

Chapter 35.01; Pollutant Discharge Elimination System Regulations: This chapter requires the County to participate as a "Co-permittee" under the NPDES Permit program to accomplish the requirements of the CWA. Pursuant to this chapter, the County is required to participate in the improvement of water quality and comply with federal requirements for the control of urban pollutants to stormwater runoff.

Chapter 83.15; Conditional Compliance for Water Quality Management Plans: The purpose of this chapter is to ensure compliance with conditions of approval on projects involving Water Quality Management Plan features.

Chapter 85.11; Pre-Construction Flood Hazard and Soil Erosion Pollution Prevention Inspection: The purpose of this chapter is to control soil erosion pollution and regulate construction of proposed structures that are subject to flood hazards due to storm events within local flood hazard areas that are not within a designated Flood Plain Safety (FP) Overlay District or Floodway (FW) Land Use Zoning District.

Chapter 89.01; Drainage Facilities Financing: The purpose of this Chapter is to require the payment of drainage fees for most new construction that is within an adopted Local Area Drainage Plan. The fees shall be paid prior to the issuance of Building Permits for the purposes of defraying the actual or estimated costs of constructing planned drainage facilities.

5.9.3 ENVIRONMENTAL SETTING

Regional Hydrology

The community of Bloomington is in the in the Santa Ana River Basin, a 2,700-square-mile area in the Coastal Range Province of Southern California located roughly between Los Angeles and San Diego. The upper Basin drainage in southwestern San Bernardino County consists mainly of snowmelt and storm runoff from the San Gabriel Mountains.

Watershed

The Project is located in the Santa Ana River Basin watershed. The watershed is located south and east of Los Angeles and includes much of Orange County, the northwestern corner of Riverside County, the southwestern corner of San Bernardino County, and a small portion of Los Angeles County. The watershed is bounded on the south by the Santa Margarita watershed, on the east by the Salton Sea and Southern Mojave watersheds, and on the north and west by the Mojave and San Gabriel watersheds. The entire Santa Ana River watershed is divided into smaller specific watersheds. This watershed is in an arid region and therefore has little natural perennial surface water. Surface waters start in the upper erosion zone of the watershed, primarily in the San Bernardino and San Gabriel mountains. This upper zone has the highest gradient and soils and geology that do not allow large quantities of percolation of surface water into the ground. A variety of downstream water storage reservoirs (Lake Perris, Lake Mathews, and Big Bear Lake) and flood control areas (Prado Dam area and Seven Oaks Dam area) have been created to hold surface water.

The Santa Ana River watershed is regulated by the Santa Ana RWQCB. The Santa Ana RWQCB manages a large watershed area, which includes most of San Bernardino County to the east and then southwest through northern Orange County to the Pacific Ocean.

Groundwater Basin

The Project is located in the Chino Subbasin of the Upper Santa Ana Groundwater Basin. The Chino Basin is one of the largest groundwater basins in southern California and encompasses about 235 square miles of the Upper Santa Ana River watershed. It lies within portions of San Bernardino, Riverside, and Los Angeles counties. The Chino Basin has approximately five to seven million-acre feet of water in storage and an estimated one million acre-feet of additional unused storage capacity. Prior to 1978, the Basin was in overdraft. After 1978, the Basin has been managed via adjudication by the Chino Basin Watermaster.

Water Quality

The nearest surface water is the Santa Ana River, located approximately 3.8 miles to the southwest of the Project Site. The Santa Ana River is the main receiving water for the Project site. The Santa Ana River, Reach 3 and Santa Ana River, Reach 2 are classified as impaired water bodies and have been placed on the 303(d) list of impaired waters for the following pollutants: pathogens, copper and lead (Reach 3) and indicator bacteria and pathogens (Reach 2). Since the Project site is a tributary to Reaches 1, 2, and 3 of the Santa Ana River, the Project site is a contributor of pollutants to the impairments within Reaches 1, 2, and 3 of the Santa Ana River.

The County of San Bernardino has adopted the USEPA's NPDES regulations in an effort to reduce pollutants in urban runoff and stormwater flows. The Santa Ana RWQCB issued the County a Municipal Separate Storm Sewer System (MS4) Permit (Order No. R8-2010-0036), which establishes pollution prevention requirements for planned developments. The County participates in an Area-wide Urban Stormwater Runoff Management Program to comply with the MS4 permit requirements. Runoff is managed and regulated under the NPDES MS4 permit and associated Storm Water Management Program.

Water Supply and Groundwater

As identified by the California Department of Water Resources in California's Groundwater (Bulletin 118), groundwater and surface water in the Chino Subbasin of the Santa Ana River Valley Groundwater Basin have elevated nitrate concentrations, partly derived from a large dairy industry in the area. Downstream in Orange County, water from the Santa Ana River provides a large part of the groundwater replenishment.

Existing Drainage

The existing topography of the Project site is developed and relatively flat, sloping down at approximately 1.2 percent grade to the south/southeast. The existing drainage pattern is characterized by sheet flows that converge at the low point within the southeast portion of the Project site. Flows are conveyed to Otilla Street approximately 150 feet south of the project site via a concrete channel and under-sidewalk drain. The Project site is not impacted by offsite flows as there are existing streets around the perimeter of the Project site that convey any offsite flow away from the site.

5.9.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- WQ-1 Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality;
- WQ-2 Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;
- WQ-3 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in a substantial erosion or siltation on- or off-site;
- WQ-4 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
- WQ-5 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would 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;
- WQ-6 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows;

- WQ-7 In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation;
or
WQ-8 Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

5.9.5 METHODOLOGY

This evaluation of the significance of potential impacts related to hydrology and water quality is based on a review of published information and reports regarding regional hydrology, groundwater conditions, and surface water quality. The potential impacts on hydrology and water quality were evaluated by considering the general type of pollutants that operation of the Project would generate during construction and operation. In determining the level of significance, the analysis recognizes that development under the proposed Project would be required to comply with relevant federal, state, and regional laws and regulations that are designed to ensure compliance with applicable water quality standards and waste discharge requirements. Because the regional and local regulations related to water quality standards have been developed to reduce the potential of pollutants in the water resources (as described in the Regulatory Setting Section above), and are implemented to specific waterbodies, such as 303(d) TMDL requirements, or development projects such as grading and construction permit regulations, implementation of all relevant water quality and hydrology requirements would limit the potential of the proposed Project to a less than significant impact.

5.9.6 ENVIRONMENTAL IMPACTS

IMPACTS WQ-1: WOULD THE PROJECT VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS OR OTHERWISE SUBSTANTIALLY DEGRADE SURFACE OR GROUND WATER QUALITY?

Construction

Less than Significant Impact. Implementation of the proposed Project includes development involving demolition of the existing structures, site preparation, construction of a new building, and infrastructure improvements. Demolition of existing structures, grading, stockpiling of materials, excavation and the import/export of soil and building materials, construction of new structures, and landscaping activities would expose and loosen sediment and building materials, which have the potential to mix with stormwater and urban runoff and degrade surface and receiving water quality.

Additionally, construction generally requires the use of heavy equipment and construction-related materials and chemicals, such as concrete, cement, asphalt, fuels, oils, antifreeze, transmission fluid, grease, solvents, and paints. In the absence of proper controls, these potentially harmful materials could be accidentally spilled or improperly disposed of during construction activities and could wash into and pollute surface waters or groundwater, resulting in a significant impact to water quality.

Pollutants of concern during construction activities generally include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. In addition, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and concrete-related waste may be spilled or leaked during construction, which would have the potential to be transported via storm runoff into nearby receiving waters and eventually may affect surface or groundwater quality. During construction

activities, excavated soil would be exposed, thereby increasing the potential for soil erosion and sedimentation to occur compared to existing conditions. In addition, during construction, vehicles and equipment are prone to tracking soil and/or spoil from work areas to paved roadways, which is another form of erosion that could affect water quality.

As stated in under County Code Section 85.11.030, no person shall commence with a disturbance of land (e.g., grading or land clearing) or construction activity that has that potential to cause erosion without first obtaining approval of erosion control measures to ensure that erosion would not reasonably be expected to occur. The existing NPDES Construction General Permit, as included in the County's Code Chapter 35.01, and PPP WQ-1, requires preparation and implementation of a SWPPP by a Qualified SWPPP Developer for construction activities that disturb one-acre or more of soils. The SWPPP is required to address site-specific conditions related to potential sources of sedimentation and erosion and would list the required BMPs that are necessary to reduce or eliminate the potential of erosion or alteration of a drainage pattern during construction activities. Common types of construction BMPs include:

- Silt fencing, fiber rolls, or gravel bags
- Street sweeping and vacuuming
- Storm drain inlet protection
- Stabilized construction entrance/exit
- Vehicle and equipment maintenance, cleaning, and fueling
- Hydroseeding
- Material delivery and storage
- Stockpile management
- Spill prevention and control
- Solid waste management
- Concrete waste management

In addition, a Qualified SWPPP Practitioner (QSP) is required to ensure compliance with the SWPPP through regular monitoring and visual inspections during construction activities. The SWPPP would be amended and BMPs revised, as determined necessary through field inspections, in order to protect against substantial soil erosion, the loss of topsoil, or alteration of the drainage pattern. Compliance with the Construction General Permit and a SWPPP prepared by a QSD and implemented by a QSP would prevent construction-related impacts related to potential alteration of a drainage pattern or erosion from development activities.

Therefore, compliance with the State Construction General Permit, Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ, the San Bernardino County Code, and other applicable requirements, which would be verified during the County's construction permitting process, would ensure that Project impacts related to construction activities resulting in a degradation of water quality would be less than significant.

Operation

Less than Significant Impact. The project site is contained within a single drainage area that extends 576,600 square feet. Under the existing conditions, existing land uses (e.g., commercial, industrial, and residential uses) contribute to surface and groundwater quality degradation. The Project site drains to several impaired waters, per the Section 303(d) impaired waters list. Impairments include Santa Ana River Reach 4, which is impaired for pathogens, indicator bacteria, lead, and copper; Santa Ana River Reach 3,

which is impaired for pathogens, indicator bacteria, lead, and copper; and Prado Flood Control Basin, which is impaired for pH.

The project would include operation of a new 259,481 square foot high-cube warehouse/logistics building within a 256,506 square foot building footprint (2,975 square feet are included in the building mezzanine). Other on-site Project features include an asphalt parking lot, landscaping, signage, and water quality treatment facilities. The proposed warehouse/distribution use would result in 495,300 square feet of impermeable surfaces, which would be an increase of 348,900 square feet from the existing 146,400 square feet of impervious surface area. Approximately 45 percent of the Project site would be developed with impervious surfaces.

Increases in impervious surface area would result in an increase in the volume and flow rate of surface runoff and potential pollutants from vehicles. Operation of the proposed land uses could generate pollutants including trash, debris, oil residue, and other residue that could be deposited on streets, sidewalks, driveways, paved areas, and other surfaces and wash into receiving waters. The pollutants that could be released include bacteria, nutrients, oil and grease, metals, organics, and pesticides. Nutrients in post-construction stormwater include nitrogen and phosphorous from fertilizers from landscaping areas. Excess nutrients can impact water quality by promoting excessive and/or rapid growth of aquatic vegetation and algae growth, which reduces water clarity and results in oxygen depletion. Pesticides can be toxic to aquatic organisms and bioaccumulate in larger species such as birds and fish and result in harmful effects. Oil and grease may end up in stormwater from leaking vehicles, and metals may enter stormwater as surfaces corrode, decay, or leach and from roadway runoff. Pollutants have the potential to further exacerbate existing impairments of local water bodies.

Proposed drainage improvements would include construction of onsite conveyance, including curbs and gutters and a subsurface storm drain. Flows would drain from the storm drain into a proposed chamber infiltration system. The infiltration system would consist of one below-grade perforated underground chamber. The chamber would be in the northeasterly truck court beneath the parking lot and drive lanes to the north of the proposed building and would be designed to fully capture the site's design capture volume (50,160 cubic feet) per the County's permit requirements (85th percentile of a 24 hour storm event). The bottom of the chamber would range from approximately 8 to 10.5 feet below ground surface. During high intensity precipitation events, water would backup out of the chamber and into a proposed outlet in the southeast corner and discharge to the existing concrete channel connected to Otilia Street. Flows would be discharged into a drain inlet that would connect to the proposed subsurface chamber within the north portion of the site. The proposed chamber would have capacity to capture 100 percent of the site's design capture volume.

Implementation of the proposed Project would comply with BMPs pursuant to the County's NPDES requirements, and the County Code. The Project would be required to implement a WQMP pursuant to Chapter 83.15 of the San Bernardino County Code and included as PPP WQ-3. Post construction BMPs and LID included in the WQMP would avoid potential quality degradation of receiving waters resulting from proposed development. As part of the permitting approval process, construction plans would be required to demonstrate compliance with these regulations. Plans for grading, drainage, erosion control and water quality would be reviewed by the County Public Works Department prior to issuance of grading permits to ensure that the applicable and required LID BMPs are constructed during implementation of the Project.

Additionally, BMPs would include non-structural water quality controls to further minimize potential of water quality degradation of receiving waters. Non-structural BMPs would include but are not limited to:

- Education of property operators on stormwater pollutants,
- Enclosed trash receptacle areas,
- Effective landscape design to minimize water use and maximize stormwater treatment,
- BMP maintenance activities,
- California Code of Regulation (CCR) Title 22 compliance,
- Compliance with local water quality ordinances,
- Implementation of a spill contingency plan,
- Separation of the proposed septic system from stormwater infiltration, and
- Implementation of hazardous material measures (identified in Section 5.8).

Sewage disposal on the Project site currently is via septic systems. Leaks and/or septic system spills have the potential to contaminate groundwater. The new septic system that would serve the Project will consist of one septic tank approximately 3,000 gallons in size and one seepage pit which would extend to depths of approximately 25 feet below existing site grade. The County NPDES MS4 Permit also requires implementation of control measures and procedures to prevent, respond to, contain and clean up all sewage and other spills from sources such as portable toilets and septic systems. The septic system would be reviewed by the County Public Health Environmental Health Services Department prior to Project approval to ensure adequate soil percolation properties and that the system complies with County requirements.

Overall, adherence to the existing regulations as implemented by the County Code would ensure that Project impacts related to degradation of water quality from operational activities would be less than significant.

IMPACT WQ-2: WOULD THE PROJECT SUBSTANTIALLY DECREASE GROUNDWATER SUPPLIES OR INTERFERE SUBSTANTIALLY WITH GROUNDWATER RECHARGE SUCH THAT THE PROJECT MAY IMPEDE SUSTAINABLE GROUNDWATER MANAGEMENT OF THE BASIN?

Less than Significant Impact. The Project site is underlain by the Chino Basin, which is fully adjudicated and managed by the Chino Basin Watermaster (Watermaster). Pursuant to the Optimum Basin Management Plan (OBMP) and the Peace Agreement, Inland Empire Utilities Agency (IEUA), Watermaster, Chino Basin Water Conservation District (CBWCD), and the San Bernardino County Flood Control District (SBCFCD) completed a Recharge Master Plan for the Chino Basin. As part of recharge efforts, seventeen existing flood retention facilities have been modified to increase diversion rates, increase conservation storage, and subsequently increase the recharge of stormwater and dry-weather runoff. The latest plan, the 2018 Recharge Master Plan, identified two new recharge facilities that were also constructed as part of these efforts. Identified recharge facilities are located outside the Project site and would not be impacted by proposed development. In addition, the Watermaster developed the Chino Basin Subsidence Management Plan (2015) for a portion of the Chino Basin; however, the Project area is outside of the delineated management area of the plan.

The Sustainable Groundwater Management Act (SGMA) is comprised from a three-bill legislative package, including AB 1739 (Dickinson), SB 1168 (Pavley), and SB 1319 (Pavley), and subsequent statewide Regulations. In signing SGMA, groundwater sustainability agencies (GSAs) must develop and implement groundwater sustainability plans (GSPs) to avoid and/or mitigate groundwater overdraft over the course

of 20 years. As noted above, the Project's groundwater supplies come from an adjudicated basin. Adjudicated basins are exempt from the SGMA because such basins already operate under a court-ordered management plan to ensure the long-term sustainability of the Basin. Therefore, the Project would not conflict with SGMA.

The proposed Project would result in 495,300 square feet of impermeable surfaces, which would be an increase of 348,900 square feet from the existing 146,400 square feet of impervious surface area. The County MS4 permit requires that LID infiltration BMPs be used to capture and infiltrate the 85th percentile of a 24-hour precipitation event. The Preliminary WQMP (Appendix H) for the Project determined that the locations of the proposed chamber would provide adequate infiltration rates with proposed improvements and have been sized to accommodate the full design capture volume calculated for the Project. In addition, vegetated landscaping has also been incorporated into the design to capture and infiltrate stormwater. Stormwater runoff from the site will be conveyed to the infiltration chamber that would allow for recharge of the basin.

Table 5.9-1: Net Impervious Surface Area

Site Condition	Project Site (ft ²)
Existing Impervious Surface	146,400
Proposed Impervious Surface	495,300
Net New Impervious Surface	348,900

Therefore, compliance with the MS4 permit requirements, the County Code, and other applicable requirements implemented through the WQMP, which would be verified during the Project permitting process, would ensure that Project impacts related to groundwater depletion and recharge would be less than significant.

IMPACT WQ-3: WOULD THE PROJECT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE 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?

Construction

Less than Significant Impact. Construction of the Project would require demolition and removal of existing structures, buildings, and infrastructure. Excavation, grading, and other site preparation activities would loosen soils, which has the potential to result in erosion and the loss of topsoil. Also, the Project site is generally flat and does not contain substantial slopes that could induce erosion or siltation. As discussed above, the existing NPDES Construction General Permit, as included in the County's Code Chapter 35.01, and PPP WQ-1, requires preparation and implementation of a SWPPP by a Qualified SWPPP Developer for construction activities that disturb one-acre or more of soils. The SWPPP is required to address site-specific conditions related to potential sources of sedimentation and erosion and would list the required BMPs that are necessary to reduce or eliminate the potential of erosion or alteration of a drainage pattern during construction activities.

Overall, with implementation of the existing construction regulations that would be verified by the County during the permitting approval process, impacts related to alteration of an existing drainage pattern during construction that could result in substantial erosion or siltation would be less than significant.

Operation

Less than Significant Impact. The nearest surface water is the Santa Ana River, located approximately 3.8 miles to the southwest of the Project site. The existing drainage pattern for the site and the general area is characterized by sheet flows that follow the slope to the south/southeast. High intensity flows continue southeast and are conveyed to Otilla Street via a concrete channel and under-sidewalk drain with an existing capacity of 11.4 cubic feet per second (cfs). Inlets and sub-surface storm drain pipes will be used to collect and convey runoff to two proposed underground infiltration systems located at the northern and eastern portions of the Project site. The chamber is sized to contain the entire design capture volume. During high intensity storm events, runoff would equalize in the storm drain pipe and backup into a proposed outlet in the southeast corner of the site. The runoff would discharge to an existing u-channel and underground sidewalk to Otilla Street roughly 150 feet south of the Project site. Therefore, the existing southerly drainage pattern is not maintained. However, times of concentration are preserved through the use of dual underground infiltration systems.

The Project site would be mostly developed and undeveloped areas would be vegetated, minimizing the potential for erosion or siltation on site. As previously discussed, the Project would include implementation of BMPs designed to fully capture and infiltrate the Project's design capture volume, reducing offsite stormwater flows. As part of the permitting approval process, the proposed drainage and water quality design and engineering plans would be reviewed by the County Department of Public Works to ensure that they meet the County's NPDES Permit and limit the potential for erosion and siltation. Therefore, impacts related to alteration of a drainage pattern and erosion/siltation from operational activities would be less than significant.

IMPACT WQ-4: WOULD THE PROJECT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR THROUGH THE ADDITION OF IMPERVIOUS SURFACES, IN A MANNER WHICH WOULD SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN A MANNER WHICH WOULD RESULT IN FLOODING ON- OR OFF-SITE.

Construction

Less than Significant Impact. Construction of the proposed Project would include activities that could temporarily alter the existing drainage pattern of the site, for example by constructing foundations and paved areas, and could result in flooding on- or off-site if drainage is not properly controlled. However, as described previously, implementation of the Project requires a SWPPP that would address site-specific drainage issues related to construction of the Project and include BMPs to eliminate the potential of flooding or alteration of a drainage pattern during construction activities. This includes diverting runoff from rooftops and other impervious surfaces to vegetated areas when possible to promote infiltration and controlling the perimeter of site using sandbags, berms, and silt fencing. Therefore, impacts would be less than significant.

Operation

Less than Significant Impact. As described previously, proposed Project would result in an increase in impervious areas. As a result, the Project would increase surface flows compared to existing conditions. However, installation of new storm water drainage facilities, including a subsurface infiltration chamber, pervious landscaped areas, and new storm drains would be installed. The proposed drainage system would collect onsite flows via a series of subsurface storm drains and sheet flows.

Proposed onsite drainage infrastructure has capacity to retain 100 percent of the WQMP design capture volume. In addition, landscaped areas would accept runoff water from impervious surfaces. The use of the infiltration chamber and landscaping would regulate the rate and velocity of stormwater flows and would control the amount of discharge into the off-site drainage system. As determined by the Preliminary WQMP (Appendix H) and Preliminary Drainage Study (Appendix G), the proposed drainage improvements would adequately convey flows to the chamber and provide flood protection for the 100-year storm event via the two underground storm drain systems, Line- A and Line-B. They would be 24-inch and 30-inch HDPE storm drains and convey approximately 18 and 22 cfs, respectively. The proposed project would not impact flooding condition to upstream or downstream properties with the proposed chamber volume. The proposed flowrate would be restricted to the existing capacity of the channel to Otilia Street of 11.4 cfs. In doing so, the proposed flowrate of 10.3 cfs is much less than the existing condition of 33.2 cfs. As part of the permitting approval process, the proposed drainage and water quality design and engineering plans would be reviewed by the County Department of Public Works to ensure that they meet the County NPDES Permit requirements and would not result in flood impacts.

Overall, the drainage facilities proposed for the Project have been sized to be consistent with the County MS4 permit requirements. Thus, implementation of the Project would not substantially increase the rate or amount of surface runoff, such that flooding would occur. Impacts would be less than significant.

IMPACT WQ-5: WOULD THE PROJECT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER OR THROUGH THE ADDITION OF IMPERVIOUS SURFACES, IN A MANNER WHICH WOULD 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?

Less than Significant Impact. The Project site would include development of approximately 495,300 square feet of impermeable surfaces, which would be an increase of 348,900 square feet from the existing 146,400 square feet of impervious surface area. Project site existing drainages flow to a low point within the south/southeast portion of the site. Flows are conveyed to Otilia Street approximately 150 feet south of the project site via a concrete channel and under-sidewalk drain.

Use of the subsurface infiltration chamber would regulate the rate and velocity of stormwater flows and would control the amount of discharge into the off-site drainage system. As discussed above, the Project would not result in significant impacts related to water quality. In addition, the drainage facilities proposed for the Project have been sized to adequately accommodate the stormwater flows from the proposed development and are consistent with the County drainage plans and MS4 permit requirements. The proposed oversized infiltration system would accommodate existing stormwater infrastructure capacity by holding the entire design capture volume in the chamber and allow high flows to discharge from the site at a reduced flowrate. The existing southerly drainage pattern is not maintained; however, times of concentration are

preserved through the use of dual underground infiltration systems. Therefore, impacts would be less than significant.

IMPACT WQ-6: WOULD THE PROJECT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER OR THROUGH THE ADDITION OF IMPERVIOUS SURFACES, IN A MANNER WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS?

Construction

Less than Significant Impact. As described above, the Project site generally slopes to the south/southeast. Implementation of the Project would alter the drainage patterns of the Project site; however, stormwater would be completely contained and infiltrated on site and would not result in changes to offsite drainage patterns or receiving water bodies. Construction of the proposed Project would include activities that could temporarily alter the existing drainage pattern of the site and could result in flooding on- or off-site if drainage is not properly controlled. However, as described previously, implementation of the Project requires a SWPPP that would address site specific drainage issues related to construction of the Project and include BMPs to eliminate the potential of flooding or alteration of a drainage pattern during construction activities. This includes regular monitoring and visual inspections during construction activities. Compliance with the County's NPDES Permit and a SWPPP, as verified by the County through the construction permitting process, would prevent construction-related impacts related to potential impediment or redirection of flood flows. Therefore, impacts would be less than significant.

Operation

Less than Significant Impact. Per the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Map (FIRM), the Project is within Zone X, an area determined to be outside of the 0.2 percent annual chance floodplain (Map Number 06071C8666H). As described previously, the proposed Project would result in an increase in impervious areas. As a result, the Project would increase surface flows compared to existing conditions. However, installation of new storm water drainage facilities, including a subsurface infiltration chamber, pervious landscaped areas, and new storm drains would be installed. The proposed drainage system would collect onsite flows via a series of subsurface storm drains and sheet flows.

Proposed onsite drainage infrastructure has capacity to retain 100 percent of the site's design capture volume. In addition, landscaped areas would accept runoff water from impervious surfaces. The use of the infiltration chamber and landscaping would regulate the rate and velocity of stormwater flows and would control the amount of discharge into the off-site drainage system. As determined by the Preliminary WQMP (Appendix H) and Preliminary Drainage Study (Appendix G), the proposed drainage improvements would adequately convey flows to the chamber and provide flood protection for the 100-year storm event via the two underground storm drain systems. The proposed flowrate would be restricted to the existing capacity of the channel to Otila Street of 11.4 cfs. In doing so, the proposed flowrate of 10.3 cfs is much less than the existing condition of 33.2 cfs. As part of the permitting approval process, the proposed drainage and water quality design and engineering plans would be reviewed by the County Department of Public Works to ensure that they meet the County NPDES Permit and would not result in flood impacts.

Overall, the drainage facilities proposed for the Project have been sized to be consistent with the County MS4 permit requirements. Thus, implementation of the Project would not substantially impede or redirect flood flows and impacts would be less than significant.

IMPACT WQ-7: WOULD THE PROJECT BE LOCATED IN FLOOD HAZARD, TSUMANI, OR SEICHE ZONES, AND RISK RELEASE OF POLLUTANTS DUE TO PROJECT INUNDATION?

No Impact. According to the Flood Insurance Rate Map (FIRM), published by the Federal Emergency Management Agency (FEMA) (06071C8666H), the Project site is located in “Zone X”, which is an area located outside of the 100-year and 500-year flood plains.

Tsunamis are large waves that occur in coastal areas; therefore, since the County is not located in a coastal area, no impacts due to tsunamis would occur. Additionally, the Project site do not contain and are not adjacent to any water bodies that could seiche. The nearest body of water is Santa Ana River, approximately four miles to the southeast, which is not a contained body of water with seiche potential. Therefore, the Project would result in no impacts related to a flood hazard, tsunami, or seiche and release of pollutants due to Project inundation.

IMPACT WQ-8: WOULD THE PROJECT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF A WATER QUALITY CONTROL PLAN OR SUSTAINABLE GROUNDWATER MANAGEMENT PLAN?

Less than Significant Impact. The Project site is partially developed, and the proposed Project would result in a substantial increase of imperviousness. As described above, the proposed storm drain system is sized to adequately accommodate increased stormwater flows from the Project area and would maintain the existing drainage pattern of the site. Runoff would discharge into the onsite infiltration chamber, which would retain, slow, and/or filter the runoff before its discharge through new storm drain connections to the existing storm drain infrastructure.

The Bloomington community of unincorporated San Bernardino County is in the Santa Ana River Basin, Region 8, in the Middle Santa Ana River Watershed. The Water Quality Control Plan for this region was adopted in 1995. This Basin Plan gives direction on the beneficial uses of the state waters within Region 8, describes the water quality that must be maintained to support such uses, and provides programs, projects, and other actions necessary to achieve the established standards. As described previously, County Code Chapter 35.01 incorporates the requirements of the County’s NPDES Storm Water Permit, which would require proposed projects in the Project area to prepare a WQMP, included as PPP WQ-3. WQMPs are required to include BMPs for source control, pollution prevention, site design, and structural treatment control BMPs. As part of the permitting approval process, construction plans would be required to demonstrate compliance with these regulations to minimize the potential of the Project to result in a degradation of water quality. Plans for grading, drainage, erosion control and water quality would be reviewed by the County Public Works Department prior to issuance of grading permits to ensure compliance. As discussed under Impact WQ-2, the Chino Basin is adjudicated and therefore is not subject to a sustainable groundwater management plan. Thus, construction of the Project would not conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

5.9.7 CUMULATIVE IMPACTS

The areas considered for cumulative impacts to hydrology and water quality are the Santa Ana Watershed for drainage and water quality impacts, and the Chino Basin for groundwater impacts.

Water Quality: The geographic scope for cumulative impacts related to hydrology and water quality includes the Santa Ana River Basin watershed because cumulative projects and developments pursuant to the proposed Project could incrementally exacerbate the existing impaired condition and could result in new pollutant-related impairments.

Related developments within the watershed would be required to implement water quality control measures pursuant to the same NPDES General Construction Permit that requires implementation of a SWPPP (for construction), a WQMP (for operation) and BMPs to eliminate or reduce the discharge of pollutants in stormwater discharges, reduce runoff, reduce erosion and sedimentation, and increase filtration and infiltration. The NPDES permit requirements have been set by the SWRCB and implemented by the RWQCB (and County Code) to reduce incremental effects of individual projects so that they would not become cumulatively considerable. Therefore, overall potential impacts to water quality associated with present and future development in the watershed would not be cumulatively considerable upon compliance with all applicable laws, permits, ordinances and plans. As detailed previously, the proposed Project would be implemented in compliance with all regulations, as would be verified during the permitting process. Therefore, cumulative impacts related to water quality would be less than significant.

Drainage: The geographic scope for cumulative impacts related to stormwater drainage includes the geographic area served by the existing stormwater infrastructure for the Project area, from capture of runoff through final discharge points. As described above the proposed Project includes installation of an infiltration chamber that would retain, slow, filter, infiltrate, and discharge runoff through storm drain connections to the off-site infrastructure. These facilities would retain runoff and reduce erosion and siltation. In addition, pursuant to state and regional regulations that require development projects to maintain pre-project hydrology, no net increase of off-site stormwater flows would occur. As a result, the proposed Project would not generate runoff that could combine with additional runoff from cumulative projects that could cumulatively combine to impact erosion, siltation, flooding, and water quality. Thus, cumulative impacts related to drainage would be less than significant.

Groundwater Basin: The geographic scope for cumulative impacts related to the groundwater basin is the Chino Basin. As described above, the proposed Project includes installation of an infiltration chamber that would recharge stormwater into the groundwater basin. In addition, the volume of water that would be needed by the Project is within the anticipated groundwater pumping volumes since the basin is adjudicated. Therefore, the Project would not result in changes to the projected groundwater pumping that would decrease groundwater supplies. As a result, the proposed Project would not generate impacts related to the groundwater basin that have the potential to combine with effects from other projects to become cumulatively considerable. Therefore, cumulative impacts related to the groundwater basin would be less than significant.

5.9.8 EXISTING STANDARD CONDITIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- Construction General Permit, Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ
- California Water Resources Control Board Low Impact Development (LID) Policy
- Regional MS4 permit (Order No. R8-2010-0036)
- County Development Code Chapter 35.01; Pollutant Discharge Elimination System Regulations
- County Development Code Chapter 83.15; Conditional Compliance for Water Quality Management Plans
- County Development Code Chapter 85.11; Pre-Construction Flood Hazard and Soil Erosion Pollution Prevention Inspection
- County Development Code Chapter 89.01; Drainage Facilities Financing

Plans Programs and Policies

The following Plans Programs and Policies (PPPs) that are listed below would reduce impacts related to hydrology and water quality. These actions will be included in the project's mitigation monitoring and reporting program:

PPP WQ-1: NPDES/SWPPP. Prior to issuance of any grading or demolition permits, the applicant shall provide the County Building and Safety Division evidence of compliance with the NPDES (National Pollutant Discharge Elimination System) requirement to obtain a construction permit from the State Water Resource Control Board (SWRCB). The permit requirement applies to grading and construction sites of one acre or larger. The Project applicant/proponent shall comply by submitting a Notice of Intent (NOI) and by developing and implementing a Stormwater Pollution Prevention Plan (SWPPP) and a monitoring program and reporting plan for the construction site.

PPP WQ-2: WQMP. Prior to the approval of the Grading Plan and issuance of Grading Permits a completed Water Quality Management Plan (WQMP) shall be submitted to and approved by the Public Works Department. The WQMP shall be submitted using the San Bernardino County Stormwater Program's model form and shall identify all Post-Construction, Site Design, Source Control, and Treatment Control Best Management Practices (BMPs) that will be incorporated into the development project in order to minimize the adverse effects on receiving waters.

5.9.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impacts WQ-1, WQ-2, WQ-3, WQ-4, WQ-5, WQ-6, and WQ-8 would be less than significant.

5.9.10 MITIGATION MEASURES

No mitigation measures are required.

5.9.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant unavoidable adverse impacts related to hydrology and water quality have been identified and impacts would be less than significant.

REFERENCES

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5.10 Land Use and Planning

5.10.1 INTRODUCTION

This section provides an analysis of the consistency of the proposed Project with applicable land use plans, policies, and regulations that guide development of the Project site and evaluates the relationship of the Project with surrounding land uses. The analysis in this section is based in part on the following documents and resources:

- *County of San Bernardino Countywide Plan, October 2020*
- *Countywide Plan Environmental Impact Report (CWP EIR), Placeworks, 2019*
- *San Bernardino County Code*
- *Bloomington Community Action Guide*

5.10.2 REGULATORY SETTING

5.10.2.1 Regional Regulations

Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is designated by federal law as a Metropolitan Planning Organization (MPO) and under State law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and 191 cities in an area covering more than 38,000 square miles. SCAG develops transportation and housing strategies for southern California as a whole. On September 3, 2020, SCAG's Regional Council adopted Connect SoCal - The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS), which includes long-range regional transportation plans, regional transportation improvement programs, regional housing needs allocations, and other plans for the region. Most of the plan's goals are related to regional transportation infrastructure and the efficiency of transportation in the region

5.10.2.2 Local Regulations

San Bernardino Countywide Plan

The San Bernardino Countywide Plan is organized around three main components: (1) the Policy Plan, (2) the Business Plan, and (3) Communities. The Policy Plan serves as the County's General Plan which is relevant to the land use and planning context for the Project; therefore, references to "Countywide Plan" in this EIR are synonymous with "General Plan".

The San Bernardino Policy Plan is comprised of eleven elements, which are listed below:

- Land Use Element – designates distribution, location, intensity and balance of land uses; establishes goals for where, when, and how the County grows (as also guided by policies in other elements); provides direction for new development on community design, land use compatibility, and interagency coordination; and provides guidance for orderly expansion of incorporated areas.
- Housing Element – identifies adequate sites to facilitate and encourage housing for households of all economic levels, including persons with disabilities; removes governmental constraints to housing production, maintenance, and improvement as legally feasible and appropriate; assists development of adequate housing for low- and moderate-income households; preserves publicly

assisted multiple-family housing developments in each community; conserves and improves conditions in existing housing and neighborhoods, including affordable housing; and, promotes a range of housing opportunities for all individual and households consistent with fair and equal housing opportunity.

- Infrastructure & Utilities Element – provides guidance on where, when, and how infrastructure and utilities are improved and expanded; establishes goals and policies to maintain an adequate supply of potable water and the safe disposal, treatment, and recycling of wastewater, and the recycling and disposal of solid waste; and, provides direction on system integration, resource conservation, and the protection of the natural environment.
- Transportation & Mobility Element – establishes the location and operational conditions of the roadway network; coordinates the transportation and mobility system with future land use patterns and projected growth; provides guidance for the County’s responsibility to satisfy the local and subregional mobility needs of residents, visitors and businesses in unincorporated areas; and, addresses access and connectivity among the various communities, cities, towns, and regions, as well as the range and suitability of mobility options: vehicular, trucking, freight and passenger rail, air, pedestrian, bicycle, and transit.
- Natural Resources Element – establishes policies that preserve and enhance the beauty and resiliency of our natural resources; provides guidance on coordinating with others to manage, conserve, and protect natural resources such as watersheds, wildlife habitat areas and corridors, and other natural and open space areas; promotes clean air and a supply of water for human consumption and the natural environment; supports the maintenance and enhancement of a countywide system of open space, parks, and recreation assets; provides guidance and support for mining operations and the preservation of viable agricultural and grazing lands; and, provides guidance on the location and distribution of new development to protect natural resources.
- Renewable Energy and Conservation Element identifies renewable energy facility standards that concentrate on community-oriented renewable energy facilities that produce electricity for local consumption.
- Cultural Resources Element – establishes direction on notification, coordination, and partnerships to preserve and conserve cultural resources; provides guidance on how new development can avoid or minimize impacts on cultural resources; and, provides direction on increasing public awareness and education efforts about cultural resources.
- Hazards Element – identifies potential natural and human-generated hazards, including increased risk due to climate change; provides direction to address risks to residents, businesses, workers, and visitors; and, prioritizes resources and reduces pollution exposure in unincorporated disadvantaged communities.
- Personal & Property Protection Element – promotes continuous improvement in the provision of public safety and administration of justice; supports coordinated and effective interagency response to emergencies and natural disasters; provides policy direction to engage communities and responds to identified needs; fosters collaboration among the Board of Supervisors-directed agencies and departments and the elected Sheriff and District Attorney; and, augments, rather than replaces, state- and federally-mandated goals and objectives.
- Economic Development Element – provides direction for County efforts to attract private investment in nonresidential development in unincorporated areas of the county; focuses countywide investments in workforce development on growing occupations and industries; establishes the County’s intent to invest in economic development in order to improve the countywide jobs-housing ration; and, identifies the means through which the County promotes countywide economic development.
- Health & Wellness Element – provides guidance on addressing issues that by their nature require extensive coordination and collaboration within the County and with outside agencies and organizations; establishes a holistic approach to the continuum of care; identifies the County’s policy focus regarding its use of state and federal funds to improve the physical and behavioral health of residents; and, describes the County’s priorities and roles in serving the health and social needs of vulnerable populations.

Bloomington Community Action Guide

The Project site is located within the Bloomington Community Action Guide Area. Although the original Plan was approved in 2007, an “Action Guide” was drafted in May 2019. The existing Community Plan and proposed land use changes discussed during community workshops are being considered for inclusion in the County’s Policy Plan (a component of the Countywide Plan) and are identified as Goals and Policies. The content of the Community Action Guide focuses on those actions identified by the community that the community is willing to take to make desired changes to their community.

San Bernardino County Development Code

Chapter 82.01, Land Use Plan, Land Use Zoning Districts, and Overlays

The San Bernardino County Development Code Chapter 82.01, Land Use Plan, Land Use Zoning Districts, and Overlays establishes the primary and overlay land use zoning districts applied to property within the county.

Chapter 82.06, Industrial and Special Purpose Land Use Zoning Districts

San Bernardino County Development Code Chapter 82.06 lists the land uses that may be allowed within the industrial and special purpose land use zoning districts established by the Countywide Plan and listed in Chapter 82.01 (Land Use Plan, Land Use Zoning Districts, and Overlays), determines the type of planning permit/approval required for each use, and provides basic standards for site layout and building size.

5.10.3 ENVIRONMENTAL SETTING

Project Site

The Project site consists of approximately 13.23 acres in the unincorporated community of Bloomington in the southwestern area of the County of San Bernardino’s Valley Region. More specifically, the Project site is located at the southeast corner of Slover Avenue and Alder Avenue. Seven generally rectangularly-shaped parcels (APN 0256-031-19; 0256-031-18; 0256-031-17; 0256-031-07; 0256-031-08; 0256-031-09; and 0256-031-10) comprise the Project site. The lots will be merged through a Lot Merger or other appropriate action pursuant to the Subdivision Map Act.

The 13.23-acre site has a Countywide Plan land use designation of Limited Industrial (LI) and a zoning designation of Community Industrial (IC). The San Bernardino Countywide Plan Limited Industrial land use category is intended to provide suitable locations for light or limited industrial activities where operations are entirely enclosed in a structure, and limited exterior storage is fully screened from public view. In addition, the Limited Industrial land use category is intended to provide suitable locations for employee-intensive uses such as research and development, technology centers, corporate offices, clean industry, and supporting retail uses. The San Bernardino County Development Code allows warehousing and distribution uses in the Community Industrial zoning district, subject to an approved Conditional Use Permit.

Surrounding Areas

The surrounding land uses are described below in Table 5.10-1.

Table 5.10-1: Surrounding Land Uses

	Existing Land Use	General Plan and Zoning
North	Slover Avenue, followed by operating light industrial uses and industrial warehouses	General Plan: Limited Industrial Zoning: Community Industrial
South	A single-family home and trailer storage, followed by Bloomington High School	General Plan: Limited Industrial Zoning: Community Industrial
East	Trailer storage and single-family residences, followed by Laurel Avenue	General Plan: Very Low-Density Residential Zoning: RS-1-AA
West	Alder Avenue, followed by single-family residences	General Plan: Limited Industrial Zoning: Community Industrial

5.10.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- LU-1 Physically divide an established community; or
- LU-2 Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

5.10.5 METHODOLOGY

The evaluation of impacts to land use and planning is based on a comparison of the Project to the applicable plans, policies, and regulations to determine if Project development or operation would conflict with a plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

5.10.6 ENVIRONMENTAL IMPACTS

Impact LU-1: WOULD THE PROJECT PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?

Less than Significant Impact. The physical division of an established community could occur if a major road (expressway or freeway, for example) were built through an existing community or neighborhood, or if a major development were built which was inconsistent with the land uses in the community such that it divided in the community. Project implementation would result in the redevelopment of non-conforming residential uses and commercial uses to a warehouse/distribution use. Development and operation of a warehouse/distribution use on the Project site is consistent with the Countywide Plan land use designation of Limited Industrial (LI) and with the assigned zoning designation of Community Industrial (IC).

The Project site is bounded to the north by Slover Avenue, to the south by single-family residences, to the east by several commercial/industrial buildings, and to the west by Alder Avenue. Truck traffic generated by the Project would access the Project site from Slover Avenue which is a designated local truck route that has access to I-10. The Project would be developed near the western border of the community of Bloomington and trucks would remain on designated truck routes to the north of the site which would not physically divide the community. In addition, as the Project would be developed in an area designated for industrial uses and that is adjacent to industrial uses to the west and east, its development would not physically divide any established community. Thus, impacts would be less than significant.

Impact LU-2: WOULD THE PROJECT CAUSE A SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO A CONFLICT WITH ANY LAND USE PLAN, POLICY, OR REGULATION ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT?

Less than Significant Impact. As discussed previously, the Project site currently has a Countywide Plan Land Use designation of Limited Industrial (LI) and a corresponding zoning designation of Community Industrial (IC). The Project would redevelop the 13.23-acre Project site consistent with the land use and zoning designation, with an approximately 259,481 square foot high-cube warehouse/distribution use, inclusive of 5,000 square feet of office space and dock-high doors along the north building wall. As detailed in the County Development Code, the IC zone allows a maximum FAR of 0.45. The proposed 259,481 square foot building on the 13.23-acre site would result in a FAR of 0.45, and is therefore consistent with the allowable building density of the Project site.

The Project has been designed to conform to the goals and policies of the Countywide Plan, which are disclosed throughout this Draft EIR. Applicable policies related to land use are discussed in Table 5.11-3, below. Where significant environmental effects are identified, mitigation is provided in the applicable sections of this Draft EIR to reduce the Project’s effects to less-than-significant levels (or, if it is not possible to reduce the Project’s impacts to less-than-significant levels, mitigation is provided that has a proportional nexus to the Project’s impacts to minimize impacts to the maximum level feasible). Further, if the Project is approved, the Project will be consistent with the Countywide Plan. Therefore, the Project would not conflict with any specific objectives, policies, or actions provided in the Countywide Plan’s Land Use, Housing, Infrastructure and Utilities, Transportation and Mobility, Natural Resources, Renewable Energy and Conservation, Tribal and Historic Resources, Hazards, Personal and Property Protection, and Health and Wellness elements that were adopted for the purpose of avoiding or mitigating an environmental effect.

SCAG Regional Transportation Plan/ Sustainable Communities Strategy Policies. SCAG’s 2020 RTP/SCS policies focus largely on regional transportation and the efficiency of transportation, which are implemented by counties and cities within the SCAG region, as part of the overall planning and maintenance of the regional transportation system. The policies are not directly applicable to the Project. As shown in Table 5.10-2, the Project would not conflict with the adopted RTP/SCS. Therefore, impacts would be less than significant.

Table 5.10-2: Project Consistency with Applicable SCAG Regional Transportation Plan/Sustainable Communities Strategy

RTP/SCS Policy	Proposed Project Consistency with Policy
<p>RTP/SCS G1: Encourage regional economic prosperity and global competitiveness.</p>	<p>Consistent. The Project would provide a new industrial use that would improve County economics by providing increased employment and providing additional goods and services. As an individual development, the Project is limited in its ability to directly contribute to regional economic prosperity and global competitiveness.</p>
<p>RTP/SCS G2: Improve mobility, accessibility, reliability, and travel safety for people and goods.</p>	<p>Consistent. As an individual development, the Project is limited in its ability to maximize mobility and access for people and goods in the SCAG region. However, the Project would not create substantial traffic impediments that would affect the accessibility of goods in the region and it would provide added mobility in the immediate vicinity of the Project through the incorporation of sidewalks.</p>

RTP/SCS Policy	Proposed Project Consistency with Policy
RTP/SCS G3: Ensure the preservation, security, and resilience of the regional transportation system.	Not Applicable. As an individual development, the Project is limited in its ability to ensure security and resilience of the regional transportation system. There are no components of the Project that would result in the deterioration of the transportation system.
RTP/SCS G4: Increase person and goods movement and travel choices within the transportation system.	Not Applicable. As an individual development, the Project is limited in its ability to maximize the goods movement and travel choices within the SCAG region. The Project would not create substantial traffic impediments and would not affect the accessibility of goods to the surrounding area.
RTP/SCS G5: Reduce greenhouse gas emissions and improve air quality.	Consistent. While the Project would not improve air quality or reduce greenhouse gas emissions, it would not prevent SCAG from implementing actions that would improve air quality within the region. The Project would incorporate various measures related to building design, landscaping, and energy systems to promote the efficient use of energy, pursuant to Title 24 CALGreen Code and Building Energy Efficiency Standards and Consistent with Policy NR-1.9.
RTP/SCS G6: Support healthy and equitable communities.	Consistent. The Project would comply with Countywide goals and policies to support healthy and equitable communities. Additionally, the Project would construct frontage improvements, including sidewalks which would encourage walking in the Project area.
RTP/SCS G7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.	Consistent. This policy would be implemented by the cities and counties within the SCAG region as part of their overall planning efforts; the Project is consistent with industrial use planned for the area.
RTP/SCS G8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	Not Applicable. This policy would be implemented by the cities and counties within the SCAG region as part of the overall planning and maintenance of the regional transportation system. The Project would not conflict with this goal.
RTP/SCS G9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.	Not Applicable. The proposed Project would develop a warehouse/distribution use in an area that is designated and zoned for industrial development.
RTP/SCS G10: Promote conservation of natural and agricultural lands and restoration of habitats.	Consistent. The proposed Project would be consistent with goals and policies of the Countywide Plan and would not cause significant environmental impacts to agricultural lands or biological resources.

San Bernardino Countywide Plan

Land Use Consistency:

As mentioned above, the site currently has a Countywide Plan Designation of Limited Industrial (LI) and a corresponding zoning designation of Community Industrial (IC). The primary purpose of the LI designation is to provide suitable locations for light or limited industrial activities where operations are totally enclosed in

a structure and limited exterior storage is fully screened from public view. The LI designation is intended to provide suitable locations for employee-intensive uses, such as research and development, technology centers, corporate offices, clean industry, and supporting retail uses. In addition, the LI designation is intended to provide employment opportunities for residents in the surrounding area.

San Bernardino Countywide Plan Policies. The Project has been prepared in conformance with goals and policies of the San Bernardino Countywide Plan. Table 5.10-3 lists the Countywide Plan policies that are applicable to the proposed Project and were adopted for the purpose of avoiding or mitigating an environmental effect. Table 5.10-3, *Project Consistency with Applicable Countywide Plan Policies*, lists the most relevant policies based on the Project’s specific construction and operational characteristics that may result in a physical adverse change to the environment. Impact areas as identified in the Countywide Plan Final Environmental Impact Report and arranged by environmental topic area. As a result, impacts related to a conflict with a General Plan policy that was adopted for the purpose of avoiding or mitigating an environmental effect would be less than significant.

Table 5.10-3: Project Consistency with Applicable Countywide Plan Policies

Countywide Plan Policy	Proposed Project Consistency with Policy
Aesthetics	
<p>Policy LU-2.1 Compatibility with existing uses. We require that new development is located, scaled, buffered, and designed to minimize negative impacts on existing conforming uses and adjacent neighborhoods. We also require that new residential developments are located, scaled, buffered, and designed so as to not hinder the viability and continuity of existing conforming nonresidential development. Policy</p>	<p>Consistent. The proposed Project is consistent with the Countywide plan land use designation and zoning. The proposed Project would be consistent with the County’s development standards which include setbacks from adjacent roadways, screening features, decorative block walls and fencing, and landscaping. Thus, as the Project would not conflict with the policy and includes design standards that account for the use, the Project is therefore consistent.</p>
<p>Policy LU-2.3 Compatibility with natural environment. We require that new development is located, scaled, buffered, and designed for compatibility with the surrounding natural environment and biodiversity</p>	<p>Consistent. The Project site is mostly flat and disturbed. The surrounding area includes light industrial uses to the north, single-family homes followed by Bloomington High School to the south, trailer storage and single-family residences, and single-family residences to the west. In addition, no natural environment surrounds the proposed development footprint. Thus, the Project is consistent with Policy LU-2.3.</p>
<p>Policy LU-4.5 Community identity. We require that new development be consistent with and reinforce the physical and historical character and identity of our unincorporated communities, as described in Table LU-3 and in the values section of Community Action Guides. In addition, we consider the aspirations section of Community Action Guides in our review of new development.</p>	<p>Consistent. Table LU-3 describes the Bloomington community character as a suburban lifestyle characterized by a mix of lot sizes and/or land uses in proximity to urban services and facilities as well as economic activity that benefits local residents and/or serves the local economy. The proposed Project would be consistent with the physical character established in Bloomington as it would introduce a high-cube warehouse that would provide employment to residents within the community. Thus, the Project is consistent with Policy LU-4.5.</p>
<p>Policy LU-4.7 Dark skies. We minimize light pollution and glare to preserve views of the night sky, particularly in the Mountain and Desert regions where dark skies are fundamentally connected to community identities and</p>	<p>Consistent. Lighting would be subject to compliance with County Development Code Section 83.07.030, which states that exterior lighting shall be fully shielded to preclude light pollution or light trespass on abutting sites</p>

Countywide Plan Policy	Proposed Project Consistency with Policy
<p>local economies. We also promote the preservation of dark skies to assist the military in testing, training, and operations.</p>	<p>and public rights-of-way. Thus, the Project is consistent with Policy LU-4.07.</p>
<p>Policy NR-4.1 Preservation of scenic resources. We consider the location and scale of development to preserve regionally significant scenic vistas and natural features, including prominent hillsides, ridgelines, dominant landforms, and reservoirs.</p>	<p>Consistent. As addressed in Impact AE-1, the Project would not directly or indirectly obstruct views of the San Bernardino and San Gabriel Mountains or Jurupa Hills, which are scenic resources. The Project is consistent with Policy NR-4.1.</p>
<p>Air Quality</p>	
<p>Policy NR-1.2 Indoor air quality. We promote the improvement of indoor air quality through the California Building and Energy Codes and through the provision of public health programs and services.</p>	<p>Consistent. The Project would comply with the CALGreen standards that are applicable to the proposed Project. Thus, the proposed Project is consistent with Policy NR-1.2.</p>
<p>Policy HZ-3.1 Health risk assessment. We require projects processed by the County to provide a health risk assessment when a project could potentially increase the incremental cancer risk by 10 in 1 million or more in unincorporated environmental justice focus areas, and we require such assessments to evaluate impacts of truck traffic from the project to freeways. We establish appropriate mitigation prior to the approval of new construction, rehabilitation, or expansion permits.</p>	<p>Consistent. The proposed Project is not within an environmental justice focus area according to Policy Map HZ-10 of the Countywide Plan. However, as mentioned in Section 5.2, a Health Risk Assessment, included as Appendix B, was prepared to evaluate the health risk impacts from exposure to diesel particulate matter (DPM) as a result of heavy-duty diesel trucks entering and leaving the site during operation of the proposed industrial uses.</p>
<p>Energy</p>	
<p>Policy NR-1.9 Building design and upgrades. We use the CALGreen Code to meet energy efficiency standards for new buildings and encourage the upgrading of existing buildings to incorporate design elements, building materials, and fixtures that improve environmental sustainability and reduce emissions.</p>	<p>Consistent. The Project will comply with current Title 24 and California Building Standards for building design in effect at the time of building permit issuance. Thus, the proposed Project is consistent with Policy NR-1.7.</p>
<p>Greenhouse Gas Emissions</p>	
<p>Policy NR-1.1 Land use. We promote compact and transit-oriented development countywide and regulate the types and locations of development in unincorporated areas to minimize vehicle miles traveled and greenhouse gas emissions.</p>	<p>Consistent. There are three bus stops in the vicinity of the project site near the intersection of Laurel Avenue and Slover Avenue, Locust Avenue and Slover Avenue, and Laurel Avenue and Santa Ana Avenue.</p>
<p>Policy NR-1.7 Greenhouse gas reduction targets. We strive to meet the 2040 and 2050 greenhouse gas emission reduction targets in accordance with state law.</p>	<p>Consistent. As mentioned in Section 5.7, the project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing emissions of GHGs. Thus, the project is consistent with Policy NR-1.7.</p>
<p>Hazards</p>	
<p>Policy HZ-1.2 New development in environmental hazard areas. We require all new development to be located outside of the environmental hazard areas listed below. For any lot or parcel that does not have sufficient buildable area outside of such hazard areas, we require adequate mitigation, including designs that allow occupants to shelter in place and to have sufficient time to evacuate during times of extreme weather and natural disasters.</p>	<p>Consistent. As discussed in Section 5.8, the proposed Project is not within a 100-year flood zone or dam/basin inundation area. In addition, the Project site is not on or near an Alquist-Priolo earthquake fault zone, County-identified fault zone, or high fire hazard severity zone according to Cal Fire Hazard Severity Maps.</p>

Countywide Plan Policy	Proposed Project Consistency with Policy
<p>Flood: 100-year flood zone, dam/basin inundation area</p> <p>Geologic: Alquist Priolo Earthquake Fault Zone; County-identified fault zone; rockfall/debris-flow hazard area, medium or high liquefaction area (low to high and localized), existing and County-identified landslide area, moderate to high landslide susceptibility area,</p> <p>Fire: high or very high fire hazard severity zone</p>	
Hydrology	
<p>Policy NR-2.5 Stormwater discharge. We ensure compliance with the County’s Municipal Stormwater NPDES (National Pollutant Discharge Elimination System) Permit by requiring new development and significant redevelopment to protect the quality of water and drainage systems through site design, source controls, stormwater treatment, runoff reduction measures, best management practices, low impact development strategies, and technological advances. For existing development, we monitor businesses and coordinate with municipalities.</p>	<p>Consistent. San Bernardino County a Report of Waste Discharge (ROWD) on behalf of the County which serves as the permit renewal application for the fifth term MS4 NPDES permit for the County. The Technical Guidance Document for Water Quality Management Plans (WQMPs) for the Santa Ana Region of San Bernardino County is the guidance document for the Project’s stormwater design, in compliance with Santa Ana RWQCB requirements for Priority Projects or Transportation Projects. The MS4 Permit requires that a preliminary project-specific WQMP be prepared for review early in the project development process and that a Final WQMP be submitted prior to the start of construction. Thus, the Project is consistent with Policy NR-2.5.</p>
Land Use Element	
<p>Policy LU-1.2 Infill Development. We prefer new development to take place on existing vacant and underutilized lots where public services and infrastructure are available.</p>	<p>Consistent. The 13.23-acre Project site contains two single-family residences in the northwest and southwest corners of the Project site. The remaining portion of the western area of the Project site is vacant and undeveloped. The two central parcels of the Project site are developed with commercial businesses and the northern portion of the central parcels contains three single-story buildings. The two eastern parcels are developed as truck and trailer parking yards. In addition, multiple shipping containers and other storage units are located at the northeast area of the Project site. Thus, the Project would develop a warehouse/distribution use on underutilized lots where public services and infrastructure are available.</p>
<p>Policy 2.1 Compatibility with Existing Uses. We require that new development is located, scaled, buffered, and designed to minimize negative impacts on existing conforming uses and adjacent neighborhoods. We also require that new residential developments are located, scaled, buffered, and designed so as to not hinder the viability and continuity of existing conforming nonresidential development. Policy</p>	<p>Consistent. As detailed in Section 3.0, <i>Project Description</i>, the proposed Project would be developed in accordance with San Bernardino County Development Code standards. The warehouse/distribution truck bay parking area would be screened from public views by a 12-foot tall wall; landscaping would include 24-inch box trees, docks are located on the north side of the building which provides a solid barrier for TAC emissions and noise, only emergency vehicle access is allowed adjacent to the residence to the south, and building elevations include</p>

Countywide Plan Policy	Proposed Project Consistency with Policy
	blue glass windows and insets on the south side of the Project site closest to residences to interrupt the overall appearance of the building.
<p>Policy LU-2.4 Land Use Map Consistency. We consider proposed development that is consistent with the Land Use Map (i.e., it does not require a change in Land Use Category), to be generally compatible and consistent with surrounding land uses and a community’s identity. Additional site, building, and landscape design treatment per other policies in the Policy Plan and development standards in the Development Code, may be required to maximize compatibility with surrounding land uses and community identity.</p>	<p>Consistent. The proposed Project is consistent with the Land Use Map designation of Limited Industrial (LI). The LI . In addition, the surrounding areas to the east and north are developed with industrial uses. The Project would include 86,498 sf of landscaping and would be consistent with the development standards as discussed in Section 5.1, <i>Aesthetics</i>.</p>
<p>Policy LU-2.7 Countywide Jobs-Housing Balance. We prioritize growth that furthers a countywide balance of jobs and housing to reduce vehicle miles traveled, increase job opportunities and household income, and improve quality of life.</p>	<p>Consistent. The Project would develop a warehouse/distribution use that would bring short-term and long-term employment opportunities to the County of San Bernardino and thereby help to address the jobs-housing balance.</p>
<p>Policy LU-2.10 Unincorporated commercial development. We intend that new commercial development in the unincorporated areas serve unincorporated residential areas, tourists, and/or freeway travelers. We encourage new commercial development to be concentrated to enhance pedestrian circulation and reduce vehicular congestion and vehicle miles traveled, with new development directed into existing centralized areas when possible.</p>	<p>Consistent. The proposed Project would provide new general warehouse uses that would serve the unincorporated area.</p>
<p>Policy LU-2.12 Office and Industrial Development in the Valley Region. We encourage office and industrial uses in the unincorporated Valley region in order to promote a countywide jobs-housing balance.</p>	<p>Consistent. The Project would develop a warehouse/distribution use that would bring short-term and long-term employment opportunities to the County of San Bernardino and thereby promote jobs-housing balance.</p>
<p>Policy LU-4.3 Native or drought-tolerant landscaping. We require new development, when outside of high and very high fire hazard severity zones, to install and maintain drought-tolerant landscaping and encourage the use of native species.</p>	<p>Consistent. According to California’s Fire Hazard Severity Zones (FHSZ), Bloomington is not within a FHSZ. This development would provide landscaping consisting of drought-tolerant California native trees, shrubs, accents, and groundcover within parking lots and surrounding the Project site. Thus, the proposed Project is consistent with Policy LU-4.3.</p>
<p>Policy LU-4.5 Community identity. We require that new development be consistent with and reinforce the physical and historical character and identity of our unincorporated communities, as described in Table LU-3 and in the values section of Community Action Guides. In addition, we consider the aspirations section of Community Action Guides in our review of new development.</p>	<p>Consistent. Table LU-3 of the Countywide Plan defines the Bloomington community character as a suburban lifestyle characterized by a mix of lot sizes and/or land uses in proximity to urban services and facilities as well as economic activity that benefits local residents and/or serves the local economy. The proposed Project is consistent with providing economic activity that benefits local residents and serves the local economy and is consistent with the land use and zoning designation of the Project site. Thus, the proposed Project is consistent with Policy LU-4.5.</p>
<p>Policy LU-6.4 Industrial Amendments Near Schools and Parks. We approve Land Use Plan amendments for new</p>	<p>Not Applicable. The Project site is consistent with the Land Use Map Limited Industrial (LI) designation and</p>

Countywide Plan Policy	Proposed Project Consistency with Policy
<p>industrial development only if they are at least on-half mile from an existing or planned public primary or secondary school or public park. We may waive this requirement for obsolete school or park sites or for industrial amendments submitted through a specific plan.</p>	<p>zoning classification of Community Industrial (CI). and would not require a land use amendment.</p>
<p>Policy HZ-3.18 Application requirements. In order for a Planning Project Application (excluding Minor Use Permits) to be deemed complete, we require applicants to indicate whether the project is within or adjacent to an unincorporated environmental justice focus area and, if so, to:</p> <ul style="list-style-type: none"> • document to the County’s satisfaction how an applicant will address environmental justice concerns potentially created by the project; and • present a plan to conduct at least two public meeting for nearby residents, businesses, and property owners to obtain public input for applications involving a change in zoning or the Policy Plan. The County will require additional public outreach if the proposed project changes substantively in use, scale, or intensity from the proposed project presented at previous public outreach meeting(s). 	<p>Consistent. As shown on Policy Map HZ-10, Environmental Justice & Legacy Communities, the Project site is located approximately 1,784 feet south and 1,600 feet west of an environmental justice focus area. However, a public scoping meeting was conducted on January 18, 2022 and the Project does not involve a change of zoning or Policy Plan Amendment. In addition, the Project was presented at the Bloomington MAC meeting on December 1, 2021.</p>
<p>Policy ED-3.1 Countywide jobs-housing ratio. We strive to achieve countywide job growth in excess of household growth to improve the jobs-housing ratio, reduce out-commuting, and enhance quality of life</p>	<p>Consistent. The proposed Project would contribute to job growth by developing a warehouse/distribution use increasing available jobs within a housing-rich area. This would improve the jobs-housing ratio which is currently 0.81 in Bloomington and 1.05 in San Bernardino County (compared to a balanced jobs-housing ratio of 1.36). Thus, the proposed Project is consistent with Policy ED-3.1.</p>
Noise	
<p>Policy HZ-2.7 Truck delivery areas. We encourage truck delivery areas to be located away from residential properties and require associated noise impacts to be mitigated.</p>	<p>Consistent. The Project has been designed to orient the truck delivery area away from the residential properties to the south. In addition, as mentioned in Section 5.11, operational noise from truck delivery areas would be less than significant. Thus, the proposed Project is consistent with Policy HZ-2.7.</p>
Public Services	
<p>Policy H-3.1 Public services, amenities, and safety. We support the provision of adequate and fiscally sustainable public services, infrastructure, open space, nonmotorized transportation routes, and public safety for neighborhoods in the unincorporated area.</p>	<p>Consistent. Police services provided by the San Bernardino County Sheriff’s Fontana Patrol Station and the City of Fontana would not experience substantial adverse impacts as a result of the Project. There is a police station located approximately 4 miles away from the Project site. Fontana Police Department (FPD) would review the Project design to ensure that the Project is incorporating crime prevention measures including the strategic use of nighttime security lighting, avoidance of landscaping and fencing that limit sight lines, and use of a single, clearly identifiable point of entry. Fire protection services would be provided by two stations of the San Bernardino County Fire</p>

Countywide Plan Policy	Proposed Project Consistency with Policy
	Protection District located in or near the Bloomington Community.
<p>Policy HW-2.2 Land use compatibility for schools. We prioritize the safety and security of public schools in unincorporated areas by minimizing incompatible land uses near instructional facilities. We encourage school districts to place new schools where existing and planned land uses are compatible.</p>	<p>Consistent. Bloomington High School is located within one-quarter mile of the Project site. Due to the setbacks included for the Project, the Project would be screened from the school, making it consistent with Policy HW-2.2.</p>
<p>Transportation & Mobility Element</p>	
<p>Policy TM-1.7 Fair share contributions. We require new development to pay its fair share contribution toward off-site transportation improvements.</p>	<p>Consistent. As detailed in Section 5.12, the Project would pay development impact fees to contribute towards off-site transportation improvements. Thus, the Project would be consistent with Policy TM-1.7.</p>
<p>Policy TM-2.2: Roadway Improvements. We require roadway improvements that reinforce the character of the area, such as curbs and gutters, sidewalks, landscaping, street lighting, and pedestrian and bicycle facilities. We require fewer improvements in rural areas and more improvements in urbanized areas, consistent with the Development Code. Additional standards may be required in municipal spheres of influence.</p>	<p>Consistent. New curb cuts and sidewalk improvements would be included along Slover Avenue and Alder Avenue to facilitate Project design and access. The Project would be consistent with the Development Code as applicable.</p>
<p>Policy TM-3.1 VMT Reduction. We promote new development that will reduce household and employment VMT relative to existing conditions.</p>	<p>Consistent. As described in detail in Section 5.12 (Transportation), the SBCTA VMT Screening Tool was used to determine if the Project is located in a low-VMT generating area. San Bernardino Guidelines specify that a low-VMT generating area is an area where the VMT/employee is not greater than 4% below the existing VMT per employee for unincorporated San Bernardino County. Using the VMT Screening Tool, the VMT/employee in the Project zone is 16.3 which is 13.64% less than the unincorporated County VMT/employee of 18.9. Because the Project is located in a low-VMT generating area, the Project is presumed to have a less than significant impact on VMT and would <u>not</u> require further VMT analysis.</p>
<p>Policy TM-3.2 Trip Reduction Strategies. We support the implementation of transportation demand management techniques, mixed use strategies, and the placement of development in proximity to job and activity centers to reduce the number and length of vehicular trips.</p>	<p>Consistent. As described in detail in Section 5.12 (Transportation), the SBCTA VMT Screening Tool was used to determine if the Project is located in a low-VMT generating area. San Bernardino Guidelines specify that a low-VMT generating area is an area where the VMT/employee is not greater than 4% below the existing VMT per employee for unincorporated San Bernardino County. Using the VMT Screening Tool, the VMT/employee in the Project zone is 16.3 which is 13.64% less than the unincorporated County VMT/employee of 18.9. Because the Project is located in a low-VMT generating area, the Project is presumed to have a less than significant impact on VMT and would <u>not</u> require further VMT analysis. In addition, the Project would provide approximately 217 jobs within the</p>

Countywide Plan Policy	Proposed Project Consistency with Policy
	Bloomington Community which would allow for shorter commutes.
<p>Policy TM-4.8 Local bicycle and pedestrian networks. We support local bike and pedestrian facilities that serve unincorporated areas, connect to facilities in adjacent incorporated areas, and connect to regional trails. We prioritize bicycle and pedestrian network improvements that provide safe and continuous pedestrian and bicycle access to mobility focus areas, schools, parks, and major transit stops.</p>	<p>Consistent. As mentioned above, implementation of the proposed Project would include frontage improvements that would improve the sidewalks along Slover Avenue. Bicycle parking would be included conforming to the San Bernardino County Development Code. Implementation of the proposed Project would not alter or conflict with existing or planned bike lanes or bicycle transportation. The Project would be consistent with Policy TM-4.8.</p>
<p>Policy TM-4.11 Parking areas. We require publicly accessible parking areas to ensure that pedestrians and bicyclists can safely access the site and onsite businesses from the public right-of-way.</p>	<p>Consistent. Surface parking lots would be provided throughout the Project site pursuant to the parking standards in the Development Code and would be accessible from multiple access points from the public right-of-way with appropriately designed driveways considering safety and surrounding land uses. Thus, the proposed Project is consistent with Policy TM-4.11.</p>
Utilities/Service Systems	
<p>Policy IU-1.1 Water supply. We require that new development be connected to a public water system or a County-approved well to ensure a clean and resilient supply of potable water, even during cases of prolonged drought.</p>	<p>Consistent. Domestic water services are provided to the Project site by the West Valley Water District (WVWD) and would connect to new onsite infrastructure. WVWD currently uses surface and groundwater but plans to rehabilitate existing wells and drill new wells to meet the future demands within the system. Thus, the proposed Project would be consistent with Policy IU-1.1.</p>
<p>Policy IU-1.3 Recycled water. We promote the use of recycled water for landscaping, groundwater recharge, direct potable reuse, and other applicable uses in order to supplement groundwater supplies.</p>	<p>Not applicable. The proposed Project would be supplied water by WVWD. WVWD does not currently have or use recycled water as a supply.</p>
<p>Policy IU-3.1 Regional flood control. We maintain a regional flood control system and regularly evaluate the need for and implement upgrades based on changing land coverage and hydrologic conditions in order to manage and reduce flood risk. We require any public and private projects proposed anywhere in the county to address and mitigate any adverse impacts on the carrying capacity and stormwater velocity of regional stormwater drainage systems.</p>	<p>Not applicable. According to the Flood Insurance Rate Map (FIRM), published by the Federal Emergency Management Agency (FEMA) (06071C8658H and 06071C8666H), the Project site is primarily located in "Zone X", which is an area located outside of the 100-year and 500-year flood plains. Thus, Policy IU-3.1 is not applicable.</p>
<p>Policy IU-3.2 Local flood control. We require new development to install and maintain stormwater management facilities that maintain predevelopment hydrology and hydraulic conditions.</p>	<p>Consistent. The proposed Project would construct stormwater drainage facilities as necessary to accommodate stormwater flows and convey runoff from the site in a manner consistent with County requirements. Thus, the proposed Project is consistent with Policy IU-3.2.</p>

Other Land Use Plan, Policy, or Regulation Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect.

The Project would comply with the following plans which would further reduce potential impacts.

Air Quality Management Plan

South Coast Air Quality Management District (SCAQMD) is responsible for preparing the air quality management plan (AQMP), which addresses federal and state CAA requirements. The AQMP details goals, policies, and programs for improving air quality in the Basin.

The 2012 AQMP was adopted by the SCAQMD Governing Board on December 12, 2012. The purpose of the 2012 AQMP for the Basin was to set forth a comprehensive and integrated program that would lead the region into compliance with the federal 24-hour $PM_{2.5}$ air quality standard, and to provide an update to the Basin's commitment towards meeting the federal 8-hour ozone standards. The AQMP was also intended to satisfy USEPA requirements for attainment demonstration of the revoked 1-hour ozone standard, as well as a vehicle miles travelled (VMT) emissions offset demonstration.¹ The 2012 AQMP, as approved by the California Air Resources Board, serves as the official State Implementation Plan (SIP) submittal for the federal 2006 24-hour $PM_{2.5}$ standard. In addition, the AQMP updates specific new control measures and commitments for emissions reductions to implement the attainment strategy for the 8-hour ozone SIP. The 2012 AQMP set forth programs which required integrated planning efforts and the cooperation of all levels of government: local, regional, state, and federal.

In March 2017 AQMD finalized the 2016 AQMP, which continues to evaluate integrated strategies and control measures to meet the NAAQS, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels. Similar to the 2012 AQMP, the 2016 AQMP incorporates scientific and technological information and planning assumptions, including the 2016 RTP/SCS and updated emission inventory methodologies for various source categories.

As discussed in Section 5.2, development of the Project would not conflict with the AQMP.

County of San Bernardino Greenhouse Gas Emissions Reduction Plan

The County of San Bernardino adopted a Greenhouse Gas Reduction Plan in September 2011, (updated in 2015), which provides guidance on how to analyze GHG emissions and determine significance during the CEQA review of proposed development projects located within the unincorporated communities of San Bernardino County. The Greenhouse Gas Reduction Plan includes a GHG Development Review Process that specifies a two-step approach in quantifying GHG emissions. First, a screening threshold of 3,000 metric tons of carbon dioxide equivalent ($MTCO_{2e}$) per year is used to determine if additional analysis is required. If a proposed project were to produce GHG emissions in exceedance of 3,000 $MTCO_{2e}$ per year, then the project is required to either achieve a minimum of 100 points per the Screening Tables provided within the Greenhouse Gas Reduction Plan or achieve a 31% reduction in $MTCO_{2e}$ emissions over 2007 emissions levels to have a less-than-significant impact related to GHG emissions.

As discussed in Section 5.7, development of the Project would not exceed the County's screening threshold of 3,000 $MTCO_{2e}/yr$, and therefore would not conflict with the County's Greenhouse Gas Reduction Plan.

Santa Ana Regional Water Quality Control Board Water Quality Control Plan (Basin Plan)

¹ Although the federal 1-hour ozone standard was revoked in 2005, the USEPA has proposed to require a new 1-hour ozone attainment demonstration in the South Coast extreme ozone nonattainment area as a result of a recent court decision. Although USEPA has replaced the 1-hour ozone standard with a more health protective 8-hour standard, the CAA anti-backsliding provisions require that California have approved plans for attaining the 1-hour standard.

The Bloomington community of unincorporated San Bernardino County is within the jurisdiction of the Santa Ana Regional Water Quality Control Board (RWQCB). The RWQCB sets water quality standards for all ground and surface waters within its region through implementation of a Water Quality Control Plan (Basin Plan). The Basin Plan describes existing water quality conditions and establishes water quality goals and policies. The Basin Plan is also the basis for the Regional Board's regulatory programs. To this end, the Basin Plan establishes water quality standards for all the ground and surface waters of the region. The term "water quality standards," as used in the federal Clean Water Act, includes both the beneficial uses of specific water bodies and the levels of quality which must be met and maintained to protect those uses. The Basin Plan includes an implementation plan describing the actions that are necessary to achieve and maintain target water quality standards. The Santa Ana Basin Plan has been in place since 1995, (with updates in 2008, 2011, 2016, and 2019) with the goal of protecting the public health and welfare and maintaining or enhancing water quality potential beneficial uses of the water.

As discussed in Section 5.9, development of the Project would not conflict with or obstruct implementation of any water quality control plan.

5.10.7 CUMULATIVE IMPACTS

The geographic context for the cumulative analysis includes 13 projects, (all but one of which is either office industrial, or gas station) located within nearby areas in the County of San Bernardino, the City of Fontana, and the City of Jurupa Valley. Cumulative development would not result in substantial changes to existing land use patterns through conversion of underutilized parcels into urban uses pursuant to County of San Bernardino General Plan land use designations. Cumulative development would also be subject to site-specific environmental and planning review that would address consistency with adopted Countywide Plan goals and policies, as well as with the San Bernardino County Development Code development regulations. As part of environmental review, projects would be required to provide mitigation for any inconsistencies with the Countywide Plan or environmental policies that would result in adverse physical environmental effects.

The Project does not propose any amendment to the Countywide Plan land use or zoning designations of the Project site. While cumulative projects could include Countywide Plan amendments and/or zone changes to allow modifications to existing land uses, such amendments do not necessarily represent an inherently negative effect on the environment, particularly if the proposed changes involve changes in types and intensity of uses, rather than eliminating application of policies that were specifically adopted for the purpose of avoiding or mitigating environmental effects. When a project entails an amendment to a general plan land use designation, inconsistency with the existing designation is an element of the project itself, which then necessitates a legislative policy decision by the lead agency and does not necessarily result in a potential environmental effect. Determining whether any future project might include such amendments and determining the cumulative effects of any such amendments would be speculative since it cannot be known what future applications might request. However, any such applications would be reviewed and considered in accordance with CEQA and County development regulations. Thus, it is expected that cumulatively considerable impacts related to Countywide Plan consistency would be less than significant.

5.10.8 EXISTING STANDARD CONDITIONS AND PLANS, PROGRAMS, OR POLICIES

There are no Plans, Programs, or Policies related to Land Use.

5.10.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impacts LU-1 and LU-2 are less than significant.

5.10.10 MITIGATION MEASURES

Refer to all mitigation measures presented in this Draft EIR. In instances where significant impacts are identified as part of the Project's construction and/or operational phases, mitigation measures are provided in the specific topic sections to reduce impacts to less-than-significant levels.

5.10.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Existing regulatory programs would reduce potential impacts associated with land use and planning for Impacts LU-1 and LU-2 to a level that is less than significant.

REFERENCES

San Bernardino Countywide Plan, 2020. Accessed at: <http://countywideplan.com/policy-plan/>

Bloomington Community Action Guide, 2020. Accessed at: <http://countywideplan.com/bloomington/draft/>

San Bernardino Countywide Plan. Final Environmental, Policy, and Implementation Released! Accessed: 2021, March 3. <http://countywideplan.com/final-environmental-policy-and-implementation-released/>

Southern California Association of Governments (SCAG). Connect SoCal. *The 2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy Of The Southern California Association Of Governments*. Adopted 2020, September 3. Accessed at: <https://scag.ca.gov/post/connect-socal-plan>

5.11 Noise

5.11.1 INTRODUCTION

This Draft EIR section evaluates the potential noise impacts that would result from implementation of the proposed Project. It discusses the existing noise environment within and around the Project area, as well as the regulatory framework for regulation of noise. This section analyzes the effect of the proposed Project on the existing ambient noise environment during demolition, construction, and operational activities; and evaluates the Project's noise effects for consistency with relevant local agency noise policies and regulations. This section includes data from the following County documents and reports prepared by Vista Environmental:

- County of San Bernardino Countywide Plan, October 2020
- Countywide Plan Environmental Impact Report (CWP EIR), PlaceWorks, August 2020
- County of San Bernardino Development Code

- Noise Impact Analysis (Appendix I) prepared by Vista Environmental, February 9, 2022.

Noise and Vibration Terminology

Various noise descriptors are utilized in this Draft EIR analysis, and are summarized as follows:

dB: Decibel, the standard unit of measurement for sound pressure level.

dBA: A-weighted decibel, an overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.

L_{eq}: The equivalent sound level, which is used to describe noise over a specified period of time, typically 1 hour, in terms of a single numerical value. The L_{eq} of a time-varying signal and that of a steady signal are the same if they deliver the same acoustic energy over a given time. The L_{eq} may also be referred to as the average sound level.

L_{max}: The instantaneous maximum noise level experienced during a given period of time.

L_{min}: The instantaneous minimum noise level experienced during a given period of time.

L_x: The sound level that is equaled or exceeded "x" percent of a specified time period. The "x" thus represents the percentage of time a noise level is exceeded. For instance, L₅₀ and L₉₀ represents the noise levels that are exceeded 50 percent and 90 percent of the time, respectively.

L_{dn}: Also termed the "day-night" average noise level (DNL), L_{dn} is a measure of the average of A-weighted sound levels occurring during a 24-hour period, accounting for the greater sensitivity of most people to nighttime noise by weighting noise levels at night (penalizing" nighttime noises). Noise between 10:00 p.m. and 7:00 a.m. is weighted by adding 10 dBA to take into account the greater annoyance of nighttime noises.

CNEL: The Community Noise Equivalent Level, which, similar to the L_{dn}, is the average A-weighted noise level during a 24-hour day that is obtained after an addition of 5 dBA to measured noise levels between the hours of 7:00 p.m. to 10:00 p.m. and after an addition of 10 dBA to noise levels between the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

The “ambient noise level” is the background noise level associated with a given environment at a specified time and is usually a composite of sound from many sources from many directions.

Effects of Noise

Noise is generally loud, unpleasant, unexpected, or undesired sound that is typically associated with human activity that is a nuisance or disruptive. The effects of noise on people can be placed into four general categories:

- Subjective effects (e.g., dissatisfaction, annoyance)
- Interference effects (e.g., communication, sleep, and learning interference)
- Physiological effects (e.g., startle response)
- Physical effects (e.g., hearing loss)

Although exposure to high noise levels has been demonstrated to cause physical and physiological effects, the principal human responses to typical environmental noise exposure are related to subjective effects and interference with activities. Interference effects refer to interruption of daily activities and include interference with human communication activities, such as normal conversations, watching television, telephone conversations, and interference with sleep. Sleep interference effects can include both awakening and arousal to a lesser state of sleep. With regard to the subjective effects, the responses of individuals to similar noise events are diverse and are influenced by many factors, including the type of noise, the perceived importance of the noise, the appropriateness of the noise to the setting, the duration of the noise, the time of day and the type of activity during which the noise occurs, and individual noise sensitivity.

In general, the more a new noise level exceeds the previously existing ambient noise level, the less acceptable the new noise level will be by those hearing it. With regard to increases in A-weighted noise levels, the following relationships generally occur:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived.
- Outside of the laboratory, a 3-dBA change in noise levels is considered to be a barely perceivable difference.
- A change in noise levels of 5 dBA is considered to be a readily perceivable difference.
- A change in noise levels of 10 dBA is subjectively heard as doubling of the perceived loudness.

Noise Attenuation

Stationary point sources of noise, including mobile sources such as idling vehicles, attenuate (lessen) at a rate of 6 dBA per doubling of distance from the source over hard surfaces to 7.5 dBA per doubling of distance from the source over hard surfaces, depending on the topography of the area and environmental conditions (e.g., atmospheric conditions, noise barriers [either vegetative or manufactured]). Thus, a noise measured at 90 dBA 50 feet from the source would attenuate to about 84 dBA at 100 feet, 78 dBA at 200 feet, 72 dBA at 400 feet, and so forth. Widely distributed noise, such as a large industrial facility spread over many acres or a street with moving vehicles, would typically attenuate at a lower rate, approximately 4 to 6 dBA per doubling of distance from the source.

Hard sites are those with a reflective surface between the source and the receiver, such as asphalt or concrete surfaces or smooth bodies of water. No excess ground attenuation is assumed for hard sites and the changes in noise levels with distance (drop-off rate) is simply the geometric spreading of the noise

from the source. Soft sites have an absorptive ground surface such as soft dirt, grass, or scattered bushes and trees. In addition to geometric spreading, an excess ground attenuation value of 1.5 dBA (per doubling distance) is normally assumed for soft sites. Line sources (such as traffic noise from vehicles) attenuate at a rate between 3 dBA for hard sites and 4.5 dBA for soft sites for each doubling of distance from the reference measurement.

Fundamentals of Vibration

Vibration is energy transmitted in waves through the ground or man-made structures. These energy waves generally dissipate with distance from the vibration source. There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings but is not always suitable for evaluating human response (annoyance) because it takes some time for the human body to respond to vibration signals. Instead, the human body responds to average vibration amplitude often described as the root mean square (RMS). The RMS amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body. Decibel notation (VdB) is commonly used to measure RMS. VdB serves to reduce the range of numbers used to describe human response to vibration. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receivers for vibration include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration-sensitive equipment.

The background vibration-velocity level in residential areas is generally 50 VdB. Ground-borne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

5.11.2 REGULATORY SETTING

5.11.2.1 Local Regulations

San Bernardino Countywide Plan

The Countywide Plan Hazards Element contains the following goal and policies related to noise that are applicable to the Project:

- Goal HZ-2** People and the natural environment protected from exposure to hazardous materials, excessive noise, and other human-generated hazards.
- Policy HZ-2.7** We encourage truck delivery areas to be located away from residential properties and require associated noise impacts to be mitigated.
- Policy HZ-2.9** We prioritize noise mitigation measures that control sound at the source before buffers, sound walls, and other perimeter measures.

San Bernardino County Code

The San Bernardino County Development Code (County Code Title 18) Section 83.01.080(d), Table 83-3, contains the County's mobile noise source-related standards, shown on Table 5.11-1. Exterior transportation (mobile) noise level standards for residential land uses are 60 dBA CNEL, while non-noise-sensitive land uses, such as office uses, have an exterior noise level of 65 dBA CNEL.

Table 5.11-1: County of San Bernardino Development Code Mobile Noise Level Standards

<i>Noise Standards for Adjacent Mobile Noise Sources</i>			
<i>Land Use</i>		<i>Ldn (or CNEL) dB(A)</i>	
<i>Categories</i>	<i>Uses</i>	<i>Interior (1)</i>	<i>Exterior (2)</i>
Residential	Single and multi-family, duplex, mobile homes	45	60(3)
Commercial	Hotel, motel, transient housing	45	60(3)
	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

Notes:

(1) The indoor environment shall exclude bathrooms, kitchens, toilets, closets and corridors.

(2) The outdoor environment shall be limited to:

- Hospital/office building patios
- Hotel and motel recreation areas
- Mobile home parks
- Multi-family private patios or balconies
- Park picnic areas
- Private yard of single-family dwellings
- School playgrounds

(3) 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.

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.

Source: County of San Bernardino County Code, Title 8 Development Code, Table 83-3.

Operational Stationary Noise Sources. County Development Code Section 83.01.080(c) establishes the noise level standards for stationary noise sources. As shown in Table 5.11-2 below, residential standards provide that exterior noise levels shall not exceed 55 dBA L_{eq} during the daytime hours (7:00 a.m. to 10:00 p.m.) and 45 dBA L_{eq} during the nighttime hours (10:00 p.m. to 7:00 a.m.) for more than 30 minutes in any hour. The industrial noise standard is 70 dBA L_{eq} during both the daytime and nighttime hours. In addition, the standard plus 5 dBA cannot be exceeded for a cumulative period of more than 15 minutes in any hour, or the standard plus 10 dBA for a cumulative period of more than 5 minutes in any hour, or the standard plus 15 dBA for a cumulative period of more than 1 minute in any hour, or the standard plus 20 dBA for any period of time. Further, County Development Code Section 83.01.080(e) indicates that if the existing ambient noise level already exceeds any of the exterior noise level limit categories, then the standard shall be adjusted to reflect the ambient conditions.

Table 5.11-2: Operational Stationary Source Noise Level Standards

Land Use and Time Period	Exterior Noise Level Standards (dBA)¹				
	L₅₀ (30 mins)	L₂₅ (15 mins)	L₈ (5 mins)	L₂ (1 min)	L_{max} (Anytime)
Residential Daytime (7:00 a.m. to 10:00 p.m.)	55	60	65	70	75
Residential Nighttime (10:00 p.m. to 7:00 a.m.)	45	50	55	60	65

Industrial Anytime	70	75	80	85	90
¹ County of San Bernardino Development Code, Title 8, Section 83.01.080 (Appendix 3.1). The percent noise level is the level exceeded "n" percent of the time during the measurement period. L ₅₀ is the noise level exceeded 50% of the time.					

Operational Mobile Noise Sources. County Development Code Section 83.01.080(d) establishes the noise level standards for mobile noise sources. As shown in Table 5.11-3, these standards provide that the maximum exterior noise levels from mobile sources at residential uses should not exceed 60 dBA CNEL.

Table 5.11-3: Operational Mobile Source Noise Level Standards

		Ldn (or CNEL) dB(A)	
Categories	Uses	Interior	Exterior
Residential	Single and multi-family, duplex, mobile homes	45	60 ⁽¹⁾
	Hotel, motel, transient housing	45	60 ⁽¹⁾
Commercial	Commercial, retail, bank, restaurant	50	N/A
	Office building, research and development, professional offices	45	65
	Amphitheater, concert hall, auditorium, movie theater	45	65
Institutional/Public	Hospital, nursing home, school classroom, religious institution, library	45	65
Open Space	Park	N/A	65

(1) 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.
 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 p.m. to 10 a.m. and 10 decibels to sound levels in the night from 10:00 p.m. to 7:00 a.m.

Construction Noise Standards. County Development Code Section 83.01.080(g)(3) states that construction activity is considered exempt from the noise level standards between the hours of 7:00 a.m. to 7:00 p.m. except on Sundays and Federal holidays.

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

5.11.3 ENVIRONMENTAL SETTING

Existing Noise Levels

To assess the existing noise level environment, 24-hour noise level measurements were taken between Tuesday, July 27, 2021 and Wednesday, July 28, 2021 at three locations along the Project site boundary, which are shown on Figure 5.11-1. The background ambient noise levels in the Project area are dominated by the transportation-related noise associated with surface streets in addition to background industrial land use activities. This includes the auto and heavy truck activities on study area roadways. A description of these locations and the existing noise levels are provided in Table 5.11-4.

Table 5.11-4: Summary of 24-Hour Ambient Noise Level Measurements

Site No.	Site Description	Average (dBA L _{eq})		1-hr Average (dBA L _{eq} /Time)		24-hour dBA CNEL
		Daytime ¹	Nighttime ²	Minimum	Maximum	

1	Located on a tree near the northeast corner of the Project site, approximately 80 feet south of Slover Avenue centerline.	65.6	59.0	55.0 12:48 a.m.	67.0 3:53 p.m.	68.0
2	Located on a fence approximately 10 feet north of the southeast corner of the site.	54.3	47.9	45.1 12:14 a.m.	56.3 6:05 p.m.	57.0
3	Located on a fence near the southwest corner of the Project site and shared property line with a residence at 10607 Alder Avenue, approximately 50 feet east of Alder Avenue centerline.	60.6	53.8	48.4 12:20 a.m.	62.6 7:56 p.m.	63.1

Source: Noise Impact Analysis, Appendix K.

¹ Daytime defined as 7:00 a.m. to 10:00 p.m. (Section 83.01.080 of the County Code)

² Nighttime define as 10:00 p.m. to 7:00 a.m. (Section 83.01.080 of the County Code)

Existing Vibration

Aside from periodic construction work that may occur in the vicinity of the Project area, other sources of groundborne vibration include heavy-duty vehicular travel (e.g., refuse trucks and delivery trucks) on area roadways. Trucks traveling at a distance of 50 feet typically generate groundborne vibration velocity levels of around 63 VdB (approximately 0.006 in/sec PPV) and could reach 72 VdB (approximately 0.016 in/sec PPV) when trucks pass over bumps in the road (FTA, 2006).

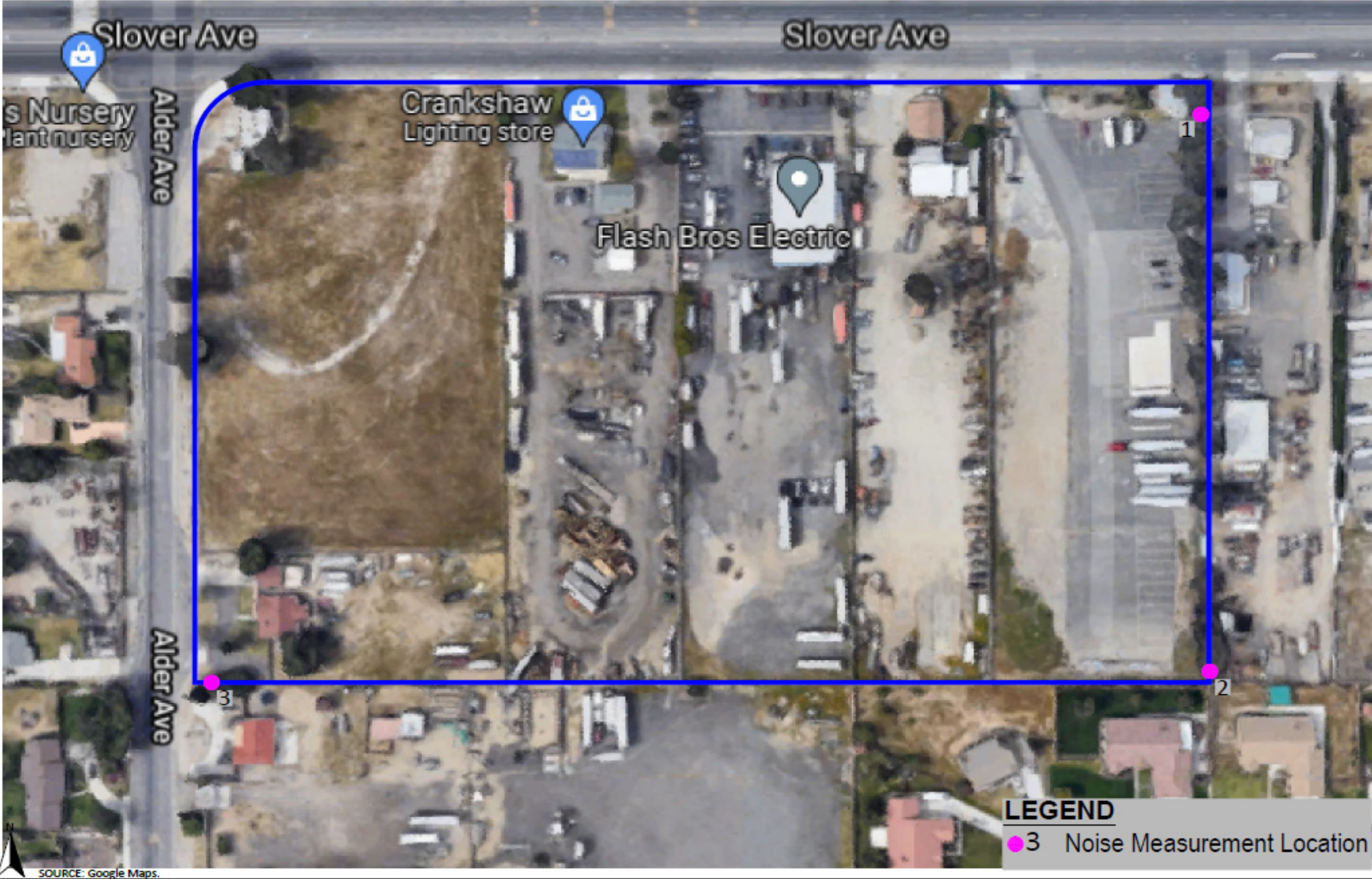
Sensitive Receptors

Noise sensitive receptors are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include: residences, schools, hospitals, and recreation areas.

The nearest sensitive receptors to the Project site are the single-family residences that are located adjacent to the south side of the site, as close as 30 feet south of the Project site, as shown on Figure 5.11-2. The nearest school is Bloomington High School, which is located approximately 330 feet south of the Project site.

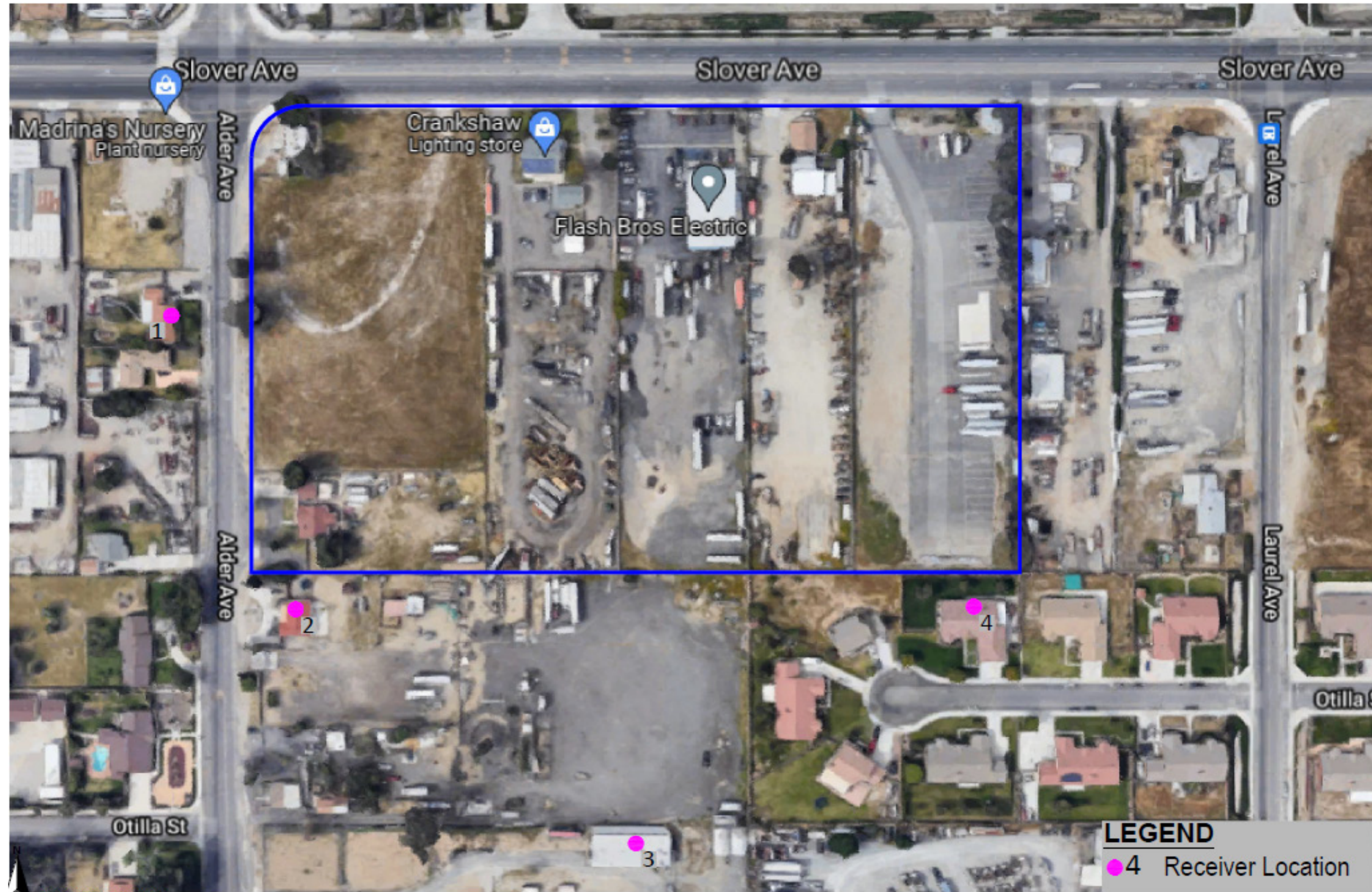
Airport

The nearest airport is Flabob Airport located approximately five miles south of the Project site. The Project site is also located well outside of the 60 dBA CNEL noise contours of Ontario International Airport, approximately nine miles to the west.



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Locations of Nearby Sensitive Receptors



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5.11.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- NOI-1 Generation of a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- NOI-2 Generate excessive groundborne vibration or groundborne noise levels;
- NOI-3 For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

Construction Noise and Vibration

- If Project related construction activities:
 - Occur between the hours of 7:00 p.m. and 7:00 a.m. of the next day, or on Sundays or federal holidays (County Development Code Section 83.01.090(a)); or
 - Create noise levels which exceed the 80 dBA Leq acceptable noise level threshold at the nearby sensitive receiver locations (FTA Transit Noise and Vibration Impact Assessment Manual);
- If Project-related construction activities generate vibration levels which exceed the County Development Code Section 83.01.090(a) vibration threshold of 0.2 PPV in/sec at receiver locations.

Roadway Vehicular Noise

CNELThe County of San Bernardino has not established noise standards for traffic-related noise; therefore, for purposes of this CEQA analysis, the San Bernardino Countywide Plan Draft Environmental Impact Report (Countywide Plan DEIR) has been utilized herein, which details that a significant noise increase would occur when the traffic noise increases by 3 dBA CNEL. In addition, because the Countywide Plan EIR is a “program” level EIR that covers the entire County, standards from the Federal Interagency Committee on Noise (FICON) are also used to evaluate the significance of Project-related traffic noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, these recommendations are often used in environmental noise impact assessments involving the use of Initial Study/Mitigated Negative Declaration APNs: 0238-031-32, -33, -34, -35, -36 Kaiser Distribution Center #10 September 2020 Page 78 of 122 cumulative exposure metrics, such as the average-daily noise level (i.e., CNEL), and the Bloomington Business Park Specific Plan EIR, January 2022, pps. 5.12-23,24.

The CNEL is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. For example, if the ambient noise environment is very quiet and a new noise source substantially increases localized noise levels, a perceived impact may occur even though the numerical noise threshold might not be exceeded. Therefore, for the purpose of this analysis when the noise levels at existing noise sensitive land uses (e.g., residential, etc.): Bloomington Business Park Specific Plan Project 5.12 Noise County of San Bernardino 5.12-24 Draft EIR September 2021:

- Are less than 60 dBA CNEL and the project creates a readily perceptible 5 dBA CNEL or greater project-related noise level increase; or

- Range from 60 to 65 dBA CNEL and the project creates a barely perceptible 3 dBA CNEL or greater project-related noise level increase; or
- Already exceeds 65 dBA CNEL, and the project creates a community noise level impact of greater than 1.5 dBA CNEL.

On Site Operational Noise

- If Project-related operational (stationary source) noise levels:
 - exceed the exterior 60 dBA L_{eq} daytime or 45 dBA L_{eq} nighttime noise level standards (Development Code, Title 8, Section 83.01.080).

5.11.5 METHODOLOGY

Construction Noise

To identify the temporary construction noise contribution to the existing ambient noise environment, the construction noise levels anticipated from usage of construction equipment needed to implement the proposed Project were identified. The County Development Code limits construction hours to reduce noise but does not establish numeric maximum acceptable construction source noise levels at potentially affected receivers, which would allow for a quantified determination of what CEQA constitutes a *substantial temporary or periodic noise increase*. Therefore, a numerical construction threshold based on Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* is used for analysis of daytime construction impacts and has been used in past County CEQA documents for noise analysis purposes. The FTA considers a daytime exterior construction noise level of 80 dBA L_{eq} as a reasonable threshold for noise sensitive residential land use. The construction noise levels are compared against the FTA threshold to assess the level of significance associated with temporary construction noise level impacts.

Operational Noise

The primary source of noise associated with the operation of the proposed Project would be from vehicular and truck trips. The expected roadway noise level increases from vehicular/truck traffic were calculated using the Federal Highway Administration (FHWA) traffic noise prediction model and the average daily traffic volumes from the Traffic Impact Analysis prepared for the proposed Project.

As detailed in Section 5.12, *Transportation*, the proposed Project is anticipated to generate approximately 363 daily trips, 21 a.m. peak hour trips and 26 p.m. peak hour trips. The increase in noise levels generated by the vehicular/truck trips has been quantitatively estimated and compared to the applicable noise standards and thresholds of significance listed previously.

Secondary sources of noise would include new stationary sources including loading dock, truck movement, parking and noise from heating, ventilation, and air conditioning units utilized by the new buildings on the Project site. The increase in noise levels generated by these activities has been quantitatively estimated and compared to the applicable noise standards listed previously.

Vibration

Aside from noise levels, groundborne vibration would also be generated during construction of the Project by various construction-related activities and equipment; and could be generated by truck traffic traveling to and from the Project site. The potential ground-borne vibration levels resulting from construction activities occurring from the proposed Project were estimated by data published by the Federal Transit

Administration (FTA). Thus, the groundborne vibration levels generated by these sources have also been quantitatively estimated and compared to the applicable thresholds of significance listed previously.

5.11.6 ENVIRONMENTAL IMPACTS

IMPACT NOI-1: WOULD THE PROJECT RESULT IN GENERATION OF A SUBSTANTIAL TEMPORARY OR PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE VICINITY OF THE PROJECT IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES?

Construction

Less than Significant Impact. Noise generated by construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that can reach high levels when combined. Construction is expected to occur in the following stages: demolition, excavation and grading, building construction, architectural coating, paving. Noise levels generated by heavy construction equipment range from approximately 74 dBA to 84 dBA at 50 feet from the noise source, as shown on Table 5.11-5.

Table 5.11-5: Construction Reference Noise Levels

Equipment Description	Number of Equipment	Acoustical Use Factor ¹ (percent)	Spec 721.560 Lmax at 50 feet ² (dBA, slow ³)	Actual Measured Lmax at 50 feet ⁴ (dBA, slow ³)
Demolition				
Concrete/Industrial Saw	1	40	85	82
Excavators	3	40	85	81
Rubber Tired Dozers	2	40	85	82
Site Preparation				
Rubber Tired Dozer	3	40	85	82
Crawler Tractors	4	40	84	N/A
Grading				
Excavators	2	40	85	81
Grader	1	40	85	83
Rubber Tired Dozer	1	40	85	82
Scrapers	2	40	85	84
Crawler Tractor	2	40	84	N/A
Building Construction				
Crane	1	16	85	81
Forklift (Gradall)	3	40	85	83
Generator	1	50	82	81
Tractor, Loader or Backhoe ⁵	3	40	84	N/A
Welder	1	40	73	74
Paving				
Pavers	2	50	85	77
Paving Equipment	2	50	85	77
Rollers	2	20	85	80
Architectural Coating				
Air Compressor	1	40	80	78
Source: Noise Impact Analysis, 2022 (Appendix K).				
¹ Acoustical use factor is the percentage of time each piece of equipment is operational during a typical workday.				
² Spec 721.560 is the equipment noise level utilized by the RCNM program.				
³ The "slow" response averages sound levels over 1-second increments. A "fast" response averages sound levels over 0.125-second increments.				

⁴ Actual Measured is the average noise level measured of each piece of equipment during the Central Artery/Tunnel project in Boston, Massachusetts primarily during the 1990s.
⁵ For the tractor/loader/backhoe, the tractor noise level is shown, since it is the loudest of the three types of equipment.
 Source: Federal Highway Administration, 2006.

However, per County Development Code Section 83.01.080(g)(3), noise sources associated with construction activities are exempt from the County’s established noise standards as long as the activities do not take place between the hours of 7:00 p.m. of any one day and to 7:00 a.m. of the next day, or on Sundays or federal holidays. The proposed Project’s construction activities would occur pursuant to these regulations. Thus, the construction activities would be in compliance with the County’s construction related noise standards.

Construction noise would be temporary in nature as the operation of each piece of construction equipment would not be constant throughout the construction day, and equipment would be turned off when not in use. The typical operating cycle for a piece of construction equipment involves one or two minutes of full power operation followed by three or four minutes at lower power settings. The construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators.

As shown on Table 5.11-6, construction noise from the proposed Project at the nearby receiver locations (shown on Figure 5.11-2) would range from 51 to 70 dBA *L_{eq}*, which would not exceed the 80 dba *L_{eq}* daytime construction noise level threshold at receptor locations. Therefore, impacts related to construction noise would be less than significant. Although construction noise impacts would be less than the 80 dBA threshold, sensitive receptors adjacent to the Project site will be exposed to higher noise levels. To reduce construction impacts to the residential uses adjacent to the maximum extent feasible, the Project Proponent has agreed to implement PDF NOI-1, Construction Noise Plan, which would be incorporated into the Project to require construction best management practices including adding notes to be included on grading plans and building plans related to noise. Project contractors shall be required to ensure compliance with the notes and permit periodic inspection of the construction site by County staff or its designee to confirm compliance.

Table 5.11-6: Construction Noise Levels at Receptor Locations

Construction Phase	Construction Noise Level (dBA <i>L_{eq}</i>) at ¹ :			
	1 - Home to West	2 - Home to Southwest	3 - Bloomington High School	4 - Home to Southeast
Demolition	66	68	64	64
Site Preparation	67	69	65	65
Grading	67	70	66	66
Building Construction	60	65	62	58
Paving	61	63	59	59
Painting	53	55	51	51
FTA Construction Noise Threshold²	80	80	80	80
Exceed Thresholds?	No	No	No	No

Source: Noise Impact Analysis, Appendix K.

Operation

Less than Significant Impact. The proposed Project would consist of the development of a warehouse/distribution facility that would have a truck loading area with 40 dock doors on the north side of the building, with 85 trailer parking spaces located on the north side of the truck loading area. The parking lot would include 131 passenger vehicle stalls and 85 trailer stalls to the north and to the east of

the proposed building. Potential noise impacts associated with the operations of the proposed Project would be from project-generated vehicular traffic on the nearby roadways and from onsite activities, which have been analyzed separately below.

Roadway Vehicular Noise. Vehicle noise is a combination of the noise produced by the engine, exhaust and tires. The level of traffic noise depends on three primary factors (1) the volume of traffic, (2) the speed of traffic, and (3) the number of trucks in the flow of traffic.

As detailed in Section 5.12, *Transportation*, the proposed Project is anticipated to generate approximately 363 daily trips, 21 a.m. peak hour trips and 26 p.m. peak hour trips. Most of these trips would occur along Slover Avenue to either Sierra Avenue or Cedar Avenue to I-10. The Bloomington Community Plan, April 12, 2007, shows that by the year 2030, Slover Avenue between Alder Avenue and Cactus Avenue is expected to have an average of 14,640 daily vehicle trips.

Sensitive Receptor No.1 as shown on *Figure 5.11-2: Locations of Nearby Sensitive Receptors*, is located on a tree near the northeast corner of the Project site, approximately 80 feet south of Slover Avenue centerline. The ambient noise level at this location is 68 dB. In order for the Project-generated vehicular traffic to increase the noise level of Slover Avenue in the vicinity of the Project site to increase by 3 dB, the roadway traffic would have to double, and for the roadway noise levels to increase by 1.5 dB, the roadway traffic would have to increase by 50 percent. As such, the 1.5 dB threshold is applied. The ambient noise levels at Sensitive Receptor No. 2 near Bloomington High School are 41 dB and at Sensitive Receptors NOs. 1 and 2 are 49 and 45 dB. At these locations, the 3 dB threshold applies. Since the proposed Project would only result in a maximum of a 3.2% percent increase in traffic volumes on Slover Avenue, the Project-related roadway noise increase is anticipated to be negligible at Bloomington High School and Sensitive Receptors No. 1 and No. 2. Thus, impacts would be less than significant.

Onsite Noise Sources. The operation of the proposed Project would generate onsite noise from truck operations, including truck loading/unloading activities, rooftop mechanical equipment, forklift activities, and automobile parking lot activities. County Development Code Section 83.01.080(c) limits the noise created from stationary sources, such as rooftop mechanical equipment, to 55 dBA between 7:00 a.m. and 10:00 p.m. and to 45 dBA between 10:00 p.m. and 7:00 a.m. County Development Code Section 83.01.080(d) limits the noise created from mobile noise sources, such as trucks, forklifts, and automobiles operating onsite to 60 dBA at the exterior of the nearest homes.

In order to determine the noise impacts from the operation of rooftop mechanical equipment, automobile parking lots, forklifts, and truck loading/unloading activities, the noise levels at the nearby sensitive receptors were calculated based on standard geometric spreading of noise, which provides an attenuation rate of 6 dB per doubling the distance between source and receptor. Table 5.11-7 shown that the proposed Project’s onsite operational noise from the anticipated noise sources would not exceed the applicable noise standards for each stationary and mobile noise source. Therefore, operational onsite noise impacts would be less than significant.

Table 5.11-7: Operational Noise Levels at Nearby Sensitive Receptors

Noise Source	Operational Noise Levels ¹ (dBA L _{eq}) at:				County Noise Standard ² (Day/Night)	Exceed Standard ?
	1 - Home to West	2 - Home to Southwest	3 - Bloomington High School	4 - Home to Southeast		
Rooftop Equipment ³	41	44	33	44	55/45	No/No
Auto Parking Lot ⁴	36	26	23	45	60/60	No/No
Onsite Truck Operations ⁵	42	33	30	34	60/60	No/No
Forklift ⁶	49	45	41	45	55/45	No/No

Source: Noise Impact Analysis, Appendix K.

¹ The noise levels were calculated through use of standard geometric spreading of noise from a point source with a drop-off rate of 6 dB for each doubling of the distance between the source and receiver. Does not account for noise reduction features such as buildings and walls.

² From Section 83.01.080 of the County's Development Code.
³ Rooftop equipment is based on a reference noise measurement of 65.1 dBA at 6 feet.
⁴ Parking lot is based on a reference noise measurement of 63.1 dBA at 5 feet.
⁵ Onsite truck operations is based on a reference noise measurement of 63.3 dBA at 10 feet.
⁶ Forklift activities is based on a reference noise measurement of 74.4 dBA at 10 feet.

IMPACT NOI-2: WOULD THE PROJECT RESULT IN GENERATION OF EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS?

Construction

Less than Significant Impact. Construction activities for development of the proposed Project would include demolition, excavation, and grading activities, which have the potential to generate low levels of groundborne vibration. People working in close proximity to the construction could be exposed to the generation of excessive groundborne vibration or groundborne noise levels related to construction activities. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Site ground vibrations from construction activities very rarely reach the levels that can damage structures, but they can be perceived in the audible range and be felt in buildings very close to a construction site.

Demolition, excavation, and grading activities are required for implementation of the Project and can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. Based on the reference vibration levels provided by the FTA and the equipment that would be used for the proposed Project, a large bulldozer represents the peak source of vibration with a reference velocity of 0.089 in/sec PPV at 25 feet, as shown on Table 5.11-8.

Table 5.11-8: Vibration Source Levels for Construction Equipment

Equipment	Peak Particle Velocity (inches/second)	Approximate Vibration Level (Lv)at 25 feet
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

Source: Noise Impact Analysis, Appendix K.

The primary source of vibration during construction would be from the operation of a bulldozer. As shown on Table 5.11-8, a large bulldozer would create a vibration level of 0.089 inch per second PPV at 25 feet. Based on typical propagation rates, the vibration level at the nearest offsite structure (30 feet away) would be 0.07 inch per second PPV, which is below the County's 0.2 inch per second PPV threshold. Therefore, impacts related to construction vibration would be less than significant.

Operation

Less than Significant Impact. Operation of the proposed Project would include heavy trucks for loading dock activities, deliveries, and moving trucks, and garbage trucks for solid waste disposal. Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. However, typical vibration levels for the heavy truck activity at normal traffic speeds would be approximately 0.006 in/sec PPV, based on the FTA Transit Noise Impact and Vibration Assessment. Truck movements on site would be travelling at very low speed, so it is expected that truck vibration at nearby sensitive receivers would be less than the County Development Code vibration standard of 0.2 in/sec PPV, and therefore, would be less than significant.

IMPACT NOI-3: FOR A PROJECT LOCATED WITHIN THE VICINITY OF A PRIVATE AIRSTRIP OR AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?

No Impact. The nearest airport is Flabob Airport, located approximately five miles south of the Project site. The Project site is also located well outside of the 60 dBA CNEL noise contours of Flabob Airport. Therefore, the Project site is not subject to excessive noise levels due to operations at the Flabob Airport. Thus, implementation of the proposed Project would not result in exposure to excessive noise for people residing or working in the area, and no impacts would occur.

5.11.7 CUMULATIVE IMPACTS

Cumulative noise assessment considers development of the proposed Project in combination with ambient growth and other development projects within the vicinity of the Project area. As noise is a localized phenomenon, and drastically reduces in magnitude as distance from the source increases, only projects and ambient growth in the nearby area could combine with the proposed Project to result in cumulative noise impacts.

Development of the proposed Project in combination with the related projects would result in an increase in construction-related and traffic-related noise. However, County Development Code Section 83.01.080(g)(3) requires construction activities to not occur between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or anytime on Sunday or a federal holiday. Also, construction noise and vibration is localized in nature and decreases substantially with distance. Consequently, in order to achieve a substantial cumulative increase in construction noise and vibration levels, more than one source emitting high levels of construction noise would need to be in close proximity to the proposed Project construction.

There are no cumulative projects adjacent to or within hearing distance of the Project site. The closest cumulative project is the Bloomington Business Center that is approximately 300 feet away and has been approved and developed. Thus, due to the distance and timing differences between the projects, construction noise and vibration levels from the proposed Project would not combine to become cumulatively considerable, and cumulative noise and vibration impacts associated with construction activities would be less than significant.

Cumulative mobile source noise impacts would occur primarily as a result of increased traffic on local roadways due to the proposed Project and related projects within the study area. Therefore, cumulative traffic-generated noise impacts have been assessed based on the contribution of the proposed Project traffic volumes on the roadways in the Project vicinity. The increase in noise levels associated with the traffic volumes of the proposed Project were identified previously. As detailed, cumulative development along with the proposed Project would result in noise levels much lower than the 3 dBA threshold. Therefore, cumulative impacts associated with traffic noise would be less than significant.

5.11.8 EXISTING REGULATIONS AND REGULATORY REQUIREMENTS

- California Code of Regulations, Title 24 included in the County's Development Code in Section 63.0501.
- County Development Code Section 83.01.080, Noise Standards
- County Development Code Section 83.01.090, Vibration Standards

5.11.9 PROJECT DESIGN FEATURES

PDF NOI-1: Construction Noise Plan. Prior to the issuance of a grading permit, the following notes be included on grading plans and building plans. Project contractors shall be required to ensure compliance with the notes and permit periodic inspection of the construction site by County staff or its designee to confirm compliance. These notes also shall be specified in bid documents issued to prospective construction contractors.

1. Construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer's standards.
2. Construction contractors shall place all stationary construction equipment so that all emitted noise is generated toward the center of the site and away from the noise sensitive receivers nearest the Project site. Project Construction Contractors County of San Bernardino Land Use Services Department Prior to grading permit issuance
3. Construction contractors shall locate equipment staging areas on the Project site in locations that will create the greatest feasible distance between construction related noise sources and noise sensitive receivers nearest the Project site.
4. Construction contractors shall ensure that delivery trucks/haul trucks use designated truck route(s) if possible.

5.11.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

No impact related to Impact NOI-3 would occur from implementation of the Project. With compliance with existing regulations, Impacts NOI-1 and NOI-2 would be less than significant.

5.11.11 MITIGATION MEASURES

Impacts related to noise and vibration would be less than significant and no mitigation measures are required.

5.11.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to noise would be less than significant.

REFERENCES

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5.12 Transportation

5.12.1 INTRODUCTION

This section describes the existing transportation and circulation conditions in the project area, identifies applicable regulations, evaluates the Project's consistency with applicable goals and policies, identifies and analyzes environmental impacts, and recommends measures to reduce or avoid adverse impacts anticipated from implementation of the Project. The proposed Project's impacts are analyzed in the context of a 2022 Project buildout. This analysis in the section is, based in part, on the following resources:

- County of San Bernardino Countywide Plan, October 2020
- Countywide Plan Environmental Impact Report (CWP EIR), PlaceWorks, August 2020
- County of San Bernardino Development Code
- *Trip Generation and Vehicle Miles Traveled (VMT) Screening Analysis* EPD Solutions, Inc., November 18, 2021, which is included in Appendix J.

5.12.2 REGULATORY SETTING

5.12.2.1 State Regulations

Senate Bill 743

Senate Bill 743 (SB 743) was signed by Governor Brown in 2013 and required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating Transportation impacts. SB 743 specified that the new criteria should promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks and a diversity of land uses. The bill also specified that delay-based level of service could no longer be considered an indicator of a significant impact on the environment. In response, Section 15064.3 was added to the CEQA Guidelines beginning January 1, 2019. Section 15064.3 - Determining the Significance of Transportation Impacts states that VMT is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT. Section 15064.3(c) states that the provisions of the section shall apply statewide beginning on July 1, 2020.

5.12.2.2 Regional Regulations

SCAG 2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is the designated metropolitan planning organization for six Southern California counties (Ventura, Los Angeles, San Bernardino, Riverside, Orange, and Imperial). As the designated metropolitan planning organization, SCAG is mandated by the federal and state governments to prepare plans for regional transportation and air quality conformity. The most recent plan adopted by SCAG is the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal, which was adopted in September 2020. The RTP/SCS integrates transportation planning with economic development and sustainability planning and aims to comply with state GHG emissions reduction goals, such as SB 375. With respect to transportation infrastructure, SCAG anticipates in the RTP/SCS that the six-county region will have to accommodate 22.5 million residents by 2045 while also meeting the GHG emissions reduction targets set by the California Air

Resources Board. SCAG is empowered by state law to assess regional housing needs and provide a specific allocation of housing needs for all economic segments of the community for each of the region's counties and cities. In addition, SCAG has taken on the role of planning for regional growth management.

San Bernardino Countywide Plan (October 2020)

The following goal and policies contained in the San Bernardino Countywide Plan Circulation Element are relevant to the proposed Project.

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

Policy TM-1.7: Fair Share Contributions. We require new development to pay its fair share contribution toward off-site transportation improvements.

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

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

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

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

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

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

Policy TM-4.8: Local bicycle and pedestrian networks. We support local bike and pedestrian facilities that serve unincorporated areas, connect to facilities in adjacent incorporated areas, and connect to regional trails. We prioritize bicycle and pedestrian network improvements that provide safe and continuous pedestrian and bicycle access to mobility focus areas, schools, parks, and major transit stops.

Policy TM-4.11 Parking areas. We require publicly accessible parking areas to ensure that pedestrians and bicyclists can safely access the site and onsite businesses from the public right-of-way.

Policy HZ-2.7 Truck delivery areas. We encourage truck delivery areas to be located away from residential properties and require associated noise impacts to be mitigated.

5.12.3 ENVIRONMENTAL SETTING

Existing Roadway Network

- **Slover Avenue** is identified as a Major Arterial Highway in the Countywide Plan.
- **Alder Avenue** is identified as a Secondary Highway in the Countywide Plan.
- Local Streets in the Project site vicinity include the following:
 - **Otilla Street** – extending east-west, southeast of the Project site
 - **Santa Ana Avenue** – extending east-west, south of the Project site
 - **Laurel Avenue** – extending north-south, east of the Project site
- In addition, **Interstate-10** extends in an east-west direction, approximately one-half mile north of the Project site.

Existing Transit Services

The Project area is served by bus service via Omnitrans, which serves the San Bernardino Valley. Omnitrans Route 329 serves Fontana and Bloomington, including the Project area, with buses running every 60 minutes on weekdays and Saturdays (no service on Sundays) and has stops along Slover Avenue, Laurel Avenue, Santa Ana Avenue, Locust Avenue, 11th Street, and Cedar Avenue. From Bloomington, Route 329 continues into Fontana via Cedar Avenue and Valley Boulevard connecting with the South Fontana Transfer Center.

Existing Bicycle and Pedestrian Facilities

Slover Avenue and Alder Avenue are planned to have Class II bicycle facilities adjacent to the Project site, as depicted in the San Bernardino Countywide Plan EIR (reference Figure 5.16.14 – Future Bicycle Facilities-Valley Region). The Project site and surrounding area do not currently support bicycle infrastructure. Additionally, the Project site does not contain sidewalks. Alder Avenue includes discontinuous portions of sidewalk.

5.12.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- | | |
|------|--|
| TR-1 | Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities; |
| TR-2 | Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b); |
| TR-3 | Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or |
| TR-4 | Result in inadequate emergency access. |

5.12.5 METHODOLOGY

On September 27, 2013, Senate Bill (SB) 743 was signed into state law. The California legislature found that with the adoption of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT) and thereby contribute to the reduction of greenhouse gas (GHG) emissions, as required by the California Global Warming Solutions Act of 2006 (AB 32). SB 743 requires the California Governor's Office of Planning and Research to amend the State CEQA Guidelines to provide an alternative to LOS as the metric for evaluating transportation impacts under CEQA. Particularly within areas served by transit, SB 743 requires the alternative criteria to promote the reduction of

greenhouse gas emissions, development of multimodal transportation networks, and diversity of land uses. The alternative metric for transportation impacts detailed in the State CEQA Guidelines is VMT. Jurisdictions had until July 1, 2020, to adopt and begin implementing VMT thresholds for traffic analysis. As outlined in State CEQA Guidelines Section 15064.3, except as provided for roadway capacity transportation projects, a project's effect on automobile delay shall not constitute a significant environmental impact. Therefore, in order to comply with CEQA Guidelines Section 15064.3, impacts associated with automobile delay are not analyzed in this Draft EIR. However, based upon various San Bernardino Countywide Plan policies which address levels of service (LOS), in Section 5.11, the Land Use and Planning impacts section of this EIR, there is discussion of the Project's consistency with these Countywide Plan policies.

Vehicle Miles Traveled Analysis Methodology

As indicated above in this Section, SB 743 provided for an alternative to LOS for evaluating Transportation impacts. Thereby, SB 743 specified that the new criteria should promote reduction of greenhouse gas emissions, development of multimodal transportation networks and a diversity of land uses. SB 743 also specified that delay-based LOS could no longer be considered an indicator of a significant impact on the environment. The California Legislature then amended CEQA Guidelines (Section 15064.3 – Determining the Significance of Transportation Impacts) to state that VMT is the most appropriate measure of transportation impacts and provides lead agencies with discretion to choose the most appropriate methodology and thresholds for evaluating VMT. This Section also required provisions to become effective July 1, 2020.

The San Bernardino County Transportation Impact Study Guidelines (July 19, 2019) provide VMT analysis methodology, impact thresholds and screening thresholds to determine if projects would require VMT analysis. The TIS Guidelines provide criteria for projects that would be considered to have a less-than significant impact on VMT and therefore could be screened out from further analysis. If a project meets one of the following criteria, then the VMT impact of the project is considered less-than significant and no further analysis of VMT would be required:

- The project serves the local community and thereby has the potential to reduce VMT.
- The project generates less than 110 daily vehicle trips.
- The project is located within a Transit Priority area.
- The project is located in a low-VMT generating area.

5.12.6 ENVIRONMENTAL IMPACTS

Impact TR-1: WOULD THE PROJECT CONFLICT WITH A PROGRAM, PLAN, ORDINANCE, OR POLICY ADDRESSING THE CIRCULATION SYSTEM, INCLUDING TRANSIT, ROADWAY, BICYCLE, AND PEDESTRIAN FACILITIES?

Less Than Significant Impact. The Project would redevelop 13.23 acres of land for a new warehouse/distribution use that would provide vehicular and truck traffic access to the Project site from four driveways. Primary access to the Project would be provided via two driveways on Slover Avenue. Additional vehicular access would be provided via two driveways on Alder Avenue. The Slover Avenue driveways extend from the center and northeast corner of the Project site. The Alder Avenue driveways extend from the northwest area and southwest corner of the Project site.

Roadway: Slover Avenue is identified as a Major Arterial in the Countywide Plan. Alder Avenue and Santa Ana Avenue are identified as a Secondary Highway in the Countywide Plan. Laurel Avenue is identified as a collector street in the Countywide Plan. Otilia Street is a local street in the Project site vicinity. Street improvements include installation of curb, gutter, and sidewalk on Slover Avenue and Alder Avenue along

the Project frontage. Pedestrian access to the site would be provided from the new sidewalks on Slover Avenue along the northern border of the project and Alder Avenue on the western border. The Slover Avenue and northwestern Alder Avenue driveways provide direct access to the truck bays, building loading docks, and northwest parking lot within the northern portion of the Project site. The southeastern driveway on Alder Avenue provides access to amenities within the northern portion of the Project site via a drive aisle that extends south, east, and north of the proposed building. Vehicular parking is available along the east of the proposed building that is accessible via the drive aisle. Proposed driveway access points are positioned to ensure safe and direct ingress/egress to and from key areas within the Project site and surrounding roadways.

Transit: As described previously, the Project area is served by Omnitrans Route 329. This existing transit service would continue to serve its ridership in the area and may also serve employees of the Project site. The proposed Project would not alter or conflict with existing transit stops and schedules, and impacts related to transit services would not occur.

Bicycle: As previously described, the Project site and surrounding roadways do not currently support bicycle infrastructure. Slover Avenue and Alder Avenue are planned to have Class II bicycle facilities that would be constructed in the future adjacent to the Project site. The proposed Project would not conflict with plans to implement Class II facilities and impacts related to bicycle facilities would not occur.

Pedestrian Facilities: As previously described, the Project site and surrounding roadways do not currently support sidewalk infrastructure. Some intermittent portions of Alder Avenue are paved. New curb cuts and sidewalk improvements would be included along Slover Avenue and Alder Avenue to facilitate Project design and access. Therefore, the Project would result in no impacts to pedestrian facilities.

As described in Section 5.10, Land Use, the Project would be consistent with applicable policies in the SCAG RTP/SCS. Consistency is provided within Table 5.10-2, Project Consistency with Applicable SCAG Regional Transportation Plan/Sustainable Communities Strategy. Additionally, several policies from the Transportation and Mobility Element of the Countywide Plan would be applicable to the Project. As discussed in Table 5.10-3, Project Consistency with Applicable Countywide Plan Policies. Therefore, the Project would be consistent with all applicable programs, plans, ordinances, or policies addressing the circulation system and impacts would be less than significant.

Impact TR-2: WOULD THE PROJECT CONFLICT OR BE INCONSISTENT WITH CEQA GUIDELINES SECTION 15064.3, SUBDIVISION B?

Less than Significant Impact. The San Bernardino County Transportation Impact Study Guidelines (July 19, 2019) provide VMT analysis methodology, impact thresholds, and screening thresholds to determine if projects would require a VMT analysis. If a project meets one of the following criteria, then the VMT impact of the project is considered less-than significant and no further analysis of VMT would be required:

- The project serves the local community and thereby has the potential to reduce VMT.
- The project generates less than 110 daily vehicle trips.
- The project is located within a Transit Priority area.
- The project is located in a low-VMT generating area.

Table 5.12-1: Project Trip Generation

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
<u>Trip Rates</u>								
High Cube Transload and Short-Term Storage Warehouse ¹	TSF	1.40	0.06	0.02	0.08	0.03	0.07	0.10
<u>Total Vehicle Trip Generation</u>								
Slover/Alder Warehouse	259.481 TSF	363	16	5	21	7	19	26
<u>Vehicle Mix²</u>		<u>Percent</u>						
Passenger Vehicles	69.00%	251	11	3	14	5	13	18
2-Axle Trucks	6.80%	25	1	0	1	0	1	2
3-Axle Trucks	5.50%	20	1	0	1	0	1	1
4+-Axle Trucks	18.70%	68	3	1	4	1	3	5
	100%	363	16	5	21	7	19	26
<u>PCE Trip Generation³</u>		<u>PCE Factor</u>						
Passenger Vehicles	1.0	251	11	3	14	5	13	18
2-Axle Trucks	1.5	37	2	0	2	1	2	3
3-Axle Trucks	2.0	40	2	1	2	1	2	3
4+-Axle Trucks	3.0	204	9	3	12	4	10	15
Total PCE Trip Generation		531	23	7	30	11	27	38

TSF = Thousand Square Feet

PCE = Passenger Car Equivalent

¹ Trip rates from the Institute of Transportation Engineers, *Trip Generation, 11th Edition, 2021*. Land Use Code 154 - High-Cube Transload and Short-Term Storage Warehouse.

² Vehicle Mix from the *SCA QMD Warehouse Truck Trip Study*. July 17, 2017.

³ Passenger Car Equivalent (PCE) factors from San Bernardino County CMP, Appendix B - Guidelines for CMP Traffic Impact Analysis Reports in San Bernardino County, 2016

The Project would not be considered a local-serving use, as defined in the guidelines. Per the Project trip generation shown in Table 5.12-1, the project would generate more than 110 daily trips. The Project is also not located in a Transit Priority Area. To determine if the Project is located in a low-VMT generating area, the SBCTA VMT Screening Tool was utilized. The County’s guidelines specify that a low-VMT generating area is an area where the VMT/employee is not greater than four percent below the existing VMT per employee for the unincorporated County. Using the VMT Screening Tool, the VMT per employee in the Project zone is 16.3 which is 13.64 percent less than the unincorporated County VMT per employee of 18.9. Because the Project is located in a low-VMT generating area, the Project is presumed to have a less than significant impact on VMT, and no further VMT analysis is required.

As described previously, State CEQA Guidelines Section 15064.3(b) focuses on determining the significance of VMT-related transportation impacts. According to the Project trip generation shown in Table T-1, the

project would generate more than 110 daily trips. The County's guidelines specify that a low-VMT generating area is an area where the VMT per employee is not greater than four percent below the existing VMT per employee for the unincorporated County. Using the VMT Screening Tool, the VMT per employee in the Project zone is 16.3 which is 13.64 percent less than the unincorporated County VMT per employee of 18.9. Because the Project is located in a low-VMT generating area, the Project is presumed to have a less than significant impact on VMT and does not require further VMT analysis.

Impact TR-3: WOULD THE PROJECT SUBSTANTIALLY INCREASE HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE (E.G., SHARPT CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?

Less than Significant Impact. The Project would redevelop 13.23 acres of land for a new warehouse/distribution use that would provide vehicular and truck traffic access to the Project site from four driveways. Primary access to the Project would be provided via two driveways on Slover Avenue. Additional vehicular access would be provided via two driveways on Alder Avenue. The Slover Avenue driveways extend from the center and northeast corner of the Project site. The Alder Avenue driveways extend from the northwest area and southwest corner of the Project site.

Slover Avenue and northwestern Alder Avenue driveways provide direct access to the truck bays, building loading docks, and northwest parking lot within the northern portion of the Project site. The southeastern driveway on Alder Avenue provides access to amenities within the northern portion of the Project site via a drive aisle that extends south, east, and north of the proposed building. Vehicular parking is available along the east of the proposed building that is accessible via the drive aisle. Proposed driveway access points are positioned to ensure safe and direct ingress/egress to and from key areas within the Project site and surrounding roadways. The Project building, loading dock, and truck bay parking are designed to allow for the wide turning radii of trucks entering and leaving the Project site.

Onsite traffic signing and striping would also be implemented in conjunction with detailed construction plans with implementation of the Project. Additionally, sight distance at each of the Project site's access points would be reviewed with respect to County standards at the time of final grading, landscape, and street improvement plan reviews. Proposed driveways and drive aisles would be consistent with County standards. Compliance with existing regulations would be ensured through the County's construction permitting process. As a result, impacts related to vehicular circulation design features would be less than significant.

Impact TR-4: WOULD THE PROJECT RESULT IN INADEQUATE EMERGENCY ACCESS?

Construction.

Less than Significant Impact. The majority of the construction activities, including equipment and supply staging and storage, would occur within and adjacent to the Project site and would not restrict access of emergency vehicles to the Project site or adjacent areas. The curb improvements and installation of driveways that would be implemented during Project development could require the temporary closure of a travel lane, but full roadway closure and traffic detours are not anticipated. However, construction activities may temporarily restrict vehicular traffic. Therefore, construction activities would be required to implement measures to facilitate passage of persons and vehicles through/around any required temporary road restrictions and ensure safety of passage in accordance with County of San Bernardino requirements. Implementation of the Project through the City's permitting process would reduce potential construction-related emergency access impacts to a less than significant level.

Operation.

Less than Significant Impact. As discussed above, proposed driveway access points are positioned to ensure safe and direct ingress/egress to and from key areas within the Project site and surrounding roadways. The Project building, loading dock, and truck bay parking are designed to allow for the wide turning radii of trucks entering and leaving the Project site. The Project would be required to design and construct internal access and provide fire suppression facilities (e.g., hydrants and sprinklers) in conformance with the County Development Code. The San Bernardino County Fire Protection District would review the development plans as part of the construction permitting process to ensure that emergency access is provided pursuant to the requirements of the Uniform Fire Code and Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9). Therefore, impacts would be less than significant. Additionally, during operation of the Project, building tenants would be required to maintain adequate emergency access for emergency vehicles as required and verified by the County and the San Bernardino Fire Protection District through permitting and inspections. Because the Project is required to comply with all applicable County codes, potential impacts related to inadequate emergency access would be less than significant.

5.12.7 CUMULATIVE IMPACTS

The cumulative traffic study area for the proposed Project includes the unincorporated County area since the unincorporated County was used within the SBCTA VMT Screening Tool. The VMT per employee in the Project zone is 16.3 which is 13.64 percent less than the unincorporated County VMT per employee of 18.9. Because the Project is located in a low-VMT generating area, the Project is presumed to have a less than significant impact on VMT. Thus, the proposed Project would not result in cumulative impacts related to VMT.

Cumulative development would be subject to site-specific environmental and planning reviews that would address consistency with adopted policies, plans and provisions related to public transit, bicycle facilities and pedestrian facilities. Thus, the proposed Project would not result in cumulative impacts related to bicycle, transit, or pedestrian facilities.

The evaluation of Impact TR-3 and Impact TR-4 concluded that Project development would not result in impacts related to incompatible uses, hazards due to roadway design, or emergency access. The Project site includes four driveways from adjacent roadways that would allow numerous points of access. The proposed circulation layout would be required to be installed in conformance with County design standards to ensure no potentially hazardous transportation design features or inadequate emergency access would be introduced by the Project. Thereby, cumulative impacts would not result. In addition, cumulative developments in the Project vicinity would be subject to site-specific reviews, including reviews by police and fire protection authorities that would not allow potential cumulatively considerable design hazards.

5.12.8 EXISTING STANDARD CONDITIONS AND PLANS, PROGRAMS, OR POLICIES

- SCAG 2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy, as amended
- San Bernardino Countywide Plan – Circulation
- San Bernardino County Code

5.12.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impacts TR-1, TR-2, TR-3 and TR-4 would be less than significant.

5.12.10 MITIGATION MEASURES

No Mitigation Measures are required.

5.12.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The level of Project development and operation impact related to Transportation would remain less than significant.

REFERENCES

EPD Solutions, Inc., "Trip Generation and Vehicle Miles Traveled (VMT) Screening Analysis, (November 18, 2021)

San Bernardino Countywide Plan (2019)

San Bernardino Countywide Plan Draft EIR (2019)

SCAG 2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy

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5.13 Tribal Cultural Resources

5.13.1 INTRODUCTION

This section addresses potential impacts to tribal cultural resources associated with implementation of the Project. In adopting AB52, the Legislature stated: “Recognize that California Native American tribes may have expertise with regard to their tribal history and practices, which concern the tribal cultural resources with which they are traditionally and culturally affiliated. Because the California Environmental Quality Act calls for a sufficient degree of analysis, tribal knowledge about the land and tribal cultural resources at issue should be included in environmental assessments for projects that may have a significant impact on those resources”. The primary source of this analysis is based upon Project-specific coordination and consultation with California Native American tribes that are traditionally and culturally affiliated with the Project region. The analysis in this section is also based, in part, on the following documents and resources:

- County of San Bernardino Countywide Plan, October 2020
- Countywide Plan Environmental Impact Report (CWP EIR), PlaceWorks, August 2020
- Cultural Resources Assessment, Material Culture Consulting (MCC 2021), which is provided as Appendix D1 to this EIR.

5.13.2 REGULATORY FRAMEWORK

5.13.2.1 State Regulations

California Assembly Bill 52

Assembly Bill 52 (AB 52) established a new requirement under CEQA to consider “tribal cultural values, as well as scientific and archaeological values when determining impacts and mitigation.” Public Resources Code (PRC) Section 21074(a) defines “tribal cultural resources” (TCRs) as “[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe” that are either “[i]ncluded or determined to be eligible for inclusion in the California Register of Historical Resources” or “in a local register of historical resources.” Additionally, defined cultural landscapes, historical resources, and archaeological resources may be considered tribal cultural resources. (PRC § 21074(b), (c)). The lead agency may also in its discretion treat a resource as a TCR if it is supported with substantial evidence.

Projects for which a Notice of Preparation of a Draft EIR was filed on or after July 1, 2015 are required to have lead agencies offer California Native American tribes traditionally and culturally affiliated with the project area consultation on CEQA documents prior to submitting an EIR in order to protect TCRs. PRC Section 21080.3.1(b) defines “consultation” as “the meaningful and timely process of seeking, discussing, and considering carefully the views of others, in a manner that is cognizant of all parties’ cultural values and, where feasible, seeking agreement.” Consultation must “be conducted in a way that is mutually respectful of each party’s sovereignty [and] recognize the tribes’ potential needs for confidentiality with respect to places that have traditional tribal cultural significance.” The consultation process is outlined as follows:

1. California Native American tribes traditionally and culturally affiliated with the project area submit written requests to participate in consultations.
2. Lead agencies are required to provide formal notice to the California Native American tribes that requested to participate within 14 days of the lead agency’s determination that an application package is complete or decision to undertake a project.
3. California Native American tribes have 30 days from receipt of notification to request consultation on a project.

4. Lead agencies initiate consultations within 30 days of receiving a California Native American tribe's request for consultation on a project.
5. Consultations are complete when the lead agencies and participating California Native tribes have agreed on measures to mitigate or avoid a significant impact on a TCR, or after a reasonable effort in good faith has been made and a party concludes that a mutual agreement cannot be reached (PRC §§ 21082.3(a), (b)(1)-(2); 21080.3.1(b)(1)).

AB 52 requires that the CEQA document disclose significant impacts on TCRs and discuss feasible alternatives or mitigation to avoid or lessen an impact.

California Health and Safety Code Section 7050.5

Health & Safety Code Section 7050.5 requires that if human remains are discovered in the project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. If the coroner determines the remains are not subject to his or her authority and recognizes or has reason to believe the human remains are those of a Native American, he/she shall contact, by telephone within 24 hours, the Native American Heritage Commission.

California Public Resources Code Sections 5097.9 to 5097.991

PRC Sections 5097.9 to 5097.991 provide protection to Native American historical and cultural resources and sacred sites and identify the powers and duties of the NAHC. These sections also require notification to descendants of discoveries of Native American human remains and provide for treatment and disposition of human remains and associated grave goods.

5.13.2.2 Local Regulations

San Bernardino Countywide Plan

The San Bernardino County Wide Cultural Resources Element contains the following goal and policies that are applicable to the Project:

- Goal CR-1** Tribal cultural resources that are preserved and celebrated out of respect for Native American beliefs and traditions.
- Policy CR 1.1** We notify and coordinate with tribal representatives in accordance with state and federal laws to strengthen our working relationship with area tribes, avoid inadvertent discoveries of Native American archaeological sites and burials, assist with the treatment and disposition of inadvertent discoveries, and explore options of avoidance of cultural resources early in the planning process.
- Policy CR-1.2** We will collaborate with local tribes on countywide planning efforts and, as permitted or required, planning efforts initiated by local tribes.
- Policy CR 1.3** We consult with local tribes to establish appropriate project-specific mitigation measures and resource-specific treatment of potential cultural resources. We require project applicants to design projects to avoid known tribal cultural resources, whenever possible. If avoidance is not possible, we require appropriate mitigation to minimize project impacts on tribal cultural resources.
- Policy CR 1.4** We encourage active participation by local tribes as monitors in surveys, testing, excavation, and grading phases of development projects with potential impacts on tribal resources.

5.13.3 ENVIRONMENTAL SETTING

Native American Tribes

The Project is within an area where the traditional use territories of the Serrano, Cahuilla, and Gabrielino meet, just southeast of the present-day city of San Bernardino.

Listed Native American Historic Places

According to the CWP EIR, the Valley Region of San Bernardino County includes two Native American archaeological sites listed in the National Register of Historic Places: the Fontana Pit and Groove Petroglyph Site in the City of Fontana and the Crowder Canyon Archeological District in unincorporated San Bernardino. The Valley Region has fewer TCR than surrounding regions, likely due to its historical and modern disturbance and development among other factors. However, there are NAHC-listed sacred lands in the Valley Region.

Site Conditions

The Project site soils have been disturbed from a variety of past uses. A review of historic topographic maps and aerial photographs show that the Project was used as an orchard from the 1930s through the 1950s and that building development on the site began in 1943. Since that time various urban uses and building development has occurred on the site. The Geotechnical Investigation (Appendix E) that was prepared for the Project site describes that artificial fill soils are located within the site that extend to depths of 2.5 to 4.5 feet below the existing grade. Native alluvial soils were also identified both at the ground surface and beneath the artificial fill soils. The site is not listed on the NAHC Sacred Lands File.

5.13.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- TCR-1 Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); or
- TCR-2 A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, that considers the significance of the resource to a California Native American tribe.

5.13.5 METHODOLOGY

In compliance with AB 52, on October 28, 2021, the County has sent letters via email to the following Native American groups or individuals that may have knowledge regarding tribal cultural places or heritage sites in the Project area:

- Soboba Band of Luiseño Indians
- San Manuel Band of Mission Indians
- Colorado Tribe
- Fort Mojave Tribe
- Morongo Band of Mission Indians
- Gabrielino-Tongva Indian TribeColorado River Indian Tribes

- Gabrieleño Band of Mission Indians – Kizh Nation

The County received two requests to consult. The San Manuel Band of Mission Indians (San Manuel) responded on December 1, 2021 and requested consultation and the Gabrieleño Band of Mission Indians – Kizh Nation responded on November 1, 2021 and requested consultation, which is currently scheduled to occur on January 6, 2022.

During the consultation, the Tribes indicated that the Project site lies within the San Manuel and Gabrieleño ancestral territory but the Tribes did not provide specific information or substantial evidence indicating that potential TCR could be within the Project site.

5.13.6 ENVIRONMENTAL IMPACTS

IMPACT TCR-1: WOULD THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A TRIBAL CULTURAL RESOURCE THAT IS LISTED OR ELIGIBLE FOR LISTING IN THE CALIFORNIA REGISTER OF HISTORICAL RESOURCES, OR IN A LOCAL REGISTER OF HISTORICAL RESOURCES AS DEFINED IN PUBLIC RESOURCES CODE SECTION 5020.1(k)?

Less than Significant with Mitigation Incorporated. Based on literature review (i.e., records check and archival research) and pedestrian surveys, no prehistoric resource sites or isolates—including a historic TCR—as defined by PRC Section 5020.1(k) have been identified within the Project site. The Project site has been substantially disturbed by previous orchard, residential, and commercial uses. In addition, the site contains 2.5 to 4.5 feet of artificial fill materials. Therefore, it is unlikely that intact archaeological resources, including those that may be a historic TCR, exist within the Project excavation depths, and any potential resources near the subsurface are likely to have been disturbed or destroyed. Nevertheless, due to the Project's proposed soil-disturbing activities that could extend 5 feet bgs, it is possible that the development of the Project could disturb native soils that may inadvertently uncover archaeological resources. As a result, Mitigation Measure CULT-1 is included (as detailed in Section 5.5, *Cultural Resources*) which requires archaeological monitoring during all ground-disturbance activities, such as site preparation, demolition of historic structures, and grading up to 3 feet below surface, in order to quickly assess the potential for discoveries of archaeological resources during construction. Mitigation Measure CULT-1 also includes procedures in the event a potential resource is uncovered, and to notify the consulting tribe(s) in order for them to determine if the discovery is a tribal cultural resource.

In addition, Mitigation Measures TCR-1 and TCR-2 are included to provide for a Native American monitor during commencement of ground disturbing activities and procedures in the event potential resources are uncovered, which would ensure that potential impacts on the inadvertent discovery of tribal cultural resources are less than significant.

IMPACT TCR-2: WOULD THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A TRIBAL CULTURAL RESOURCE DETERMINED BY THE LEAD AGENCY, IN ITS DISCRETION AND SUPPORTED BY SUBSTANTIAL EVIDENCE, TO BE SIGNIFICANT PURSUANT TO CRITERIA SET FORTH IN SUBDIVISION (c) OF PUBLIC RESOURCES CODE SECTION 5024.1, THAT CONSIDERS THE SIGNIFICANCE OF THE RESOURCE TO A CALIFORNIA NATIVE AMERICAN TRIBE?

Less than Significant with Mitigation Incorporated. The Project area has been heavily disturbed, as a result of previous agricultural and development activities. This includes ground disturbance to depths for installation of the existing utility infrastructure that serves the Project site, and includes ground disturbance related to the 2.5 to 4.5 feet of artificial fill on the site.

As part of the AB 52 consultation processes, the County of San Bernardino contacted local Native American tribes. Of the seven tribes contacted, the San Manuel Band of Mission Indians and the Gabrieleño Band of Mission Indians-Kizh Nation responded with requests for formal consultation. The consultation occurred via email for both tribes. The Tribes indicated that the Project lies within the Serrano and Gabrieleño ancestral territory but did not provide specific information or substantial evidence indicating that potential tribal cultural resources could be within the Project site.

The San Manuel Band of Mission Indians requested that the County provide consultation with San Manuel Band of Mission Indians throughout the lifetime of the Project and to prescribe measures to mitigate inadvertent discoveries of tribal cultural resources unearthed by construction activities. As described in Draft EIR Section 5.4, Impact CUL-3, California Health and Safety Code Section 7050.5 and CEQA Guidelines 15064.5(e) requires that if human remains are discovered, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation. If the coroner determines that the remains are those of a Native American, he or she shall contact the Native American Heritage Commission by telephone within 24 hours. Although consultation with the San Manuel Band of Mission Indians and the Gabrieleño Band of Mission Indians-Kizh Nation did not yield substantial evidence that listed or eligible TCRs—pursuant to criteria in PCR Section 5024.1(c)—are within the Project site, the County has considered the Tribe’s requests and has included required regulations and mitigation measures, included as Mitigation Measures TCR-1 and TCR-2 to ensure that potential impacts related to the inadvertent discovery of tribal cultural resources are less than significant.

Furthermore, the Project would be subject to CEQA Guidelines Section 15064.5, PRC Section 21083.2 and 5097.9, and Health and Safety Code Section 7050.5, to properly recover human remains if encountered. Therefore, with implementation of mitigation and applicable regulations, impacts related to tribal cultural resources would be less than significant.

5.13.7 CUMULATIVE IMPACTS

The cumulative study area for tribal cultural resources includes the San Bernardino County region, which contains the same general tribal historic setting. Other projects throughout the County that would involve ground disturbances could reveal buried tribal cultural resources.

Cumulative impacts to tribal cultural resources would be reduced by compliance with applicable regulations and consultations required by AB 52. As described above, the Project area is not known to contain tribal cultural resources; however, Mitigation Measures CUL-1, TCR-1, and TCR-2 would be implemented to ensure that impacts would not occur in the case of an inadvertent discovery of a potential tribal cultural resource. These mitigation measures ensure that the Project would not contribute to a cumulative loss of tribal cultural resources. Therefore, potential cumulative impacts would be less than significant.

5.13.8 EXISTING STANDARD CONDITIONS AND PLANS, PROGRAMS, OR POLICIES

- California Government Code Sections 5097.9-5097.99
- California Health and Safety Code Section 7050.5
- California Public Resources Code Sections 21073 et seq. (AB 52)

The following Plans, Programs, or Policies (PPP) related to tribal cultural resources are incorporated into the Project and would reduce impacts related to tribal cultural resources. These actions will be included in the Project’s mitigation monitoring and reporting program (MMRP):

PPP TCR-2 Native American historical and cultural resources and sacred sites are protected under PRC Sections 5097.9 to 5097.991, which require that descendants be notified when Native American human remains are discovered and provide for treatment and disposition of human remains and associated grave goods.

PPP CUL-5 If human remains are discovered within a project site, disturbance of the site must stop until the coroner has investigated and made recommendations for the treatment and disposition of the human remains to the person responsible for the excavation, or to his or her authorized representative. If the coroner has reason to believe the human remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. (California Health and Safety Code Section 7050.5)

5.13.9 PROJECT DESIGN FEATURES

None.

5.13.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation, Impacts TCR-1 and TCR-2 would be **potentially significant**:

- Impact TCR-2: Ground disturbance activities associated with Project construction have the potential to impact unknown buried tribal cultural resources.

5.13.9 MITIGATION MEASURES

Mitigation Measure CUL-1: Archaeological Resources (As provided in Section 5.4 Cultural Resources).

Mitigation Measure TCR-1: Native American Monitoring of Ground-Disturbing Activities

- The Project applicant shall retain a Native American monitor from (or approved by) the San Manuel Band of Mission Indians and the Gabrieleño Band of Mission Indians-Kizh Nation (“Tribes”). The monitor shall be retained prior to the commencement of any “ground-disturbing activity” for the Project, at all Project locations (i.e., both on-site and any off-site locations that are included in the Project description/definition and/or required in connection with the Project, such as public improvement work). “Ground-disturbing activity” includes, but is not limited to, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. Monitors from the San Manuel Band of Mission Indians and the Gabrieleño Band of Mission Indians-Kizh Nation shall provide Native American monitoring services on a rotating basis.
- A copy of the executed monitoring agreement(s) shall be provided to the County of San Bernardino Land Use prior to the earlier of the commencement of any ground-disturbing activity for the Project, or the issuance of any permit necessary to commence a ground-disturbing activity.
- The Project Applicant/Developer shall provide the Tribe(s) with a minimum of 30 days advance written notice of the commencement of any Project ground-disturbing activity so that the Tribe(s) have sufficient time to secure and schedule a monitor for the Project.
- The Project Applicant/Developer shall hold at least one pre-construction sensitivity/educational meeting prior to the commencement of any ground-disturbing activities, where at a member of the Tribe(s) will inform and educate the Project’s construction and managerial crew and staff members

(including any Project subcontractors and consultants) about the tribal cultural resource mitigation measures and compliance obligations, as well as places of significance located on the Project site (if any), the appearance of potential tribal cultural resources, and other informational and operational guidance to aid in the Project's compliance with the tribal cultural resource mitigation measures. The Native American Tribe(s) shall be notified of and allowed to attend the pre-grading meeting with the County and Project construction contractors and/or monitor all Project mass grading and trenching activities. In the event that suspected tribal cultural resources are unearthed, the Native American Tribe(s) shall have the authority to redirect earth moving activities in the affected area.

- e) The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the Project applicant/Lead Agency upon written request.
- f) Native American monitoring for the Project shall conclude upon the latter of the following: (1) written confirmation from a designated Project point of contact to the Tribe representatives that all ground-disturbing activities and all phases that may involve ground-disturbing activities on the Project site and at any off-site Project location are complete; or (2) written notice by the Tribe to the Project Applicant and Lead Agency that no future, planned construction activity and/or development/construction phase (known by the Tribe at that time) at the Project site and at any off-site project location possesses the potential to impact tribal cultural resources.
- g) Any and all archaeological or cultural documents created as a part of the Project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the Project Applicant and Lead Agency for dissemination to the San Manuel Band of Mission Indians and the Gabrieleño Band of Mission Indians-Kizh Nation. The Lead Agency and/or Project Applicant shall, in good faith, consult with both Tribes throughout the life of the Project.

Mitigation Measure TCR-2: Potential Tribal Cultural Resource Discovery Procedures

- a) Upon the discovery of a tribal cultural resource, all construction activities in the immediate vicinity of the discovery (i.e., not less than the surrounding 50 feet) shall cease. The Gabrieleño Band of Mission Indians-Kizh Nation and the San Manuel Band of Mission Indians Cultural Resources Departments shall be contacted regarding any cultural resources discovered during construction activities and be provided information regarding the nature of the find, so as to provide Tribal input with regard to significance and treatment. No Project construction activities shall resume in the surrounding 50 feet of the discovered tribal cultural resource unless and until the Tribe has completed its assessment/evaluation/recovery of the discovered tribal cultural resource and surveyed the surrounding area.
- b) Should the find be deemed significant as defined by CEQA, a Cultural Resources Monitoring and Treatment Plan shall be prepared and implemented by the Project archaeologist, in coordination with the Mission Indians and Gabrieleño Band of Mission Indians-Kizh Nation and San Manuel Band of Mission Indians.
- c) The Tribe(s) will recover and retain all discovered tribal cultural resources in the form and/or manner the Tribe(s) deems appropriate in its discretion, per the Cultural Resources Monitoring and Treatment Plan, and for any purpose the Tribe(s) deems appropriate, including but not limited to, educational, cultural and/or historic purposes.
- d) Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered resources.

- e) Any historic archaeological material that is not Native American in origin (non-tribal cultural resources) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

5.13.10 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Mitigation Measures identified above, along with existing regulatory programs, would reduce potential impacts associated with Tribal Cultural Resources for Impact TCR-2 to a level that is less than significant. Therefore, no significant unavoidable adverse impacts related to Tribal Cultural Resources would occur.

REFERENCES

Material Culture Consulting, "Cultural and Paleontological Resources Assessment – Slover and Alder Project, San Bernardino County, California," (October, 2021)

County of San Bernardino General Plan/Countywide Policy Plan

5.14 Utilities and Service Systems

5.14.1 INTRODUCTION

This section of the Draft EIR evaluates the potential effects on utilities and service systems from implementation of the Project by identifying anticipated demand and existing and planned utility availability. This includes water supply and infrastructure, wastewater, drainage, and solid waste.

Because CEQA focuses on physical environmental effects, this section analyzes whether construction or installation of utility and service systems would result in significant adverse physical environmental effects. For example, an increase in water demand, by itself, would not be considered a physical change in the environment; however, physical changes in the environment resulting from the construction of new water lines could constitute a significant impact under CEQA.

5.14.2 WATER

- Water supply and infrastructure capacity information in this section is from:
- *County of San Bernardino Countywide Plan, October 2020*
- *Countywide Plan Environmental Impact Report (CWP EIR), PlaceWorks, August 2020*
- *Upper Santa Ana River Watershed 2020 Integrated Regional Urban Water Management Plan*
- *San Bernardino Valley Regional Urban Water Management Plan, Water Systems Consulting, Inc.*

5.14.2.1 WATER REGULATORY SETTING

5.14.2.1.1 State Regulatory Setting

California Urban Water Management Planning Act

Section 10610 of the California Water Code established the California Urban Water Management Planning Act (CUWMPA) which requires urban water suppliers to initiate planning strategies to ensure an appropriate level of reliability in its water service. CUWMPA states that every urban water supplier that provides water to 3,000 or more customers, or that annually provides more than 3,000 acre-feet of water service, should make every effort to ensure the appropriate level of reliability in its water service to meet the needs of its various categories of customers during normal, dry, and multiple-dry years. The CUWMPA describes the contents of UWMP's as well as methods for urban water suppliers to adopt and implement the plans.

CALGreen Building Code

California Code of Regulations Title 24, Part 11, establishes the California Green Building Code or CALGreen. The CALGreen Code is updated every three years. The most recent 2019 updates became effective January 1, 2020. CALGreen sets forth water efficiency standards (i.e., maximum flow rates) for all new plumbing and irrigation fittings and fixtures.

5.14.2.1.2 Local Water Regulatory Setting

San Bernardino Countywide Plan

The San Bernardino Countywide Plan Infrastructure and Utilities Element includes the following policies that are applicable to the Project:

Policy IU-1.1 Water supply. We require that new development be connected to a public water system or a County-approved well to ensure a clean and resilient supply of potable water, even during cases of prolonged drought.

Policy IU-1.9 Water conservation. We encourage water conserving site design and the use of water conserving fixtures, and advocate for the adoption and implementation of water conservation strategies by water service agencies. For existing County-owned facilities, we incorporate design elements, building materials, fixtures, and landscaping that reduce water consumption, as funding is available.

Policy IU-1.10 Connected systems. We encourage local water distribution systems to interconnect with regional and other local systems, where feasible, to assist in the transfer of water resources during droughts and emergencies.

5.1.4.2.2 WATER ENVIRONMENTAL SETTING

The Project site is located within the water service area of the West Valley Water District (WVWD), which provides retail water service to portions of the City of Fontana and unincorporated San Bernardino County, including the community of Bloomington. The WVWD is in southwestern San Bernardino County, with a small part in northern Riverside County. WVWD's service area boundaries are adjacent to the western limits of the City of San Bernardino on the east, to and including the eastern part of the City of Fontana on the west, to the US Forest Service boundary on the north, and to Riverside County on the south. WVWD is divided into northern and southern sections by the central portion of the City of Rialto.

WVWD participates in the San Bernardino Valley Regional Urban Water Management Plan. This UWMP is a tool that provides a summary of anticipated supplies and demands for the years 2015 to 2040 within the Valley Region of unincorporated San Bernardino County, which includes the Project site.

Water Supply and Demand- WVWD

The WVWD utilizes three primary sources for drinking water supply: local surface water from flows on the east side of the San Gabriel Mountains, including North Fork Lytle Creek, Middle Fork Lytle Creek, and South Fork Lytle Creek; groundwater; and imported water from the State Water Project (SWP) through the San Bernardino Valley Municipal Water District (SBVMWD), through the Lytle Turnout off the San Gabriel Feeder Pipeline. The WVWD distribution system is divided into eight pressure zones; it currently has 21 groundwater wells and 25 separate storage reservoirs with a total storage capacity of approximately 72 million gallons. WVWD also operates a 14.4-MGD water filtration facility (UWMP 2020).

WVWD's water supply is a combination of imported water from the SWP Water or the Baseline Feeder (Bunker Hill); groundwater from Lytle Creek, Riverside North, Rialto-Colton, Bunker Hill, and Chino; and surface water from Lytle Creek. As shown on Table 5.14-1, in 2015 the WVWD obtained the majority of its water supply from purchased or imported water from both SWP water and the Baseline Feeder (Bunker Hill).

Table 5.14-1: WVWD Water Supply 2020

Water Supply	Source	Volume (acre-feet)
Groundwater	Bunker Hill	5,549
Groundwater	Lytle	3,078

Groundwater	Rialto-Colton	1,420
Groundwater	Riverside-Arlington	1,354
Surface water	Lytle Creek	5,356
Purchased or Imported Water	State Water Project – Direct Delivery	3,342
Total		20,098

Source: 2015 UWMP.

As shown in Table 5.14-2, the 2020 UWMP estimates that water supplies in the future are anticipated to be obtained through a similar mix of surface water, groundwater, and purchased or imported water. The 2020 UWMP anticipates that WVWD's water supply will increase from 20,000 AF in 2020 to 34,229 AF in 2045 (increase of 14,229 AFY) to meet the WVWD's anticipated growth in water demands.

Table 5.14-2: WVWD Projected Water Supply (AF)

Water Supply	Source	2025	2030	2035	2040	2045
Groundwater	Bunker Hill	2,052	2,353	3,554	4,754	6,455
Groundwater	Bunker Hill	5,000	5,000	5,000	5,000	5,000
Groundwater	Lytle	2,900	2,900	2,900	2,900	2,900
Groundwater	Rialto-Colton	4,426	4,538	4,650	4,761	4,761
Purchased or Imported Water	State Water Project – Rialto Colton Groundwater Supplemental Study	-	-	-	-	-
Groundwater	Riverside - Arlington	2,500	3,000	3,500	4,000	4,000
Groundwater	Chino	-	900	900	900	900
Surface water	Lytle Creek	3,100	3,100	3,100	3,100	3,100
Purchased or Imported Water	State Water Project – Direct Delivery	7,000	7,000	7,000	7,000	7,000
Total		26,978	28,791	30,603	32,415	34,229

Source: 2015 UWMP.

The 2045 projections anticipate that 70.5 percent of supply would be from the groundwater sources, 9 percent from surface water, and 20.5 percent from imported/purchased sources. The UWMP also describes that there has been a historical trend associated with drier years and an increase in water use among agencies. Conservation efforts have proven to be effective in decreasing water use in dry years. Additionally, according to the UWMP, WVWD has adequate supplies to serve 100 percent of its customers during normal, dry year, and multiple dry year demand through 2045 with projected population increases and accompanying increases in water demand (UWMP 2020).

Groundwater: WVWD draws approximately 70.5 percent of its water supply from its wells. WVWD's normal operating practice is to pump its wells 16 hours a day during off peak hours to take advantage of Southern California Edison's time of use rate. If, for some reason, wells are not in service (maintenance or repair), WVWD has the ability and right to pump its wells up to 24 hours per day.

WVWD extracts groundwater from five regional groundwater basins: Bunker Hill and Lytle Creek (which are both part of the San Bernardino Basin Area), Rialto-Colton, Riverside North, and Chino Basins. All five basins have been adjudicated and are managed.

WVWD, in a joint venture with the City of Rialto and SBVMWD, constructed 25,000 feet of 48-inch transmission line known as the Baseline Feeder. Through an agreement with SBVMWD, WVWD is to receive 5,000 AFY of supply through this transmission line. WVWD has received water through the Baseline Feeder since 1998.

Purchased or Imported Water: WVWD receives SWP water from SBVMWD through the Lytle Turnout off the San Gabriel Feeder Pipeline. Newly constructed metering and transmission facilities will enable WVWD to purchase and treat up to 20 MGD (approximately 23,000 AFY) at final treatment plant expansion. SWP water is treated at WVWD's Oliver P. Roemer Water Filtration Facility (WFF) and used for potable supply, or can be used to supply non-potable customers, or for groundwater recharge in the Lytle Creek Basin. In 2006 the WFF was expanded to increase production capacity to 14.4 MGD. Ultimately this plant will have a capacity of 21.6 MGD. WVWD has been utilizing SWP water through the Lytle Turnout since 1999.

Surface Water: WVWD has the right to divert and export 2,290 gpm out of the Lytle Creek Region when it is available. WVWD can also purchase an additional 1,350 gpm of Lytle Creek flows through an agreement with the City of San Bernardino (San Bernardino is not able to utilize their surface water flows), which is treated at the Oliver P. Roemer WFF. WVWD also utilizes Lytle Creek surface water flows for groundwater recharge in the Lytle Creek Basin.

Water Infrastructure

The Project site is currently served by the WVWD's water utility and is connected to the existing water infrastructure. Slover Avenue contains a 24-inch water main and Alder Avenue contains a 20-inch water main that conveys water supplies to the existing uses and adjacent uses along Slover and Alder Avenues.

5.14.2.3 WATER THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- UT-1 Require or result in the construction of new water facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects; or
- UT-2 Have sufficient water supplies available to serve the project and reasonably foreseeable development during normal, dry, and multiple dry years.

5.14.2.4 WATER SERVICE METHODOLOGY

The evaluation of water supply quantifies the amount of water that would be required to support operation of the proposed Project and compares the demand to the WVWD's available water supply to identify if sufficient water supplies available to serve the Project and reasonably foreseeable development during normal, dry, and multiple dry years. Additionally, the existing water supply infrastructure that serves the Project site was identified and evaluated to ensure design capacity would be adequate to supply the Project site, or to identify if expansions would be required to serve the proposed development.

5.14.2.5 WATER ENVIRONMENTAL IMPACTS

IMPACT UT-1: WOULD THE PROJECT REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW WATER FACILITIES, OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?

Less than Significant Impact. The proposed Project would redevelop the 13.23-acre site with a 259,481 SF warehouse, which is currently served by the WVWD's water infrastructure. As discussed above, the Project area contains a 24-inch water main in Slover Avenue and 20-inch water main in Alder Avenue. These water pipelines currently provide water supplies to the Project site and surrounding adjacent areas. The Project would connect to the existing water lines adjacent to the site. No offsite water line extensions are required.

The construction activities related to the new water infrastructure that would be needed to serve the proposed high-cube warehouse is included as part of the Project and would not result in any physical environmental effects beyond those identified throughout this Draft EIR. For example, construction emissions for excavation and installation of the water infrastructure is included in Sections 5.2, *Air Quality* and 5.7, *Greenhouse Gas Emissions*. Therefore, the proposed Project would not result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant.

IMPACT UT-2: WOULD THE PROJECT HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT AND REASONABLY FORESEEABLE DEVELOPMENT DURING NORMAL, DRY, AND MULTIPLE DRY YEARS?

Less than Significant Impact. The Project would redevelop the Project site with approximately 259,481 SF of high-cube warehouse uses. The WVWD Facilities Master Plan outlines water usage determined by land use acreage. The land use demand factors are applied to gross estimated acreage for each land use. Applying the 2012 Water Master Plan water usage rate of General Industrial land use designation was used for a conservative analysis as it has the highest water usage and high-cube is not included in the table. Based on these assumptions in the Facilities Master Plan, the proposed Project would require approximately 44.5 AFY.

The 2020 UWMP anticipates that WVWD's water supply will increase from 20,000 AF in 2020 to 34,229 AF in 2045 (increase of 14,229 AFY) to meet the WVWD's anticipated growth in water demands.

The UWMP assessed the projected water demand and supply in the service area and concluded that WVWD has an adequate water supply to meet all demands within its service area to 2045. Further, WVWD anticipates an increase in industrial demand from 623 AFY in 2020 to 909 AFY in 2045 and in total demand from 20,098 AFY to 29,764 AFY within the service area. The Project's additional demands of 44.5 AFY is less than the assumed increase in industrial demands in the UWMP; therefore, the Project's relatively small increase in water demand would not cause demand to exceed the 2040 projected industrial demands for WVWD.

In addition, according to the 2020 UWMP, WVWD has estimated that demand could increase 10 percent for irrigation purposes during a single dry year due to lack of rainfall. During a multiple dry year period, it is expected that conservation messaging and restrictions would lead to consumption dropping back down to normal year levels in the second dry year and falling a further 10 percent in the third dry year. The WVWD has verified that it has the water supplies available during normal, single-dry, and multiple-dry years within a 20-year projection that would meet the projected demand associated with the Project, in addition to existing and planned future uses.

Based on the above, it is anticipated that existing and future water entitlements from groundwater, surface water, and purchased or imported water sources, plus recycling and conservation, would be sufficient to meet the Project's demand at buildout, in addition to forecast demand for WVWD's entire service area. Thus, impacts related to the need for new or expanded water supplies and entitlements would be less than significant.

5.14.2.6 WATER CUMULATIVE IMPACTS

Cumulative water supply impacts are considered on a water purveyor basis and are associated with the capacity of the infrastructure system and the adequacy of the water purveyor's infrastructure and primary sources of water that include groundwater, surface water, and purchased or imported water.

As described previously, the Project site is currently served by the WVWD's water utility and is connected to the existing water infrastructure. Slover Avenue contains a 24-inch water main and Alder Avenue contains a 20-inch water main that conveys water supplies to the existing uses and adjacent uses along Slover and Alder Avenues. The construction activities related to connecting to the existing lines that would be needed to serve the proposed Project is included as part of the Project and would not result in any physical environmental effects beyond those identified throughout this Draft EIR. Thus, potential cumulative impacts from water supply impacts would not be generated by the proposed Project.

As discussed above, the Specific Plan would result in an increase in water demand of 44.5 AFY. It is anticipated that existing and future water entitlements from groundwater, surface water, and purchased or imported water sources, plus recycling and conservation, would be sufficient to meet the Project's demand in addition to forecast demand for WVWD's entire service area. As a result, the Project would not result in a cumulatively considerable increase in water supply demands that would require new or expanded entitlements, and cumulative impacts would be less than significant.

5.14.2.7 EXISTING STANDARD CONDITIONS AND PLANS, PROGRAMS, OR POLICIES

- California Code of Regulations Title 24, Part 11; the California Green Building Code

5.14.2.8 PROJECT DESIGN FEATURES

None.

5.14.2.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impacts UT-1 and UT-2 would be less than significant.

5.14.2.10 WATER MITIGATION MEASURES

No mitigation measures are required.

5.14.2.11 WATER LEVEL OF SIGNIFICANCE AFTER MITIGATION

Less than significant.

5.14.3 WASTEWATER

5.14.3.1 WASTEWATER REGULATORY SETTING

San Bernardino Countywide Plan

The San Bernardino Countywide Plan Natural Resources Element includes the following goals, policies, and programs that are applicable to the Project:

Policy NR-2.4 Wastewater discharge. We apply federal and state water quality standards for wastewater discharge requirements in the review of development proposals that relate to type, location, and size of the proposed project in order to safeguard public health and shared water resources.

5.1.4.3.2 WASTEWATER ENVIRONMENTAL SETTING

As stated in the Countywide Plan EIR, portions of the unincorporated County, including portions of Bloomington, rely on private septic systems because there are no nearby regional sewer services. The existing residences and buildings on the Project site currently utilize private septic systems.

5.1.4.3.3 WASTEWATER THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- UT-3 Require or result in the construction of new wastewater facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects; or
- UT-4 Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

5.1.4.3.4 WASTEWATER SERVICE METHODOLOGY

The evaluation of wastewater infrastructure quantifies the amount of wastewater that would be generated from operation of the proposed Project and compares the demand to the existing and planned sewer infrastructure and wastewater treatment plants. The evaluation identifies if expansions would be required to serve the proposed development, and if those expansions have the potential to result in an environmental impact.

5.1.4.3.5 WASTEWATER ENVIRONMENTAL IMPACTS

IMPACT UT-3: WOULD THE PROJECT REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW WASTEWATER FACILITIES, OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?

No Impact. The Project area is currently served by existing septic tanks as the Project area is not in the vicinity of existing sewer lines. Section 83.09.060 of the County Code allows for septic tanks to be installed when supporting engineering data is provided demonstrating feasibility of septic systems and wells. The proposed septic system would include an approximately 3,000 gallon septic tank and one seepage pit that would extend to approximately 25 feet below existing grade. Because all wastewater would be treated onsite, the project would not require capacity from a wastewater treatment provider or require or result in the relocation or expansion of off-site sewer lines. Therefore, no impacts related to existing off-site wastewater infrastructure would occur. Additionally, the proposed onsite septic system is included as part of the construction of the proposed project and would not result in any physical environmental effects beyond those identified in other sections of this document.

IMPACT UT-4: WOULD THE PROJECT RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER THAT WOULD SERVE THE PROJECT THAT IT HAS INADEQUATE CAPACITY TO SERVE THE PROJECTS PROJECTED DEMAND IN ADDITION TO THE PROVIDERS EXISTING COMMITMENTS?

No Impact. As discussed above, the Project would include a septic system with a septic tank. All wastewater would be treated onsite and the Project would not require capacity from a wastewater treatment provider. Thus, the Project would not add demand to a wastewater treatment plant. Therefore, impacts related to wastewater treatment plant capacity would not occur.

5.1.4.3.6 WASTEWATER CUMULATIVE IMPACTS

Cumulative wastewater infrastructure impacts are considered on a systemwide basis and are associated with the overall capacity of existing and planned infrastructure. As described previously, the proposed Project would install an onsite septic system that would not affect the capacity of the sewer system and wastewater treatment plant. Thus, increases in wastewater in the sewer system would result in a less than significant cumulative impact.

5.1.4.3.7 EXISTING STANDARD CONDITIONS AND PLANS, PROGRAMS, OR POLICIES

- California Code of Regulations Title 24, Part 11; the California Green Building Code

5.1.4.3.8 PROJECT DESIGN FEATURES

None.

5.1.4.3.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impacts UT-3 and UT-4 would be less than significant.

5.1.4.3.10 WASTEWATER MITIGATION MEASURES

No mitigation measures are required.

5.1.4.3.11 WASTEWATER LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant unavoidable adverse impacts related to wastewater infrastructure would occur.

5.1.4.4 STORM WATER DRAINAGE

5.1.4.4.1 STORM WATER DRAINAGE ENVIRONMENTAL SETTING

The Project site has an existing 146,400 square feet of impervious surface area (HYD, 2021) and is developed and relatively flat, sloping down at approximately 1.2 percent grade to the south/southeast. The existing drainage pattern is characterized by sheet flows that converge at the low point within the southeast portion of the Project site. The County of San Bernardino has adopted a Master Storm Drainage Plan. The Project site is within the Comprehensive Storm Drain Plan.

5.1.4.4.2 STORM WATER DRAINAGE THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- UT-5 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.

5.1.4.4.3 STORM WATER DRAINAGE METHODOLOGY

The evaluation of stormwater drainage infrastructure quantifies the amount of impervious surfaces and stormwater runoff that would be generated from the proposed Project and identifies if runoff from the

Project would be accommodated by the existing stormwater drainage infrastructure. The evaluation identifies if expansions would be required to serve the proposed development, and if those expansions have the potential to result in an environmental impact.

5.14.4.4 DRAINAGE ENVIRONMENTAL IMPACTS

IMPACT UT-5: WOULD THE PROJECT REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW DRAINAGE FACILITIES, OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?

Less than Significant Impact. As discussed in Section 5.8, *Hydrology and Water Quality*, the existing drainage pattern is characterized by sheet flows that converge at the low point within the southeast portion of the project site. Flows are conveyed to Otilia Street approximately 150 feet south of the project site via a concrete channel and under-sidewalk drain. The project site is not impacted by offsite flows as there are existing streets around the perimeter of the project site that convey any offsite flow away from the site.

After completion of Project construction, the Project site would have a greater amount of impervious surfaces. Proposed drainage improvements would include construction of onsite conveyance, including curbs and gutters and a subsurface storm drain. Flows would drain from the storm drain into a proposed chamber infiltration system. The Project would construct a series of onsite storm drains that would route storm water runoff to an existing V-ditch through a proposed 5-foot drainage opening.

The installation of these drainage improvements is included as part of the proposed Project. The construction impacts of these drainage improvements have been analyzed as part of overall Project construction in other sections of this EIR and would not result in any physical environmental effects beyond those previously identified. Therefore, the Project would not result in the relocation or construction of new or expanded stormwater facilities, the construction or relocation of which could cause significant environmental effects beyond those evaluated within this EIR. Therefore, impacts would be less than significant.

5.14.4.5 STORMWATER DRAINAGE CUMULATIVE IMPACTS

The geographic scope for cumulative impacts related to stormwater drainage includes the geographic area served by the existing stormwater infrastructure for the Project area, from capture of runoff through final discharge points. As described above, the proposed Project includes installation of a subsurface storm drain system that would either flow directly into the existing V-ditch or discharge runoff into an onsite infiltration basin that would retain, slow, and filter the runoff before its discharge through storm drain connections to the existing V-ditch. In addition, pursuant to state and regional regulations that require development projects to maintain pre-project hydrology, no net increase of offsite stormwater flows would occur. RWQCB Permit conditions require a hydrology/drainage study to demonstrate that all runoff would be appropriately conveyed and not leave the project site at rates exceeding pre-project conditions, prior to receipt of necessary permits. As a result, increases of runoff from cumulative projects that could cumulatively combine to impact stormwater drainage capacity would not occur, and cumulative impacts related to drainage infrastructure would be less than significant.

5.14.4.6 EXISTING STANDARD CONDITIONS AND PLANS, PROGRAMS OR POLICIES

None.

5.14.4.7 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impact UT-5 would be less than significant.

5.14.4.8 STORMWATER DRAINAGE MITIGATION MEASURES

No mitigation measures are required.

5.14.4.9 STORMWATER DRAINAGE LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant unavoidable adverse impacts related to drainage would occur.

5.14.5 SOLID WASTE

5.14.5.1 SOLID WASTE REGULATORY SETTING

California Assembly Bill 341

On October 6, 2011, Governor Brown signed Assembly Bill 341 (AB 341) establishing a state policy goal that no less than 75 percent of solid waste generated be source reduced, recycled, or composted by 2020, and requiring CalRecycle to provide a report to the Legislature that recommends strategies to achieve the policy goal.

California Green Building Standards

Section 5.408.1 Construction waste diversion. Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste.

Section 5.410.1 Recycling by occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals, or meet a lawfully enacted local recycling ordinance, if more restrictive.

5.14.5.2 SOLID WASTE ENVIRONMENTAL SETTING

According to the Countywide Plan EIR, the Valley Region of San Bernardino County is served by the Mid-Valley Sanitary Landfill and San Timoteo Sanitary Landfill. In 2019, 21 percent of the solid waste from unincorporated San Bernardino County, which was disposed of in landfills, went to the Mid-Valley Sanitary Landfill and 20 percent went to the San Timoteo Sanitary Landfill (Calrecycle 2021). The Mid-Valley Sanitary Landfill has a remaining capacity of 61,219,377 tons. The Mid-Valley Sanitary Landfill is permitted to accept 7,500 tons per day of solid waste and is permitted to operate through 2045. In 2019, the average tonnage received was 3,056 tons. Thus, on average, the facility had additional capacity of 4,444 tons per day (Calrecycle 2021). The San Timoteo Sanitary Landfill has a remaining capacity of 12,360,396 tons. San Timoteo Sanitary Landfill is permitted to accept 2,000 tons per day of solid waste and is permitted to operate through 2039. In 2019, the average tonnage received was 757 tons per day (Calrecycle, 2021). Thus, on average the facility has an additional capacity of 1,243 tons per day. Due to the locations of both landfills, Project waste would likely be disposed of in Mid-Valley Sanitary Landfill as it is significantly closer to the Project site.

5.14.5.3 SOLID WASTE THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- UT-6 Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.
- UT-7 Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

5.14.5.4 SOLID WASTE METHODOLOGY

Solid waste generation from construction and operation of the Project was estimated using EPA construction waste generation factors and Countywide Plan EIR solid waste generation factors derived for industrial uses. Solid waste volumes were then compared with recent estimates of remaining disposal capacity of the landfill serving the County. In addition, potential impacts related to compliance with solid waste regulations were evaluated by identifying how the proposed Project would implement the relevant requirements.

5.14.5.5 SOLID WASTE ENVIRONMENTAL IMPACTS

IMPACT UT-6: WOULD THE PROJECT GENERATE SOLID WASTE IN EXCESS OF STATE OR LOCAL STANDARDS, OR IN EXCESS OF THE CAPACITY OF LOCAL INFRASTRUCTURE, OR OTHERWISE IMPAIR THE ATTAINMENT OF SOLID WASTE REDUCTION GOALS?

Construction

Less than Significant Impact. Construction of the proposed Project would generate solid waste for landfill disposal in the form of demolition debris from the existing buildings and infrastructure that would be removed from the site. Demolition waste would be properly characterized as required by law and recycled or disposed of at an appropriate type of landfill for such materials. Demolition of the existing buildings would result in the generation of 773 tons of waste. Utilizing a construction waste factor of 3.89 pounds per square foot (EPA 1998), construction of the proposed Project would result in the generation of approximately 505 tons of waste during construction from packaging and discarded materials. However, the 2019 California Green Building Standards Code requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste. Thus, the demolition and construction solid waste that would be disposed of at the landfill would be approximately 35 percent of the waste generated. Therefore, demolition and construction activities would generate approximately 447 tons of waste, which could be accommodated by the Mid-Valley Sanitary Landfill.

Operation

Less than Significant Impact. The Project would operate approximately 259,481 square feet of a high-cube warehouse/logistics center. The Countywide Plan EIR uses a solid waste generation factor of 0.0142 pounds per square foot per day. Based on this, operation of the Project would generate approximately 672.4 tons per year, at least 75 percent of which is required by California law to be recycled, which would reduce the volume of landfilled solid waste to approximately 168.1 tons per year, or 3.2 tons per week, as shown on Table 5.14-3.

Table 5.14-3: Solid Waste Demand from Operation of the Proposed Project

Land Use	Quantity	Generation Rate	Solid Waste Demand
Light Industrial	259,481 SF	.0142 pounds/square foot/day	672.4 tons per year
Total Solid Waste			672.4 tons per year
Annual Landfill Disposal with AB 341 (75% Reduction)			168.1 tons per year
Weekly Landfill Disposal with AB 341 (75% Reduction)			3.2 tons per week

IMPACT UT-7: WOULD THE PROJECT COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE?

No Impact. The proposed Project would result in new development that would generate an increased amount of solid waste. All solid waste-generating activities within the County are subject to the requirements set forth in the 2019 California Green Building Standards Code which require demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste, and AB 341 which requires diversion of a minimum of 75 percent of operational solid waste. Implementation of the proposed Project would be consistent with all state regulations, as ensured through the County's development project permitting process. Therefore, the proposed Project would comply with all solid waste statutes and regulations and impacts would not occur.

5.14.5.6 SOLID WASTE CUMULATIVE IMPACTS

The geographic scope of cumulative analysis for landfill capacity is the service area for the Mid-Valley Sanitary Landfill and San Timoteo Sanitary Landfill, which serve the Project area. Both landfills serve the Valley portion of San Bernardino County. The projections of future landfill capacity based on the entire projected waste stream going to these landfills is used for cumulative impact analysis. As described previously, the Mid-Valley Sanitary Landfill has a maximum permitted capacity of 7,500 tons per day and in 2019 had an average disposal of 3,056 tons per day and an average remaining capacity of 4,444 tons per day (CalRecycle 2020). The 3.2 tons of solid waste per week from operation of the Project would be less than 0.01 percent of the remaining capacity. Furthermore, combined, the landfills have a total remaining capacity of 73,579,773 tons. Therefore, the landfills would have sufficient capacity to serve the Project and other cumulative development projects. The increase in solid waste generated from full buildout of the Project would be less than cumulatively considerable and would be less than significant.

5.14.5.7 EXISTING STANDARD CONDITIONS AND PLANS, PROGRAMS, OR POLICIES**Existing Regulations**

- AB 341 (Chapter 476, Statutes of 2011)
- California Green Building Standards Code

Standard Conditions

None.

Plans, Programs, or Policies (PPPs)

None.

5.14.5.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impacts UT-6 and UT-7 would be less than significant.

5.14.5.10 SOLID WASTE MITIGATION MEASURES

No mitigation measures are required.

5.14.5.11 SOLID WASTE LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant unavoidable adverse impacts related to solid waste would occur.

REFERENCES

2020 West Valley Water District Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan. (UWMP 2020) Accessed: <https://wwwd.org/urban-water-management-plan/>

2020 Urban Water Management Plan. San Gabriel Valley Water Company Fontana Water Company Division. Accessed: <https://www.fontanawater.com/wp-content/uploads/2021/07/FWC-2020-UWMP-June-2021-Final.pdf>

Characterization of Building-Related Construction and Demolition Debris in the United States. (EPA 1998) Accessed: <https://www.epa.gov/smm/characterization-building-related-construction-and-demolition-debris-united-states>

Inland Empire Utilities Agency. "Sewer System Management Plan." 17 April 2019. https://18x37n2ovtbb3434n48jhbs1-wpengine.netdna-ssl.com/wp-content/uploads/2019/04/2019-SSMP-Revision_approved.pdf

Jurisdictional Disposal and Alternative Daily Cover Tons by Facility. CalRecycle. <https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility>

Landfill Tonnage Reports. CalRecycle. <https://www2.calrecycle.ca.gov/LandfillTipFees/>

W.M. Lyles Co. Rialto Wastewater Treatment Plant Improvements. <https://wmlylesco.com/project/rialto-wastewater-treatment-plant-improvements/>

San Bernardino County Master Drainage Plan. <https://cms.sbcounty.gov/dpw/FloodControl/Planning/MPD.aspx>

San Bernardino Countywide Plan. <http://countywideplan.com/>

Water Systems Consulting, Inc. "2015 San Bernardino Valley Regional Urban Water Management Plan." June 2016.

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6. Significant and Unavoidable Impacts

6.1 SIGNIFICANT UNAVOIDABLE IMPACTS

Section 15126.2(b) of the CEQA Guidelines requires an EIR to describe “any significant impacts, including those which can be mitigated but not reduced to a level of insignificance.” Potential environmental effects of the Project and proposed Mitigation Measures are discussed in detail in Sections 5.4, *Biological Resources*, 5.5, *Cultural Resources*, 5.7, *Geology and Soils*, and 5.18, *Tribal Cultural Resources* of this EIR.

All Project impacts are reduced to less than significant and no identified Project impacts would remain significant and unavoidable. Therefore, the Project would not result in any significant and unavoidable impacts.

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7. Alternatives

This section addresses alternatives to the Project and describes the rationale for including them in the EIR. The section also briefly discusses environmental impacts associated with each alternative and compares the relative impacts of each alternative to those of the Project.

7.1 INTRODUCTION

The identification and analysis of alternatives to a project is a fundamental part of the environmental review process pursuant to CEQA. Public Resources Code (PRC) Section 21002.1(a) establishes the need to address alternatives in an EIR by stating that in addition to determining a project's significant environmental impacts and indicating potential means of mitigating or avoiding those impacts, "the purpose of an environmental impact report is . . . to identify alternatives to the project."

Pursuant to *CEQA Guidelines* Section 15126.6(a), an EIR must describe a reasonable range of alternatives to the proposed project or to the project's location that would feasibly avoid or lessen its significant environmental impacts while attaining most of the proposed project's objectives. *CEQA Guidelines* Section 15126.6(b) emphasizes that the selection of project alternatives be based primarily on the ability to reduce impacts relative to the proposed project. In addition, *CEQA Guidelines* Section 15126.6(e)(2) requires the identification and evaluation of an "Environmentally Superior Alternative".

Pursuant to *CEQA Guidelines* Section 15126.6(d), discussion of each alternative presented in this EIR Section is intended "to allow meaningful evaluation, analysis, and comparison with the proposed project." As permitted by CEQA, the significant effects of each alternative are discussed in less detail than those of the proposed Project, but in enough detail to provide perspective and allow for a reasoned choice among alternatives to the proposed Project.

In addition, the "range of alternatives" to be evaluated is governed by the "rule of reason" and feasibility, which requires the EIR to set forth only those alternatives that are feasible and necessary to permit an informed and reasoned choice by the lead agency and to foster meaningful public participation (*CEQA Guidelines* Section 15126.6(f)). CEQA generally defines "feasible" to mean an alternative that is capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, technological, and legal factors and other considerations (*CEQA Guidelines* Sections 15091(a)(3), 15364).

Based on the CEQA requirements described above, the alternatives addressed in this EIR were selected in consideration of one or more of the following factors:

- The extent to which the alternative could avoid or substantially lessen any of the identified significant environmental effects of the proposed Project;
- The extent to which the alternative could accomplish the objectives of the proposed Project;
- The potential feasibility of the alternative;
- The appropriateness of the alternative in contributing to a "reasonable range" of alternatives that would allow an informed comparison of relative advantages and disadvantages of the proposed Project and potential alternatives to it; and
- The requirement of the *CEQA Guidelines* to consider a "no project" alternative; and to identify an "environmentally superior" alternative in addition to the no project alternative (*CEQA Guidelines* Section 15126.6(e)).

Neither the CEQA statute, the *CEQA Guidelines*, nor recent court cases specify a specific number of alternatives to be evaluated in an EIR. Rather, “the range of alternatives required in an EIR is governed by the rule of reason that sets forth only those alternatives necessary to permit a reasoned choice” (*CEQA Guidelines* 15126(f)).

7.2 SIGNIFICANT UNAVOIDABLE ENVIRONMENTAL EFFECTS

CEQA requires the alternatives selected for comparison in an EIR to avoid or substantially lessen one or more significant effects of the Project being evaluated. The analysis in Chapter 5 of this Draft EIR determined that there are no significant and unavoidable impacts, and all potentially significant impacts of the Project can be mitigated to a less than significant level. However, the analysis of alternatives in this EIR is intended to avoid or substantially lessen the environmental impacts of the Project, even where such impacts are already less than significant. In order to identify alternatives that would avoid or substantially lessen any of the identified significant environmental effects of implementation of the proposed Project, the significant impacts must be considered, although it is recognized that alternatives aimed at reducing the significant and unavoidable impacts would also avoid or reduce impacts that were found to be less than significant or reduced to below a level of significance with implementation of mitigation measures. The analysis in Chapter 5 of this Draft EIR determined that there are no significant and unavoidable impacts, and all potentially significant impacts of the Project can be mitigated to a less than significant level.

Impact BIO-4: Project Impacts on 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.

As detailed, in Section 5.3, *Biological Resources* the Project contains trees and shrubs that can support nesting song birds or raptors. Mitigation Measures would lessen impacts associated with Impact BIO-4 Mitigation Measure BIO-1 requires compliance with the Federal Migratory Bird Treaty Act by only allowing ground disturbance and development outside of the nesting bird season of February 1 through September 15th. If vegetation removal occurs during nesting season, a pre-construction nesting bird survey shall be conducted.

Impact CUL-2: Project impacts on causing a substantial adverse change in the significance of an archaeological resource pursuant to CEQA guidelines section 15064.5.

As detailed, in Section 5.4, *Cultural Resources*, the proposed Project would disturb native soils (in addition to the artificial fill soils) that have a low to moderate potential for archaeological resources. Mitigation Measure CUL-1 has been included to ensure that a qualified archaeologist has been obtained and a Cultural Resources Monitoring and Treatment Plan has been prepared and approved by the county. All construction workers would be trained on the importance and legal basis for the protection of significant archaeological resources. In the event archaeological resources (artifacts or features) are encountered during ground-disturbing activities, the construction supervisor shall be required by his contract to immediately halt and redirect grading operations within a 50-foot radius of the discovery. If a significant tribal cultural resource is discovered on the property, ground disturbing activities shall be suspended 50 feet around the resource until a tribal resource treatment plan is implemented.

Impact GEO-6: Project impacts on directly or indirectly destroying a unique paleontological resource or site or unique geologic feature.

As detailed in Section 5.6, *Geology and Soils*, the proposed Project is underlain by young alluvial-fan deposits with deeper quaternary alluvium that has high potential to yield local fossil localities. Mitigation Measure GEO-1 has been included to submit a Paleontological Resource Management Program focused to monitoring, salvaging, and curating any recovered fossils associated with the Project site to the Director of Planning for her/his approval.

7.3 PROJECT OBJECTIVES

The Project site plan has been designed to meet a series of Project-specific objectives that have been carefully crafted to aid decision makers in their review of the Project and its associated environmental impacts. The Project objectives have been refined throughout the planning and design process for the proposed Project, and are listed below:

The primary purpose of the Project and its primary goal is to develop a vacant or underutilized property with a warehouse building to provide an employment-generating use to help grow the economy in the County of San Bernardino. The Project would achieve this goal through the following Objectives:

- To make efficient use of the property in the Bloomington Community by adding to its potential for employment-generating uses.
- To attract new business and employment to San Bernardino County and thereby promote economic growth
- To reduce the need for members of the local workforce to commute outside the Project vicinity to work.
- To develop an underutilized property with a high-cube industrial warehouse building near available infrastructure, including roads and utilities, to help meet demand for logistics business in the Inland Empire.
- To build an industrial warehouse project consistent with the land use County of San Bernardino General Plan Land Use designation and County of San Bernardino Municipal (Zoning) Code regulations.
- To provide a Project designed to orient operational activities away from adjacent sensitive land uses to the south.

7.4 ALTERNATIVES CONSIDERED BUT REJECTED

Pursuant to *CEQA Guidelines* Section 15126.6(c), an EIR must briefly describe the rationale for selection and rejection of alternatives. The Lead Agency may make an initial determination as to which alternatives are potentially feasible and, therefore, merit in-depth consideration, and which are infeasible and need not be considered further. Alternatives that are remote or speculative, or the effects of which cannot be reasonably predicted, need not be considered (*CEQA Guidelines* Section 15126.6(f), (f)(3)). This section identifies alternatives considered by the Lead Agency but rejected as infeasible and provides a brief explanation of the reasons for their exclusion. Alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the Project Objectives, are infeasible, or do not avoid any significant environmental effects.

Alternative Site: An alternative site was considered and eliminated from further consideration. CEQA specifies that the key question regarding alternative site consideration is “whether any of the significant effects of the project would be avoided or substantially lessened by putting the project at another location.” In addition, an alternative site need not be considered when implementation is “remote and speculative,” such as when the alternative site is beyond the control of a project applicant.

For this Project, there are no suitable alternative sites within the control of the Project applicant (or the County of San Bernardino Bloomington Community because much of the Project vicinity is built-out). In the event land could be purchased of suitable size and developmental characteristics, based on the known general conditions in the County, an alternative site would likely have similar, or greater, impacts to Biological Resources, Cultural Resources, Paleontological Resources, and/or Tribal Cultural Resources after mitigation as the Project. Given the size and nature of the proposed Project and Project Objectives, it would be impractical and infeasible to propose the Project on an alternate site in the Bloomington Community. In

particular, an alternative site within the Bloomington Community could have the same potential impacts to subsurface resources including archaeological; paleontological; and/or tribal cultural. Biological resources on an alternative site in the area also likely would have trees capable of providing shelter for nesting birds and thereby would have similar potential impacts as the Project.

Therefore, analysis of an alternative site for the proposed Project is neither meaningful nor necessary, because the impacts resulting from the Project would not be avoided or substantially lessened by its implementation.

7.5 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

Two alternatives to the Project have been identified for further analysis as representing a reasonable range of alternatives that attain most of the Project Objectives, may avoid or substantially lessen any of the less than significant effects with mitigation of the Project, or are feasible from a development perspective. These alternatives have been developed based on the criteria identified in Section 7.1, and are described below:

- **Alternative 1: No Project/No Build Alternative.** Under this alternative, the Project would not be developed, and no development would occur. The existing single-family residential uses and commercial uses would remain on the Project site. In accordance with the CEQA Guidelines, the No Project/No Build Alternative for a development project on an identifiable property consists of the circumstance under which the project does not proceed. Section 15126.6(e)(3)(B) of the CEQA Guidelines states that, "In certain instances, the no project alternative means 'no build' wherein the existing environmental setting is maintained."

Accordingly, Alternative 1: No Project/No Build provides a comparison between the environmental impacts of the Project in contrast to the result from not approving, or denying, the Project. Thus, this alternative is intended to meet the requirements of CEQA Guidelines Section 15126.6(e) for evaluation of a no project alternative.

- **Alternative 2: Reduced Development Footprint Alternative.** Under this alternative, 6.6 of the 13.23 acres would be developed with a 129,740 square foot warehouse/logistics building. A proportional reduction in the amount of surface parking area and commensurate number of parking spaces for vehicles and trucks also would occur in the Reduced Development Footprint Alternative. This alternative assumes that access to the site would be similar to the Project with access from driveways on Slover Avenue and Alder Avenue with the removal of one driveway on Slover Avenue.

7.6 NO PROJECT/NO BUILD ALTERNATIVE

Section 15126.6(e) of the CEQA Guidelines requires analysis of the No Project Alternative. The No Project Alternative analysis must discuss existing conditions at the time the Notice of Preparation was published and considers conditions that would be reasonably expected to occur in the foreseeable future if the Project were not approved. The No Project Alternative applies to the following scenarios:

- (1) When the project is a revision of an existing land use or regulatory plan, policy, or ongoing operation, the "no project" alternative is the continuation of the existing plan, policy, or operation into the future; or
- (2) If the project is other than a land use or regulatory plan, for example a development project on identifiable property, the "no project" alternative is the circumstance under which the project does not proceed.

Therefore, under the No Project/No Build Alternative, the preferred Project would not be developed, and the Project site would continue its current uses as residential and commercial uses, and vacant land.

The No Project/No Build provides a comparison between the environmental impacts of the preferred Project and the result of not approving, or denying, the preferred Project.

7.6.1 ENVIRONMENTAL IMPACTS

Aesthetics

Under the No Project/No Build Alternative, no new development would occur within the Project site, and the visual character and quality of the site would be maintained in its existing condition. No additional structures or landscaping would be introduced on the property beyond the existing residential and commercial uses and related structures. No additional lighting or sources of glare would be installed. No views across the Project site would change. Thus, implementation of the No Project/No Build Alternative would avoid the Project's less than significant impacts to Aesthetics. However, the visual improvements that would be introduced throughout the Project site that include: new and improved landscaping, providing a building of contemporary design, removal of aged structures, and improvements to the public realm by streetscaping would not be implemented by the No Project/No Build Alternative. Thus, improvements to existing character and quality of the Project site would not occur under the No Project/No Build Alternative. Overall, the aesthetic impacts from this Alternative would be less than significant, and neutral in comparison to the Project.

Agriculture and Forestry Resources

The No Project/No Development Alternative, similarly to the Project, would have no impact on Agriculture and Forestry Resources because no such resources exist on the Project site. That is, the level of impact would be identical.

Air Quality

Under the No Project/No Build Alternative, no new development would occur, which means that no demolition, grading, construction and building finishing activities and the related emissions would occur either. In addition, by maintaining existing commercial and residential uses, a less than significant effect on air quality would not occur. Therefore, overall air quality impacts would be reduced in comparison to the less than significant impacts of the Project. No impacts related to air quality would occur by the No Project/No Build Alternative.

Biological Resources

The No Project/No Build Alternative would continue the existing commercial and residential uses on the Project site. No grading or development would occur under this Alternative and there would be no potential impacts to migratory and nesting birds that may be present on, or frequent, the Project site. Therefore, the No Project/No Build Alternative would avoid construction and new operational disturbances on the Project site and the Project's potential impacts to biological resources would not occur. Mitigation would not be required. Thus, impacts under this Alternative would be reduced compared to the Project.

Cultural Resources

The No Project/No Build Alternative would continue the existing light commercial and residential uses on the Project site. No demolition or development would occur under this alternative and there would be no potential impacts to subsurface archaeological resources. Therefore, the No Project/No Build Alternative would avoid site disturbances that could impact resources and would not require mitigation. Thus, Project impacts would not occur under this Alternative. Impacts under this Alternative would be reduced compared to the Project.

Energy

The existing buildings on the Project site would remain under the No Project/No Build Alternative. Therefore,

there would be no increase in demand for energy. Although the Project demands for Energy were determined to be less than significant, the amount of energy used by the No Project/No Build Alternative would be reduced compared to the Project.

Geology and Soils

No new construction activities, including demolition and grading, would occur under the No Project/No Build Alternative. As the Project site consists of younger Quaternary alluvium, typically underlain by older Quaternary alluvium, they may contain significant fossil vertebrate remains below five feet below ground surface. Because the No Project/No Build Alternative does not involve grading or other ground disturbance activities, potential impacts to paleontological resources would not occur and mitigation would not be required. Additionally, this alternative would not result in the development of any residences, which would be required to comply with the CBC to ensure impacts related to seismicity are reduced. Thus, impacts under this alternative would be reduced compared to the less than significant impacts of the proposed Project.

Greenhouse Gas Emissions

Under the No Project/No Build Alternative, no new development would occur, which means no new development or operational activities would generate GHG emissions. Although Project impacts related to greenhouse gases would be less than significant, this alternative would not increase greenhouse gases above existing conditions. Therefore, overall GHG impacts would be reduced in comparison to the Project.

Hazards and Hazardous Materials

Because no development would occur under the No Project/No Build Alternative, no impacts related to hazards or hazardous materials would occur. The commercial and residential uses on the site would remain and no hazardous conditions were identified on the Project site. No additional use, transport or storage of hazardous materials would occur under this Alternative. Therefore, hazards impacts would be less in comparison to implementation of the Project.

Hydrology and Water Quality

Existing water quality conditions, groundwater supplies, drainage patterns, and runoff water amounts would remain “as is” under this Alternative as no new development would occur. This Alternative would not introduce new sources of water pollutants from either the construction or operation phases of development to the Project site, because no new development would occur. Additionally, this Alternative would not require the storm drain facility improvements that would be necessary with the Project. However, this Alternative would not include installation of new low-impact development (LID), source control, site design, and treatment control best management practices (BMPs) to minimize runoff and water pollution, which would occur under the Project. Storm water leaving the site would continue to contain sediment and other potential pollutants associated with the existing conditions of the site. Therefore, the No Project/No Build Alternative would reduce impacts to Hydrology and Water Quality that would occur from the Project. However, the beneficial improvements would not occur, which could result in water quality degradation effects that are greater than those of the Project. Overall, hydrology and water quality impacts would be neutral or potentially greater in comparison to the Project.

Land Use and Planning

The No Project/No Build Alternative would continue the existing non-conforming commercial and residential uses on the Project site, which is designated for light industrial uses. Use consistent with General Plan land use and zoning would not be implemented on the Project site. Hence, the No Project/No Build Alternative would not result in a significant impact and would continue the non-conforming nature of existing uses on the Project site. As a result, impacts related to Land Use and Planning from this Alternative would not occur and would be neutral with the Land Use and Planning impacts of the Project.

Mineral Resources

The No Project/No Development Alternative, similarly to the Project, would have no impact on Mineral Resources because no such resources exist on the Project site. Thus, the level of impact would be identical to the Project.

Noise

The proposed Project would result in a short-term increase in noise from construction and a long-term increase in noise from operation. The short-term construction noise and vibration impacts would be less than significant; and operation of the Project would also result in less than significant impacts.

The No Project/No Build Alternative would not generate noise sources as vehicle trips to and from the site would not occur. In addition, this alternative would not involve exterior construction related to noise and vibration as the existing residential and commercial structures on the Project site would remain in place. As a result, the No Project/No Build Alternative would avoid potential impacts related to noise and would not generate any noise. Thus, impacts related to noise would be less than the proposed Project.

Population and Housing

The No Project/No Development Alternative, similarly to the Project, would have no impact related to Population and Housing. The two existing residences on the Project site would remain. That is, the level of impact would be neutral.

Public Services

The existing number of residents and employees on the Project site would remain under the No Project/No Build Alternative. Therefore, there would be no increase in demand for fire or police services. Although the Project's impacts related to fire and police services were determined to be less than significant, Public Services impacts would be reduced under this Alternative compared to the Project.

Recreation

The No Project/No Development Alternative, similarly to the Project, would have no impact related to Recreation. Thus, impacts would be neutral in comparison to the proposed Project.

Transportation

Under this Alternative, no new employees from an industrial warehouse/logistics building would be introduced on the Project site. The existing daily vehicular trips would remain at existing conditions. Although VMT impacts of the proposed Project would be less than significant, this alternative would not generate any additional vehicle miles traveled. Therefore, impacts under this alternative would be less than the Project because no new vehicular traffic would be added.

Tribal Cultural Resources

The No Project/No Build Alternative would continue the existing uses on the Project site. No grading or development would occur under this Alternative and there would be no potential impacts to subsurface Tribal Cultural Resources that may exist beneath the ground surface. Therefore, the Project's potential impacts to Tribal Cultural Resources would not occur and mitigation measures TCR-1 and TCR-2 would not be required for Native American monitoring and potential Tribal Cultural Resource discovery. Thus, impacts under this Alternative would be less than the Project.

Utilities and Service Systems

Because no new development would occur under the No Project/No Build Alternative, existing on-site water and sewer systems would continue to be used, and no water or wastewater infrastructure would be developed. No additional demand for regional water supplies would occur and new septic tanks would not be installed. Thus, the impacts related to water supplies and wastewater would be reduced compared to the less than significant impacts that would occur from implementation of the Project.

Similarly, no additional drainage infrastructure would be developed by the No Project/No Build Alternative, and runoff in the Project area would remain in its current condition and no storm water system improvements would be required. Also, solid waste generation would remain the same as existing condition and increases in needs for landfill capacity would not occur with the No Project/No Build Alternative. Therefore, impacts to Utilities and Service Systems would be less under this Alternative than the less than significant impacts that would occur from implementation of the Project.

Wildfire

The No Project/No Development Alternative, similarly to the Project, would have no impact related to Wildfire because the Project site is not located in a Fire Hazard Area. That is, the level of impact would be neutral.

7.7 CONCLUSION

Ability to Reduce Impacts

No significant and unavoidable impacts related to the Project were identified. However, The No Project/No Build Alternative would eliminate less than significant impacts related to the topical sections analyzed in this EIR and would not necessitate identified Mitigation Measures related to Biological Resources, Cultural Resources, Paleontological Resources and Tribal Cultural Resources that would result in the identified impacts being reduced to a less than significant level under the Project.

However, the No Project/No Build Alternative would not provide drainage improvements on the Project site, and would not ensure Project compliance with the County of San Bernardino General Plan, which are benefits of the Project.

Ability to Achieve Project Objectives

Implementation of the No Project/No Build Alternative would stop any new development from occurring on the Project site, and none of the Project objectives would be achieved under this Alternative. The No Project/No Build Alternative would not diversify the County of San Bernardino economy with a new warehouse/logistics building, redevelop the underutilized area to provide new employment needs that are compatible with surrounding land uses, and would not meet any other objectives listed in Table 7-2 below.

7.8 REDUCED DEVELOPMENT FOOTPRINT ALTERNATIVE

As described above, Under the Reduced Development Footprint Alternative, 6.6 of the 13.23 acres would be developed with a 129,740 square foot warehouse/logistics building. A proportional reduction in the amount of surface parking area and commensurate number of parking spaces for vehicles and trucks also would occur in the Reduced Development Footprint Alternative. This alternative assumes that access to the site would be similar to the Project with access from driveways on Slover Avenue and Alder Avenue with the removal of one driveway on Slover Avenue.

7.8.1 ENVIRONMENTAL IMPACTS

Aesthetics

Under the Reduced Development Footprint Alternative, the same type of light industrial warehouse/logistics development would occur within the southwestern portion of the Project site. After development of the Reduced Development Footprint Alternative the area would be visually less dense. The Reduced Development Footprint Alternative would include construction of a building with a smaller footprint, but of the same height and the same architectural character as the Project. The visual character and quality of the Project site would be the similar to the Project. The new structure and landscaping would be implemented, similar to that of the Project; however, greater visual space would be provided by the less developed property. The Reduced Intensity Alternative also would result in fewer sources of light and glare.

Overall, implementation of the Reduced Development Footprint Alternative would result in the similar less than significant impacts related to Aesthetics as the Project. The Reduced Intensity Alternative would implement the same type of visual improvements to the Project site that includes: new and improved landscaping, providing a consistent design theme for the area, and improvements to curb cuts and driveways. Thus, improvements to the existing views, character, and quality of the southern portion of the Project site would occur under the Reduced Density Alternative. Aesthetic impacts from this Alternative would be less than significant, and neutral in comparison to the Project.

Air Quality

The Reduced Intensity Alternative would develop the Project site with the same type of warehouse/logistics business use, but with a 50 percent reduction in square footage. Therefore, a reduced volume of construction activities and related emissions would occur. In addition, the reduced amount of square footage that would be developed by this Alternative would result in less stationary source emissions from equipment on-site, less traffic, and associated emissions than the Project. Therefore, overall air quality impacts would be reduced in comparison to the less than significant impacts of the Project. Thus, this Alternative and cumulative impacts under this Alternative would be the less than the Project.

Agriculture and Forestry Resources

The Reduced Development Alternative, similarly to the Project, would have no impact related to Agriculture and Forestry Resources because no such resources exist on the Project site. That is, the level of impact would be identical.

Biological Resources

The Reduced Development Footprint Alternative would reduce the amount of building area and associated parking stalls proposed for the Project site. However, this Alternative would continue to potentially impact bird nesting of migratory species. A Mitigation Measure would be implemented to reduce impacts to such resources to a less than significant level. As such, impacts would be similar to those that would result from implementation of the Project.

Cultural Resources

The Reduced Development Footprint Alternative would result in similar impacts to potential undiscovered subsurface archaeological resources despite the reduction in building area and surface parking. Mitigation would be required to reduce potential impacts to less than significant. Therefore, impacts to cultural resources from the Reduced Development Footprint Alternative would be reduced to a less than significant level, which is similar to those associated with the proposed Project.

Energy

The Reduced Intensity Alternative would reduce buildout of the Project site by approximately 50 percent compared to the Project. This would reduce demand for energy in comparison to the Project. Although the

Project demands for Energy were determined to be less than significant, the amount of energy used by the Reduced Development Footprint Alternative would be less and would comply with the same regulations/incorporate the same measures to ensure no wasteful or inefficient use of energy. Therefore, impacts to Energy would be less under this Alternative than the less than significant impacts that would occur from implementation of the Project.

Geology and Soils

Project development activities (demolition; grading; construction; building finishing) area would still occur under the Reduced Intensity Alternative, and therefore, impacts to Geology and Soils would be similar to those that would be generated from the Project. The new structure under this Alternative, even with the reduction in overall ground disturbance and total building area, would still result in additional persons and a building on the Project site that would be subject to risks associated with seismic ground shaking and geologic hazards. The Reduced Intensity Alternative would be required to meet the same regulatory requirements as the Project. Therefore, impacts to Geology and Soils would be less than significant, which is the same as the Project.

The Reduced Intensity Alternative would result in a similar potential to adversely affect any Paleontological Resources on the Project site as the Project, despite the reduction in building area and associated surface parking. However, like the Project, a Mitigation Measure would be required to reduce the potential impact to a less than significant level. Therefore, impacts to Paleontological Resources from the Reduced Intensity Alternative would be similar to those associated with the Project.

Greenhouse Gas Emissions

The Reduced Development Footprint Alternative would develop the Project site with the same type of light industrial warehouse/logistics business use, but with a 50 percent reduction in square footage. Therefore, a reduced extent of Project development activities and related production of GHG emissions would occur. In addition, the reduced amount of square footage that would be developed by this Alternative would result in less stationary source emissions from equipment on-site, and less traffic associated GHG emissions than the Project. The increase in GHG emissions that would be generated from Project operation emissions would be approximately 50 percent less. Therefore, overall GHG emissions would be reduced in comparison to the Project. The Reduced Development Footprint Alternative would result in similar less than significant impacts as the Project.

Hazards and Hazardous Materials

The Reduced Development Footprint Alternative would develop a similar use on the Project site and therefore the same type of hazardous materials would be used for construction and operation of the Reduced Development Footprint Alternative. Similarly, use and storage of hazardous materials would be regulated by the same Federal, State, and local laws and permitting requirements as would be done by the Project.

In addition, this Alternative would include demolition of the structures on the Project site, which due to their age are likely to have asbestos. Like the Project, this Alternative would result in less than significant impacts and would be required to comply with State and local regulations, and impacts that would occur from the Reduced Intensity Alternative would be neutral in comparison to the Project.

Hydrology and Water Quality

The Reduced Intensity Alternative would likely contain the same area of impervious surfaces compared to the Project. No change to runoff conditions would occur with this Alternative. However, like the proposed Project, this Alternative would introduce new sources of water pollutants from Project development and operation activities. Additionally, this Alternative would be required to include storm drain facility improvements, LID, source control, site design, and treatment control BMPs that are similar to those that are included in the Project. Therefore, the Reduced Intensity Alternative would result in impacts to Hydrology

and Water Quality that are similar to those that would occur from the Project. Overall, hydrology and water quality impacts would be less than significant, and neutral in comparison to the Project.

Land Use and Planning

The Reduced Intensity Alternative would implement the General Plan land use and Zoning Code designations for the Project site. Therefore, like the Project, the Reduced Intensity Alternative would result in a less than significant impact; and would be neutral in comparison to the Project.

Mineral Resources

The Reduced Development Alternative, similarly to the Project, would have no impact related to Mineral Resources because no such resources exist on the Project site. That is, the level of impact would be identical.

Noise

Project development Noise impacts would be reduced from the Noise impacts of the Project because a smaller building would be constructed. Project operational noise impacts would be reduced because this Alternative would not generate as many truck trips as the Project. However, the same type of construction noise would occur at the same distance to existing nearby residential sensitive receptors to the south of the Project site in comparison to the Project. Length of time of construction and associated noise would be shorter. Operational noise would also be reduced under this Alternative as traffic-generated and stationary noise sources would decrease in relation to the reduction in warehouse/logistics building square footage. Overall, noise impacts from the Reduced Development Footprint Alternative would be less than significant and would be neutral in comparison to the Project Noise levels.

Population and Housing

The Reduced Development Alternative, similarly to the Project, would have no impact related to Population and Housing because no significant relocation of persons would be required. That is, the level of impact would be identical.

Public Services

The Reduced Intensity Alternative would reduce buildout of the Project by 50 percent. This would reduce the number of employees (by approximately 109 employees) on the Project site in relation to the reduction in warehouse/logistics business building square footage. However, as with the Project, this Alternative is not anticipated to result in new residents that could generate demand additional public services. Impacts under this Alternative would be less than significant and would be incrementally reduced in comparison to the Project.

Recreation

The Reduced Development Alternative, similar to the Project, would have no impact related to Recreation because no significant increase in population would occur. Thus, the level of impact would be identical.

Transportation

Construction and operation-related traffic and truck trips would be reduced under the Reduced Development Footprint Alternative because this alternative would decrease the development area by approximately 6.6 acres. Daily vehicular trips would be reduced in relation to the reduction of the building area (approximately 50 percent). As a result, Vehicle Miles Traveled (VMT) generated from this Alternative and would be less than the proposed Project and remain less than significant. Therefore, impacts that could occur by the Reduced Intensity Alternative would be less than those associated with the Project.

Tribal Cultural Resources

The Reduced Development Footprint Alternative would develop approximately 6.6 acres less of the Project site than the Project. Thereby, this Alternative, similarly to the Project, would have the potential to impact unknown and/or undiscovered Tribal Cultural Resource. Like the Project, a Mitigation Measure would be required to reduce the potential impacts to Tribal Cultural Resources to a less than significant level. Therefore, impacts that could occur by the Reduced Intensity Alternative would be similar to those associated with the Project.

Utilities and Service Systems

The Reduced Intensity Alternative would reduce buildout of the Project area by approximately 6.6 acres from the Project. This would reduce the number of employees on the Project site in relation to the reduction building square footage; and would also reduce demand for Utilities and Service Systems.

Demand for regional water supplies would be approximately 50 percent less than the Project. However, a septic tank would also be required for the Alternative. Thus, impacts related to water supplies would be less than the less than significant impacts that would occur from implementation of the Project. Similarly, solid waste generation would be less than the amount of solid waste generated by the Project and require less landfill capacity. Therefore, impacts to Utilities and Service Systems under this Alternative would result in similar less than significant impacts in comparison to the Project.

Wildfire

The Reduced Development Alternative, similarly to the Project, would have no impact related to Wildfire because the Project site is not located in a Fire Hazard Area. That is, the level of impact would be neutral.

7.8.2 CONCLUSION**Ability to Reduce Impacts**

The Reduced Development Footprint Alternative would reduce the total graded and developed area which would decrease the impacts related to biological and cultural resources. However, similar to the Project, this alternative would require mitigation measures to ensure impacts are less than significant. As with the Project, no significant and unavoidable impacts would result from implementation of this Alternative. Overall, the volume of impacts would be less with the Reduced Intensity Alternative in comparison to the Project. However, Mitigation for Biological Resources, Cultural (Archaeological) Resources, Paleontological Resources, and Tribal Cultural Resources would still be required to reduce the identified potentially significant impacts to less than significant levels. This Alternative would reduce potential impacts related to Air Quality, Energy, Transportation and Noise. However, similar to the Project, the impacts would remain less than significant.

Ability to Achieve Project Objectives

Implementation of the Reduced Development Footprint Alternative would meet the Project objectives, but some of them would not be met to the extent as would be achieved by the Project, as listed in Table 7-2. The Reduced Development Footprint Alternative would provide for development of a warehouse/logistics business use on 6.6-acre of the underutilized 13.23-acre Project site. Because the Reduced Intensity Alternative provides approximately 129,740 square feet less of warehouse/logistics space than the Project, it would have the ability to attract less business activity and fewer employment opportunities to area residents. In addition, the smaller development would not fully develop an underutilized property and would not make as efficient use of the property as it would only develop 6.6 of the 13.23-acre Project site.

7.9 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires a lead agency to identify the “environmentally superior alternative” when significant environmental impacts result from a proposed project. The Environmentally Superior Alternative to the Project would be the No Project/No Build Alternative. No substantially significant and long-term impacts would occur to the environment as a result of this No Project/No Build Alternative. However, CEQA Guidelines Section 15126.6(3)(1) states:

The “no project” analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the “no project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. (Emphasis added).

The Environmentally Superior Alternative (other than the No Project/No Build Alternative) is the Reduced Development Footprint Alternative, which would reduce the building size by approximately 50% - - to an approximate sized of 129,740 square feet, with a reduction in parking area, removal of the eastern driveway on Slover Avenue, and parking spaces. Although some of the of less than significant impacts would be reduced under the Reduced Development Footprint Alternative in comparison to the proposed Project, this alternative would not eliminate any of the mitigation measures.

Regarding Project Objectives, the Reduced Development Footprint Alternative would result in less economic gain and fewer employment opportunities than the Project. This alternative would have the ability to attract less business activity and fewer employment opportunities to area residents. In addition, the smaller development would not fully develop an underutilized property. Fewer members of the local workforce would be able to obtain local employment.

CEQA does not require the Lead Agency (the County of San Bernardino) to choose the environmentally superior alternative. Instead, CEQA requires the County to consider environmentally superior alternatives, weigh those considerations against the environmental impacts of the Project, and make findings that the benefits of those considerations outweigh the harm.

Table 7-1 provides, in summary format, a comparison between the level of impacts for each Alternative and the Project. In addition, Table 7-2 provides a comparison of the ability of each Alternatives to meet the Project Objectives.

Table 7-1: Impact Comparison of the Proposed Project and Alternatives

	Proposed Project	Alternative 1: No Project/No Build	Alternative 2: Reduced Development Footprint
Aesthetics	Less than significant	Less, no impacts	Same as proposed Project, less than significant
Air Quality	Less than significant	Less, no impacts	Same as proposed Project, less than significant
Biological Resources	Less than significant with mitigation	Less, no impacts, no mitigation required	Same as proposed Project, less than

	Proposed Project	Alternative 1: No Project/No Build	Alternative 2: Reduced Development Footprint
			significant with mitigation
Cultural Resources	Less than significant with mitigation	Less, no impacts, no mitigation required	Same as proposed Project, less than significant with mitigation
Energy	Less than significant	Less, no impacts	Same as proposed Project, less than significant
Geology and Soils	Less than significant with mitigation	Less, no impacts, no mitigation required	Same as proposed Project, less than significant with mitigation
Greenhouse Gas Emissions	Less than significant	Less, no impacts	Same as proposed Project, less than significant
Hazards and Hazardous Materials	Less than significant with mitigation	Less, no impacts	Same as proposed Project; less than significant with mitigation
Hydrology and Water Quality	Less than significant	Less, no impacts	Same as proposed Project, less than significant
Land Use and Planning	Less than significant	Less, no impacts, no mitigation required	Same as proposed Project; less than significant
Noise	Less than significant	Less, no impacts, no mitigation required	Same as proposed Project; less than significant
Transportation	Less than Significant	Less, no impacts	Same as proposed Project, less than significant
Tribal Cultural Resources	Less than significant with mitigation	Less, no impacts, no mitigation required	Same as proposed Project; less than significant with mitigation
Utilities	Less than Significant	Less, no impacts	Same as proposed Project, less than significant
Reduce Impacts of the Project?		Yes	Yes

	Proposed Project	Alternative 1: No Project/No Build	Alternative 2: Reduced Development Footprint
Areas of Reduced Impacts Compared to the Project		14	4

Table 7-2: Comparison of the Proposed Project and Alternatives Ability to Meet Objectives

	Proposed Project	Alternative 1: No Project/No Build	Alternative 2: Reduced Development Footprint
To make efficient use of the property in the Bloomington Community by adding to its potential for employment-generating uses.	Yes	No	Yes, but not to the same extent as the proposed Project.
To attract new business and employment to San Bernardino County and thereby promote economic growth.	Yes	No	Yes, but not to the same extent as the proposed Project.
To reduce the need for members of the local workforce to commute outside the Project vicinity to work.	Yes	No	Yes, but not to the same extent as the proposed Project.
To develop an underutilized property with a high-cube industrial warehouse building near available infrastructure, including roads and utilities, to help meet demand for logistics business in the Inland Empire.	Yes	No	Yes, but not to the same extent as the proposed Project.
To build an industrial warehouse project consistent with the land use County of San Bernardino General Plan Land Use designation and County of San Bernardino Municipal (Zoning) Code regulations.	Yes	No	Yes, but not to the same extent as the proposed Project.
To provide a Project designed to orient operational activities away from adjacent sensitive land uses to the south.	Yes	No	Yes, but not to the same extent as the proposed Project.

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8. Growth Inducement and Significant Irreversible Effects

8.1 GROWTH INDUCEMENT

This section analyzes the growth inducement potential of the Project and the associated secondary effects of growth the Project might permit. As required by CEQA Guidelines Section 15126.2(d), an EIR must:

“Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a recycled water plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.”

A project can have a direct effect on population growth, for example, if it would involve construction of substantial new housing. A project could also have indirect growth-inducement potential if it would:

- Establish substantial new permanent employment opportunities (e.g., commercial, industrial, governmental, or other employment-generating enterprises) or otherwise stimulate economic activity;
- Remove a physical or regulatory obstacle to additional growth and development, such as removing a constraint to or increasing the capacity of a required public service (physical obstacle). For example, an increase in the capacity of utility or road infrastructure could allow either new or additional development in the surrounding area. A project could also include growth by removing a regulatory obstacle, such as by increasing allowable development intensity; or
- Stimulate economic activity within an area such that it would result in the need for additional housing, businesses, and services to support increased economic activities.

CEQA Guidelines do not distinguish between planned and unplanned growth for purposes of considering whether a project would foster additional growth. Therefore, for purposes of this EIR, to reach the conclusion that the Project is growth inducing as defined by CEQA, the EIR must find that it would foster (i.e., promote or encourage) additional growth in economic activity, population, or housing, regardless of whether the growth is consistent with local plans or is beyond the level of growth that is anticipated by local plans. The conclusions set forth in this EIR regarding growth inducement do not address or imply whether such induced growth is beneficial or detrimental, consistent with CEQA Guidelines Section 15126.2(d).

If the analysis contained in this section determines the Project has growth inducing effects, the next question is whether that growth may cause adverse effects on the environment. Environmental effects resulting from induced growth (i.e., growth-induced effects) fit the CEQA definition of “indirect” effects in Section 15358(a)(2) of the State CEQA Guidelines. These indirect or secondary effects of growth may result in significant environmental impacts.

While CEQA Guidelines require an EIR to “discuss the ways” a project could induce growth, and to discuss project characteristics that may “encourage... activities that could significantly affect the environment,” CEQA Guidelines do not require an EIR to attempt to predict where, when, or in what form induced growth

might occur. The answers to such questions require substantial speculation, which CEQA discourages (CEQA Guidelines Section 15145).

Thus, any decision whether to allow projects that might result from induced growth is the subject of separate decision making by the Lead Agency responsible for considering such projects. Because the decision to allow growth is subject to separate discretionary decision making, and such decision making is itself subject to CEQA, analysis of growth-inducing effects is not intended to determine site-specific environmental impacts or mitigation for potentially induced growth. Rather, the discussion is intended to disclose the potential for environmental effects to occur more generally, such that decision makers are aware additional environmental effects are a possibility if growth-inducing projects are approved. The decision whether impacts do occur, their extent, and the ability to mitigate them is appropriately left to consideration by the agency responsible for approving such projects at such times as complete applications for development are submitted.

Establish substantial new permanent employment opportunities or otherwise stimulate economic activity?

Project development would result in development of a 259,481 square foot high-cube warehouse building, inclusive of 5,000 square feet of office space. Using SCAG's employment generation factor of 1,195 square feet of light industrial space per employee, Project operation would provide approximately 217 (at a ratio of one job/1,195 square feet) new employment opportunities, including jobs for employees of the logistics business, truck drivers, mechanics, and maintenance personnel. The new warehouse/logistics business also would stimulate economic activity in the Project vicinity. This employment growth would be a small percentage (1.16%), of SCAG-projected employment growth (18,700 new jobs) in unincorporated San Bernardino County between 2020 and 2035. Project-generated employment growth would be well within the SCAG projected employment growth.

In addition, the proposed warehouse/logistics use is consistent with the designated land uses in the San Bernardino County General Plan. Because SCAG's regional growth forecasts are based upon, among other things, land uses designated in land use plans, a project that is consistent with the land use designated in a General Plan would also be consistent with the SCAG growth projections. Thus, the new employment opportunities would be within the forecasted and planned growth of the County; and would be consistent a San Bernardino General Plan/Communitywide Plan to stimulate economic activity. As such, the Project would result in direct employment growth at a level already anticipated in regional projections; and thus, would be less than significant.

New jobs that would be created by Project development and operation would provide new employment opportunities to employees that are already living in the Project vicinity. Most of the new jobs that would be created by the proposed warehouse/logistics use would be positions that do not require a specialized workforce. Thus, it is anticipated these jobs would be filled by people who would already be living within the surrounding communities and would not induce an unanticipated influx of new labor into the region. Overall, the Project would develop the Project site pursuant to County of San Bernardino General Plan designated land uses, which would accommodate forecasted employment growth consistent with SCAG regional forecasts. Therefore, although the Project would establish new temporary and permanent employment opportunities and would stimulate economic activity, these impacts are planned for and would be less than significant.

Remove a physical or regulatory obstacle to additional growth and development?

Elimination of a physical obstacle to growth is considered to be a growth inducing impact. A physical obstacle to growth typically involves the lack of public service infrastructure. The proposed Project would induce growth if it would provide public services or infrastructure with excess capacity to serve lands that would otherwise not be developable.

The Project would provide improvements to infrastructure to serve the Project. As described in Section 3.0, *Project Description*, the Project includes various curb and driveway improvements that would provide safe passage to the Project site; but would not extend improvements into new undeveloped areas that would allow for additional growth and development.

The Project also would install new and/or improved water, sewer, and stormwater drainage facilities/connections that would accommodate the Project and would connect to the existing infrastructure. Water and sewer improvements would be designed to serve the Project and would not be designed with excess capacity. Because the infrastructure improvements would only provide services for the Project, and not provide excess capacity, infrastructure improvements would not result in significant growth inducing impacts.

Stimulate economic activity within an area such that it would result in the need for additional housing, businesses, and services to support increased economic activities?

Induced growth can occur outside of a project site as the result of direct and indirect investment and spending by residents, employees, and businesses. Such growth stems from the “induced” employment generated by a project’s economic activity. Indirect employment growth generated by a direct increase in economic activity can be due to the increases in spending that would occur on the part of the businesses, employees, and employee households. It could also be due to the additional spending that would occur on the part of suppliers of goods and services demanded by a project’s direct economic activity (households, businesses and employees).

The Project would implement economic activity intended by the County of San Bernardino General Plan and would result in an improvement in the jobs-household ratio by providing employment within the largely residential Bloomington Community within unincorporated San Bernardino County, which is a benefit of the proposed Project. In addition, the location of the new employment opportunities would be easily accessible from Interstate-10, Slover Avenue, and other roadways, and also would accommodate employees in surrounding communities.

The County of San Bernardino has unemployment rate of 5.5 percent (EDD, 2021), and most of the new jobs that would be created by the Project would be positions that do not require a specialized workforce, and this type of workforce exists in the County and surrounding communities. Thus, due to the unemployment and the availability of a workforce, it is anticipated that 217 new jobs that would be generated from Project development and operation would be filled by persons residing in unincorporated County, including from Bloomington, and the surrounding areas and would not induce an unanticipated influx of new labor into the region or the need for additional housing. Thus, Project development and operation would not result in the need to develop additional business or services to serve the increased economic activities that would result from the Project.

In summary, the economic activity resulting from the Project would be consistent with the intent of the County of San Bernardino General Plan and would accommodate the projected employment demands per SCAG projections. Therefore, impacts would be less than significant.

Environmental Impacts of Induced Growth:

As described above, implementation of the Project would provide development in compliance with the County of San Bernardino General Plan to accommodate SCAG’s forecasted employment demands. All physical environmental effects from Project development have been analyzed in all technical sections of this EIR. Therefore, Project development has been analyzed in this EIR and would be adequately mitigated through implementation of existing regulations, plans, policies, and programs and/or mitigation measures contained within Chapter 5 of this EIR.

8.2 SIGNIFICANT IRREVERSIBLE EFFECTS

State CEQA Guidelines require the EIR to consider whether “uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely.... Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.” (CEQA Guidelines Section 15126.2(c)). “Nonrenewable resource” refers to physical features of the natural environment, such as land, waterways, mineral resources, etc. These irreversible environmental changes may include current or future uses of non-renewable resources, and secondary or growth-inducing impacts that commit future generations to similar uses.

Generally, a project would result in significant irreversible environmental changes if:

- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve a large commitment of nonrenewable resources;
- The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project; or,
- The proposed irretrievable commitments of nonrenewable resources are not justified (e.g., the project involves the wasteful use of energy).

The Project would result in or contribute to the following irreversible environmental changes:

- The Project site would be committed to warehouse/logistics use once the proposed building is constructed. Secondary effects associated with this irreversible commitment of land resources include:
 - Changes in views from public vantage points and from adjacent residences associated with construction of the new building and associated development (see Section 5.1, *Aesthetics*).
 - Increased traffic on area roadways (see Section 5.12, *Transportation*).
 - Emissions of air pollutants associated with Project construction and operation (see Section 5.2, *Air Quality*).
 - Consumption of non-renewable energy associated with Project development and operation due to use of trucks, lighting, heating and cooling systems, and the like (see Section 5.5, *Energy*).
 - Increased ambient noise associated with an increase in activities and traffic associated with the Project (see Section 5.11, *Noise*).
- Project development as described in Section 3.0, *Project Description*, would require use of energy produced from non-renewable resources and construction materials.

In regard to energy usage from the Project, as demonstrated in the analyses contained in Section 5.5, *Energy*, the Project would not involve wasteful or unjustifiable use of non-renewable resources, and conservation efforts would be enforced during Project development and operation. The Project would incorporate energy-generating and conserving building design features, including those required by the California Building Code, California Energy Code Title 24, which specify green building standards for new developments. Project specific information related to energy consumption is provided in Section 5.5, *Energy Resources*, of this EIR.

REFERENCES

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County of San Bernardino – Bloomington Community Plan (2007)

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9.0 EIR Preparers and Persons Contacted

9.1 EIR Preparers

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