

SAN BERNARDINO COUNTY

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

ENVIRONMENTAL CHECKLIST FORM

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

PROJECT LABEL

APNs:	0252-131-03; 0252-131-04; 0252-131-36; 0252-131-41; 0252-131-43	USGS Quad:	USGS 7.5 Minute Fontana, California
Applicant:	Lake Creek Industrial, LLC c/o: Michael Johnson 1302 Brittany Cross Road Santa Ana, CA 92705 Phone: (786) 200-9681 MJ@LakeCreekIndustrial.com	T, R, Section:	Township 1 South, Range 5 West, Section 20
Location	10326, 10336, 10360, 10380, and 10396 Alder Avenue	Thomas Bros	
Project No:	P201900293	Community Plan:	Bloomington Community Plan
Rep	5 th Supervisorial District	LUZD:	Bloomington Community Plan/Regional Industrial
Proposal:	Demolish the existing uses and construct a Class A industrial warehouse, up to 174,780 square feet in size	Overlays:	Burrowing Owl (SE), FEMA Zone X, Regional Transportation Development Mitigation Plan – Rialto Subarea

Initial Study P201900293
Lake Creek Industrial, LLC
APN: 0252-131-03; 0252-131-04; 0252-131-36; 0252-131-41; 0252-131-43
November 2019

PROJECT CONTACT INFORMATION

Lead Agency:

County of San Bernardino

Land Use Services Department

385 N. Arrowhead Avenue, 1st Floor

San Bernardino, CA 92415-0182

Contact Person: Steven Valdez, Senior Planner

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E-mail: steven.Valdez@lus.sbcounty.gov

Project Sponsor: J. Cannon Green, Managing Director & Partner

SRPF B/10336 ALDER, L.L.C., a Texas limited liability company.

2001 Ross Avenue, Suite 400

Dallas, TX 75201

PROJECT SITE LOCATION, EXISTING SITE LAND USES AND CONDITIONS

The Project Site is located at 10326, 10336, 10360, 10380, and 10396 Alder Avenue and is currently developed with a food-related warehouse/storage with ancillary office, as shown in Figure 1 – Regional Vicinity Map. The gross site area is 9.44 acres, and the net cumulative site area is approximately 8.72 and is comprised of four parcels. Based on information provided from San Bernardino County staff, between 1950 and 1955 the zoning designation for the Project Site was M-1 (limited manufacturing) pursuant to Map 4815 Sec. 20 and in 1988 the Project Site still maintained the M-1 zoning. A zone change occurred in 1989, from M-1 to the zoning designation of BL/IC (Bloomington Community Plan/Community Industrial) according to Map FH29A. In July 2000, the Project Site’s zoning was changed to the current designation of BL/IR (Bloomington Community Plan/Regional Industrial).

The Project Site is surrounded to the north by a railroad easement and infrastructure, and the Interstate 10 (I-10); single family structures to the south; a mix of industrial and residential to the east, and industrial uses and railroad infrastructure to the west, as shown in Figure 2 – Project Vicinity Map. All surrounding zoning designations are BL/IR, except for the uses to the west, which are located within the City of Fontana and therefore subject to a different jurisdiction.

Access to the Project Site is proposed via two driveways on Alder Avenue, which is a secondary highway that runs north-south. The Project Site can be accessed from the I-10 freeway via the Sierra Avenue off-ramp to the west of the Project Site or from the Cedar Avenue off-ramp to the east of the Project Site.

SURROUNDING LAND USES AND SETTING

Table 1 - Existing Land Use and Land Use Zoning Districts

Location	Existing Land Use	Land Use Zoning District
Project Site	Food processing (pickling), fruit packing, construction storage, and vacant properties	Bloomington Community Plan/Regional Industrial (BL/IR)
North	Railroad easement and railroad infrastructure	Bloomington Community Plan/Regional Industrial (BL/IR)
South	Single-family residential structures	Bloomington Community Plan/Regional Industrial (BL/IR) and Bloomington Community Plan/Community Industrial (BL/IC)
East	Warehouse, single family residential structures, light industrial	Bloomington Community Plan/Regional Industrial (BL/IR) and Bloomington Community Plan/Community Industrial (BL/IC)
West	Light industrial	City of Fontana

PROJECT DESCRIPTION

The Applicant proposes to demolish all existing food-related warehouse/storage with ancillary office structures, which include seven buildings: a vegetable processing building (northwest corner); a packaging/former dicing building (northwestern portion); a residence (northeast corner); a former and current maintenance shop (central portion), and two office/storage buildings (eastern portion). Other features include above ground brining and vinegar tanks, a truck scale (east side of the site), three septic tanks with seepage pits (adjacent to the vegetable processing building, the residence and the southern office/storage building), a vehicle fueling station with an adjacent 12,000-gallon diesel/gasoline above ground storage tank (southwestern portion), a closed-loop wastewater treatment area (southwestern portion), and a 10,000-gallon in-ground wastewater tank. Numerous small sheds, temporary trailers, and equipment storage areas are located onsite.

The Applicant proposes to construct an approximately 174,780 square foot (SF) warehouse building, including a 2,000 SF ancillary office mezzanine. The development would include paved circulation and parking areas, including semi-trailer parking, retention basin, septic system, and loading docks. The use classification pursuant to the San Bernardino County Development Code, Chapter 82.06 is Storage-Warehouse/Indoor Storage with ancillary office. The proposed building would be 42-feet in height and located toward the northern half of the lot, situated farthest from the residential properties located to the south of the Project Site, as shown in **Figure 3 – Proposed Site Plan** and **Figure 4 – Proposed Elevations**. A 65-foot landscaped buffer serves as a retention basin at the property line closest to the adjacent residential properties to better transition the two differing uses. A total of 114 parking spaces would be provided on-site, pursuant to Chapter 83.11. In addition, 37 trailer parking stalls would be provided adjacent to 21 loading doors for shipping and receiving. Two loading dock spaces would be accessed by ramps and the threshold would be at grade level to the pavement. 20 loading docks spaces would be

accessed from doors that are four feet above the pavement to allow for direct loading and unloading of the truck trailers. One of the loading dock doors would directly access a trash compactor. A new trash enclosure would be in an accessible area on-site for circulation and access by waste services. 16.5 percent of the Project Site would be landscaped, for a total of 62,920 square feet of lot area. Water efficient landscaping would be utilized throughout the Project Site, including 120 trees, as shown in **Figure 5 – Conceptual Landscape Plan**. Off-site improvements include widening Alder Avenue to its ultimate right-of-way at a 44-foot half-width with curb, gutter, and sidewalk, and constructing the Alder Avenue cul-de-sac to a 45-foot radius.

The Applicant is requesting a front yard setback variance to obtain relief from the required front yard setback requirement of 25-feet, as shown in **Figure 6 – Proposed Setback Variance**. The Proposed Project would maintain a 9'4" front yard setback for approximately 78 linear feet of the building frontage where a minimum of 25' would be required due to the curvature of the cul-de-sac at the terminus of Alder Avenue. The remaining portions of the front yard setback area would meet the required 25-feet.

Currently, there is no identified tenant for the proposed building. The Proposed Project is planned for a single tenant with ancillary office component. Intended occupants include distribution firms seeking a central Inland Empire location from which to service their client base. Since the tenant is unknown, hours of operation and employee count would vary, but is assumed for planning purposes to operate 24/7. Office workers would likely have typical shifts of Monday through Friday, 8:00AM to 5:00PM, while warehouse staff would workday, evening and night shifts. Specific hours of operation would be identified during the tenant improvement process. Based on the area of the Proposed Project, the anticipated truck generation rates are as follows: 43 passenger car equivalent (PCE) trips during the AM peak hour, 49 PCE trips during the PM peak hour, and 403 PCE daily trips. Of these, automobile trips are forecast to account for 24 trips during the AM peak hour, 27 trips during the PM peak hour, and 242 daily trips. On-site vehicular access is shown in **Figure 7 – Truck Turning Template**.

A total of 27 exterior lights would be utilized throughout the Project Site. A total of nine freestanding light posts would be placed throughout the parking lot and circulation areas, and 18 building mounted lights would be placed to ensure Building Code compliance is met, as shown in **Figure 8 – Conceptual Photometric Plan**. Grading for the Proposed Project would include remedial grading within the proposed building area. Over-excavation to depths of at least four feet below existing grade and to a depth of at least four feet below proposed building pad subgrade elevation would be conducted, as shown in **Figure 9 – Conceptual Grading Plan**.

ADDITIONAL APPROVAL REQUIRED BY OTHER PUBLIC AGENCIES

Federal: None.

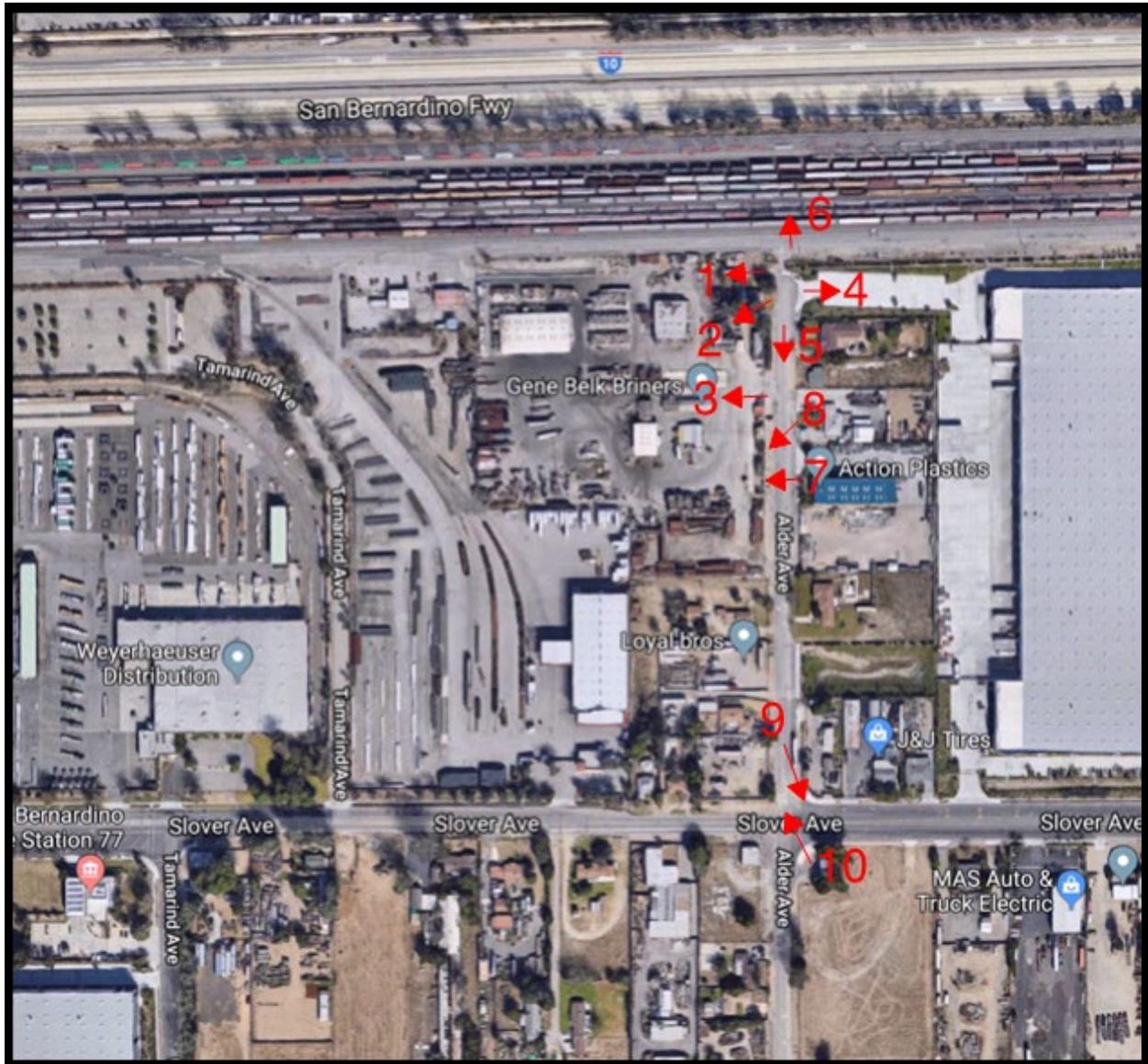
State of California: State Water Quality Control Board – Santa Ana Region

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

Regional: South Coast Regional Air Quality Management District.

Local: None

SITE PHOTOGRAPHS



1



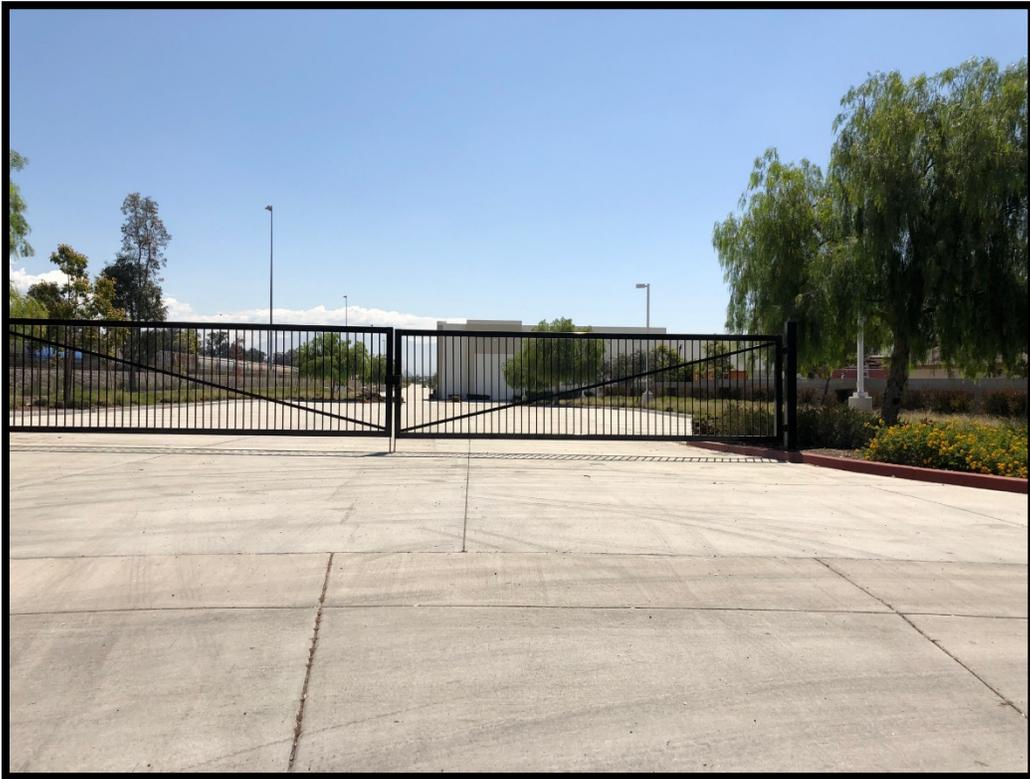
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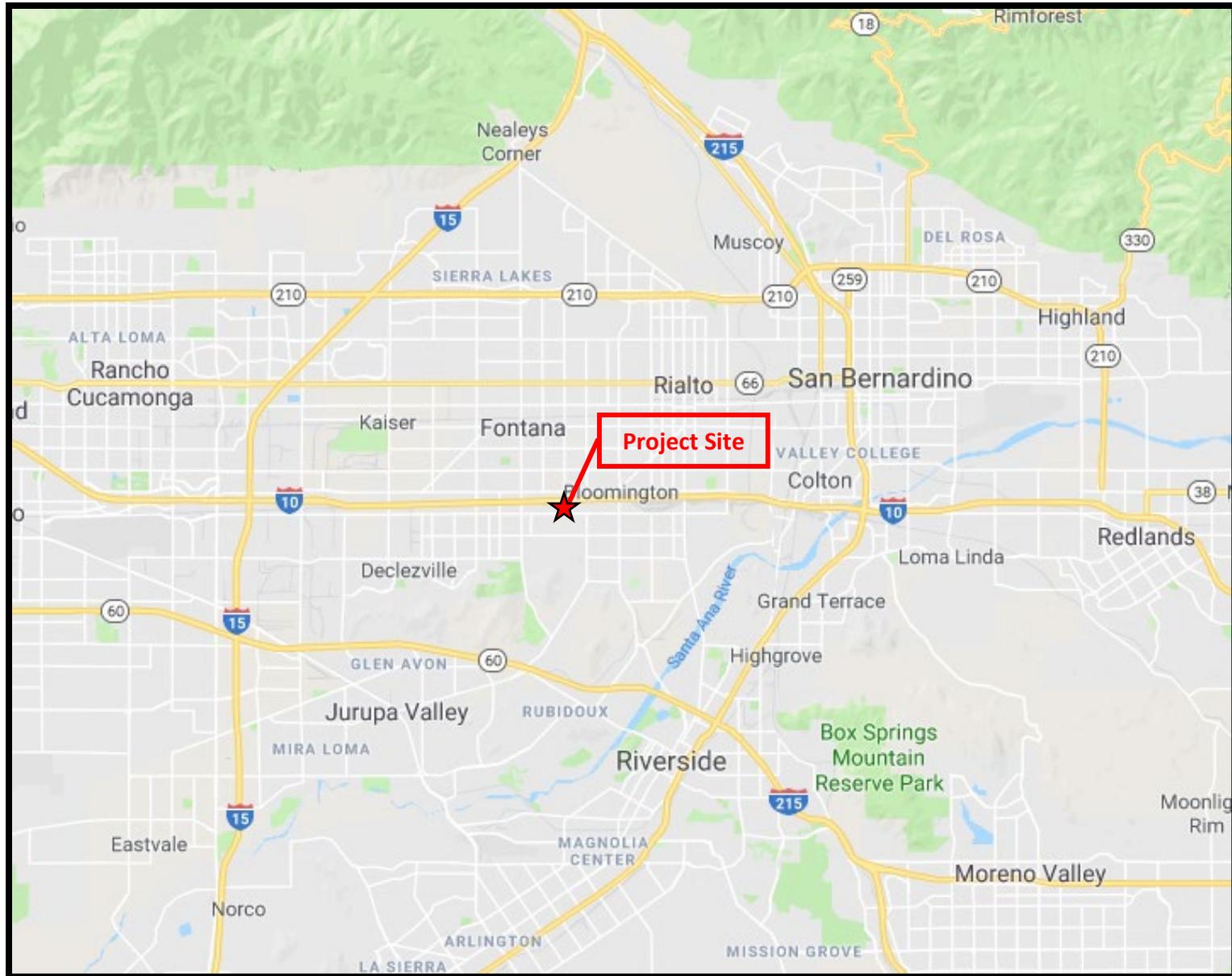


Figure 1: Regional Location Map

Source: Google Maps

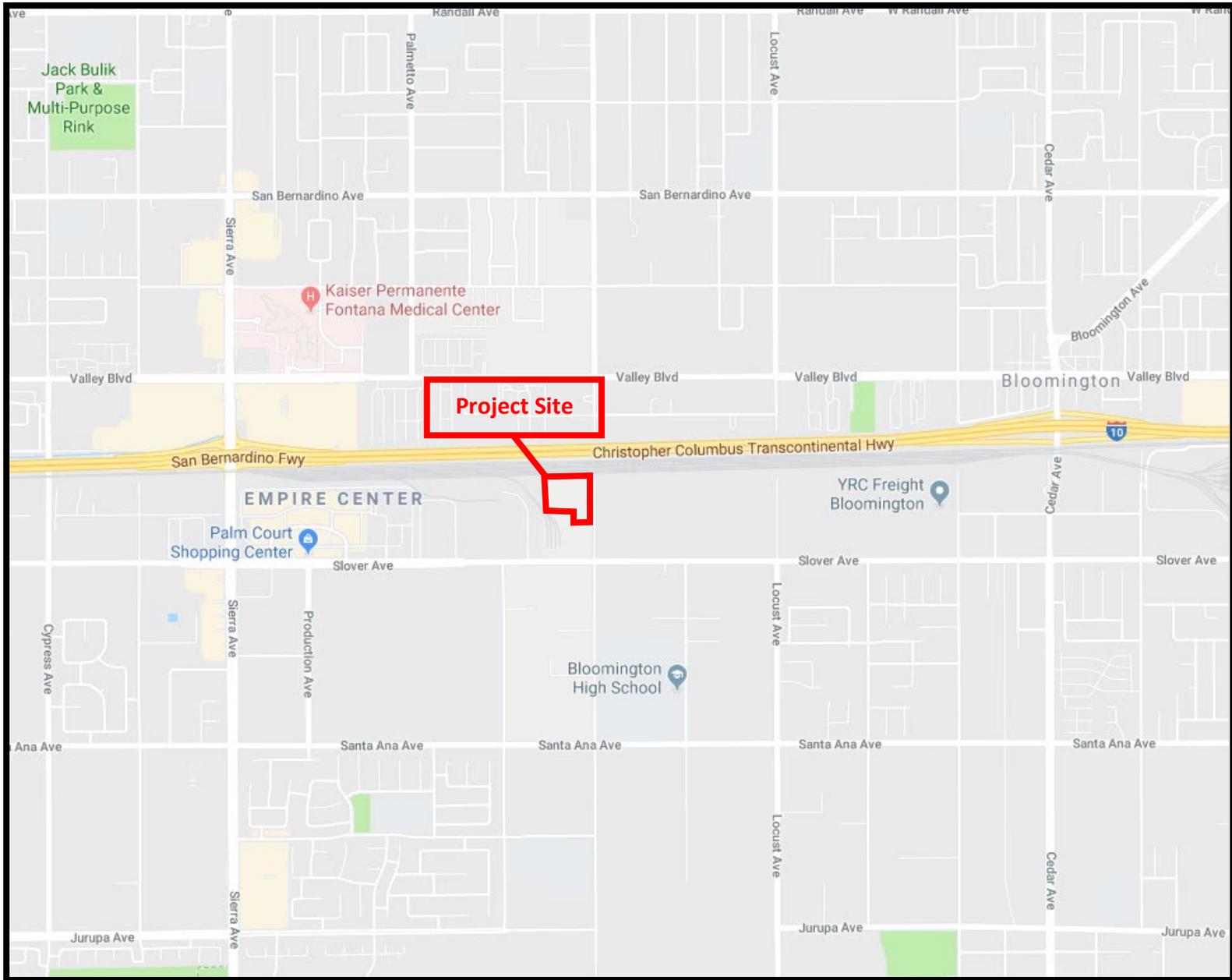


Figure 2: Project Vicinity Map

Source: Google Maps

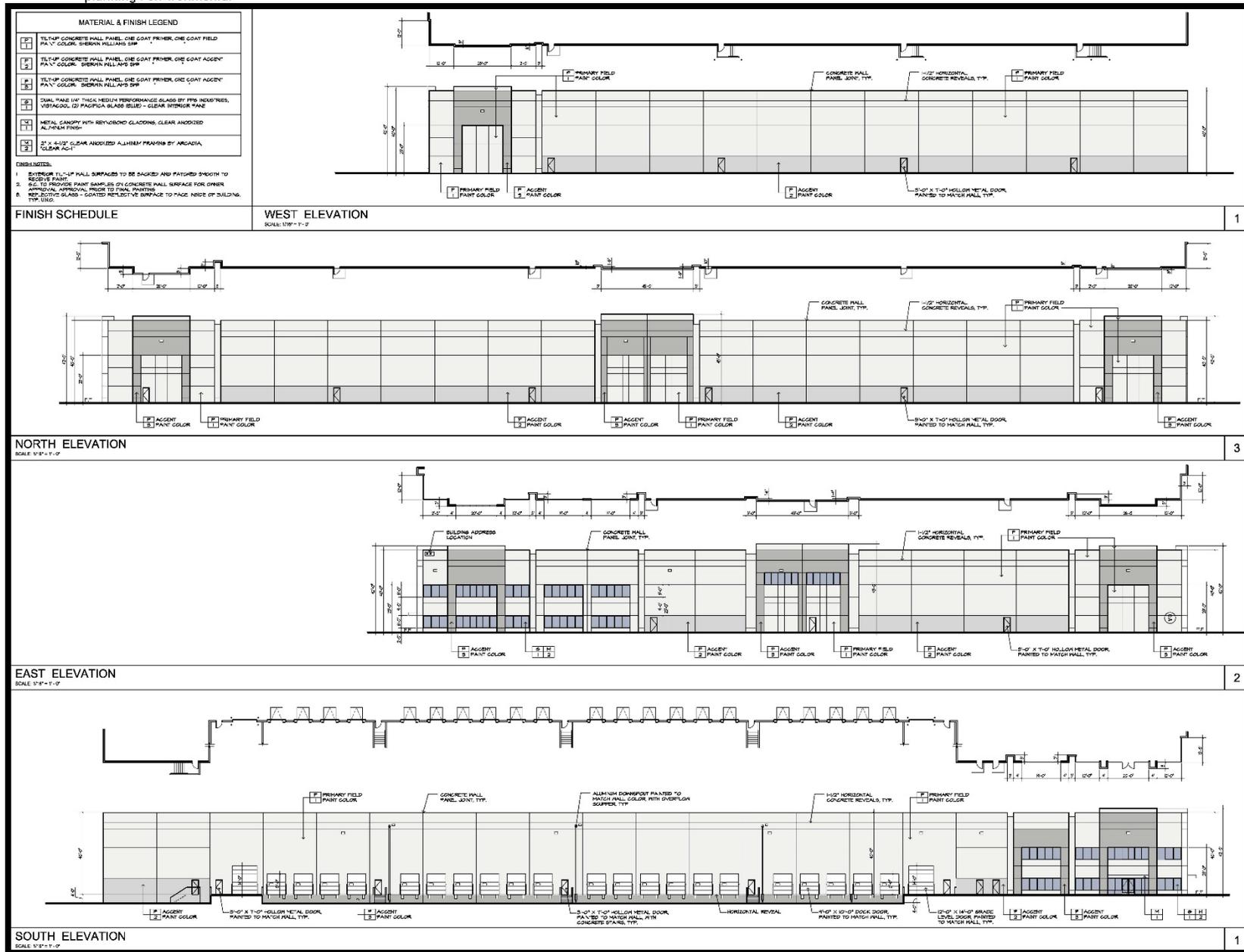


Figure 4: Proposed Elevations
Source: Doug Franz Architects Inc.

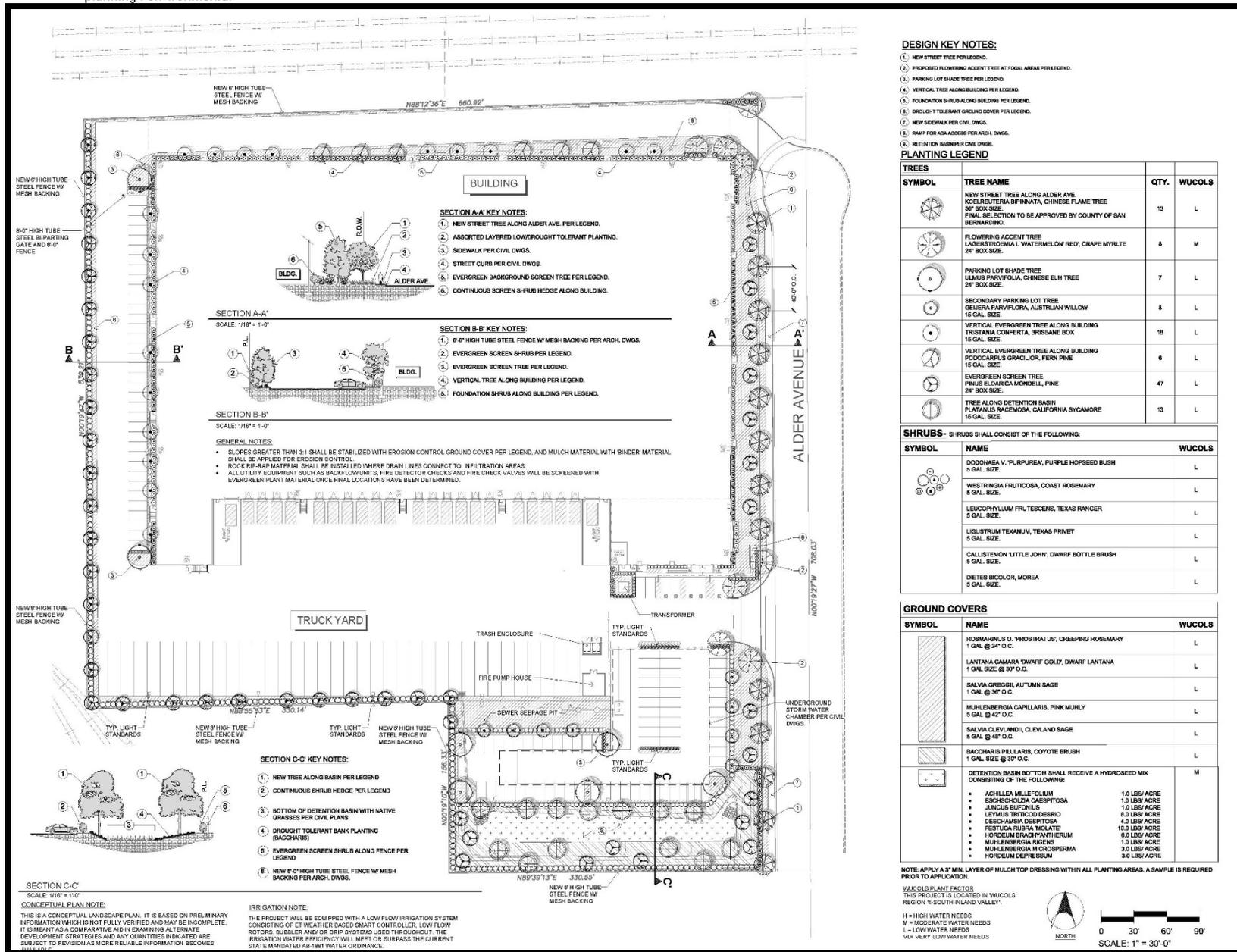


Figure 5: Conceptual Landscape Plan
Source: Douglas Franz Architects Inc.

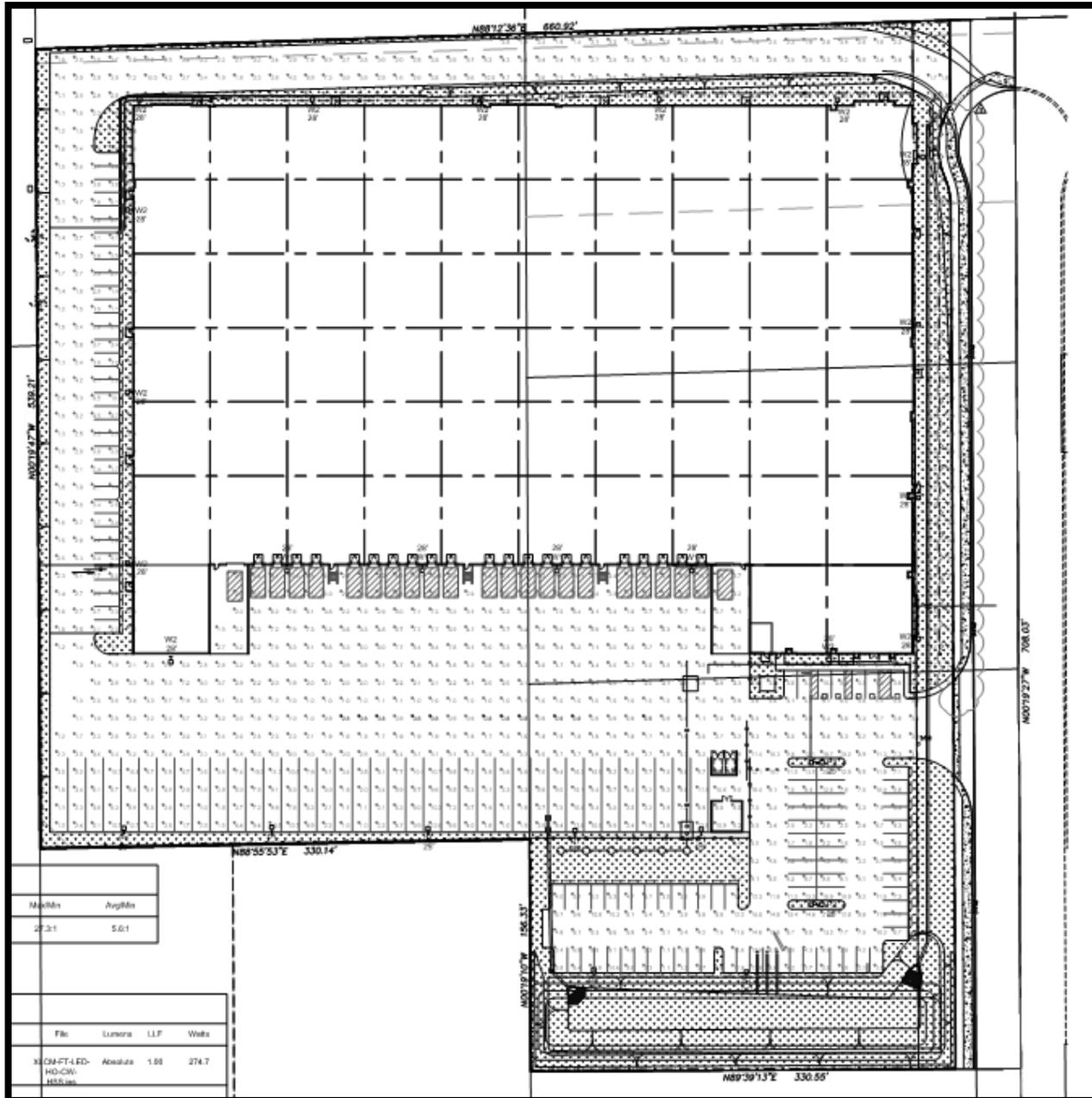


Figure 8: Conceptual Photometric Plan

Source: Val Electric Inc.

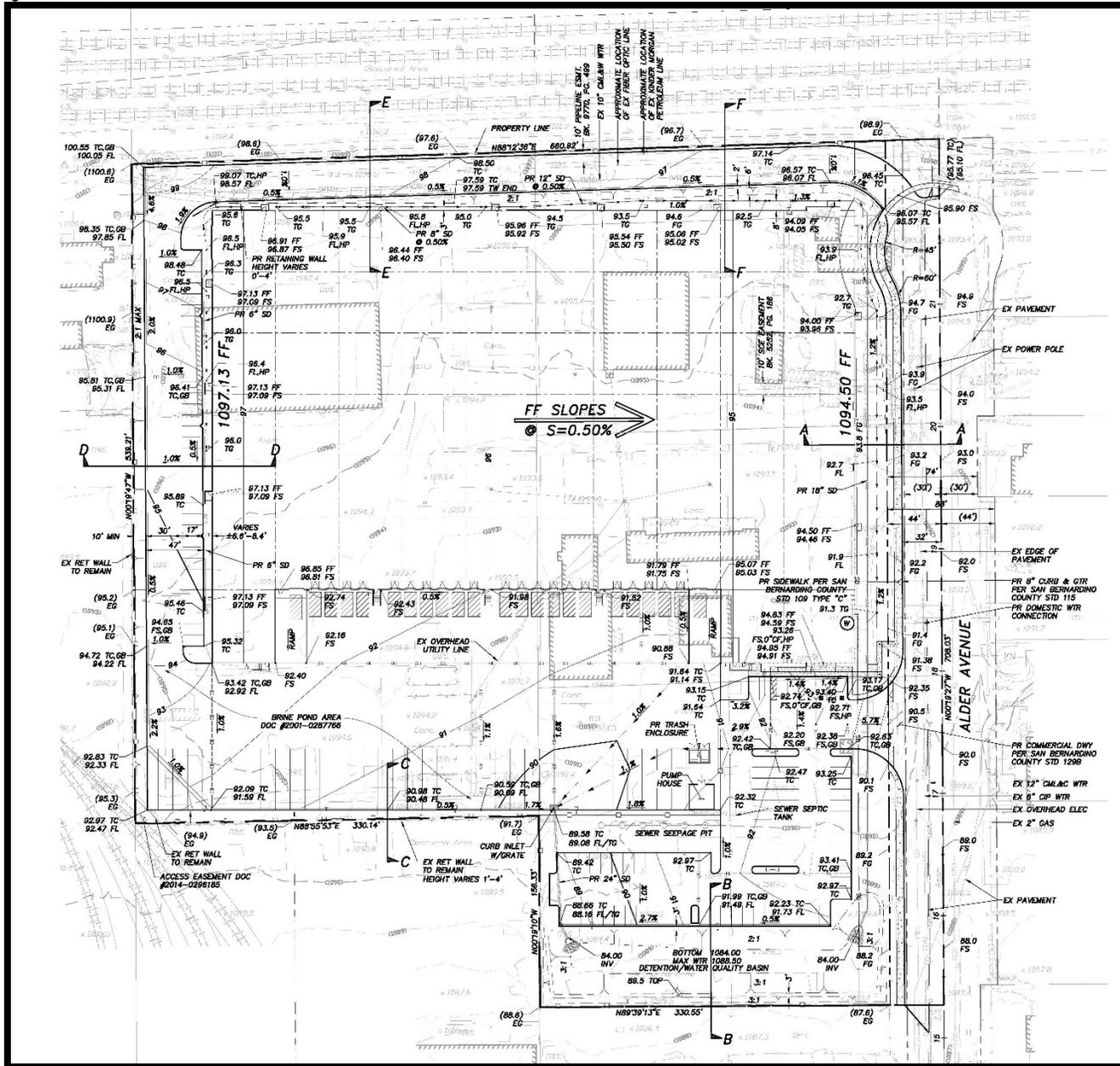


Figure 9: Conceptual Grading Plan

Source: SB&O Inc.

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CONSULTATION WITH CALIFORNIA NATIVE AMERICAN TRIBES

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

On August 20, 2019, the County of San Bernardino mailed notification pursuant to AB52 to the following tribes: AhaMakav Cultural Society, San Gabriel Band of Mission Indians, Colorado River Indian Tribes, Twenty-Nine Palms Band of Mission Indians, Morongo Band of Mission Indians, San Manuel Band of Mission Indians, Soboba Band of Luiseno Indians, and Gabrieleno Band of Mission Indians - Kizh Nation. Requests for consultations were due to the County by September 19, 2019. Table 2 – *AB 52 Consultation Results*, shows a summary of comments and responses. Comment letters are included in Appendix L – *AB 52 Tribal Consultation Correspondence*.

Table 2 - AB 52 Consultation

Tribe	Comment Letter Received	Summary of Response	Conclusion
AhaMakav Cultural Society	None	None	Concluded
San Gabriel Band of Mission Indians	None	None	Concluded
Colorado River Indian Tribes	None	None	Concluded
Twenty-Nine Palms Band of Mission Indians	None	None	Concluded
Morongo Band of Mission Indians	August 28, 2019	No comment	Concluded
San Manuel Band of Mission Indians	September 11, 2019	Mitigation Measures Requested	Concluded
Soboba Band of Luiseno Indians	None	None	Concluded
Gabrieleno Band of Mission Indians - Kizh Nation	August 28, 2019	Consultation Occurred on October 2, 2019	Concluded with Mitigation

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

EVALUATION FORMAT

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

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

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

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

Determination

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

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

Signature: (prepared by Steven Valdez, Senior Planner)

Signature: (David Prusch, Supervising Planner)

Date

Date

11/12/2019

11/12/2019

I. AESTHETICS

Issues		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
Except as provided in Public Resources Code Section 21099, would the project:					
a)	Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Create a new source of substantial light or glare, which will adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SUBSTANTIATION: (Check <input type="checkbox"/> if project is located within the view-shed of any Scenic Route listed in the General Plan): San Bernardino General Plan, 2007; Submitted Project Materials					

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

The Project Site is located at the terminus of Alder Avenue and is adjacent to an existing railroad infrastructure and the I-10 freeway to the north. The Project Site is surrounded by similar industrial uses to the east and west, and residential uses to the east and south. The Bloomington Community Plan identifies Cedar Avenue from Bloomington Avenue to the Riverside County line as a designated County Scenic Route.¹ The intersection of Cedar Avenue and Bloomington Avenue is located approximately 1.3 miles northeast of the Project Site, with Cedar Avenue running north-south, east of the Project Site. The Project Site is approximately 1.27 miles west of Cedar Avenue.² Intervening topography and existing urban development significantly reduce the visibility of the Project Site from the nearest portion of the County Scenic Route. No facilities within the plan area are eligible for designation as a scenic route under the California Scenic Highway Program.³ Therefore, no adverse impacts to scenic vistas would occur.

No Impact.

¹ <http://www.sbcounty.gov/Uploads/lus/CommunityPlans/BloomingtonCP.pdf> (pg. 30), Accessed August 30, 2019

² <https://www.google.com/maps/@34.0644265,-117.4078749,15.21z> Accessed August 30, 2019

³ <http://www.sbcounty.gov/Uploads/lus/CommunityPlans/BloomingtonCP.pdf> (pg. 30), Accessed August 30, 2019

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

The Project Site is not located on or within proximity to a state scenic highway, therefore no substantial damage to scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway would occur. Therefore, no impacts to state scenic resources within a state scenic highway would occur.

No Impact.

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

The Proposed Project (logistics warehouse) is consistent with the Regional industrial (BL/IR) zoning district and Bloomington Community Plan, with the approval of a Conditional Use Permit. The Proposed Project meets the development standards described in Table 82-19 – *IC and IR Land Use Zoning District Development Standards* of Section 82.06 of the County Development Code, with exception of the requested variance involving the setback from Alder Avenue. Table 82-19A identifies a required front yard setback of 25-feet. Most of the proposed front yard setback meets the required 25-feet, except for approximately 78 linear feet of the building frontage where a minimum of 9'4" is proposed due to the curvature of the cul-de-sac. The Proposed Project would include a 65-foot retention basin and landscaped buffer from the residential uses to the south, reducing visual impacts of the proposed structure to the sensitive uses in proximity.

The Project Site is currently occupied with a vegetable processing plant and ancillary outdoor storage, including materials storage. The Proposed Project would improve the visual aesthetic of the Project Site, as it proposes manicured landscaped areas to be maintained consistent with the County's Landscape Standards (Chapter 83.10). The height of the building is proposed at 42- feet and is consistent with the height limits enumerated in the development code for the IR zone. Due to intervening topography and existing urban development in the surrounding area, there would be less than significant impacts to any views of the San Bernardino Mountains. Therefore, potential impacts to the existing visual character of the Project Site and its surroundings would be less than significant.

Less Than Significant Impact.

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

The Proposed Project is subject to the County's Development Code, including Chapter 83.07 – *Glare and Outdoor Lighting* which regulates outdoor lighting practices and systems to ensure light pollution, glare, light trespass, and degradation of the nighttime visual environment are minimized. Chapter 83.07 requires lighting of commercial and industrial uses be fully shielded to preclude light pollution and trespass. The County's Development Code standards would ensure the Proposed Project does not create a new source of substantial light or glare because of the required shielding, which would be detailed during the building permit and inspection phase of development. Therefore, potential impacts associated with substantial light and glare would be less than significant.

Less Than Significant Impact.

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

II. AGRICULTURE AND FORESTRY RESOURCES

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

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

San Bernardino County General Plan, 2007; California Department of Conservation Farmland Mapping and Monitoring Program; Submitted Project Materials

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

The Project Site is designated as “urban and built-up land” and is not designated as Prime, Unique or Grazing farmland, or considered Farmland of Statewide or Local Importance, according to the Farmland Mapping and Monitoring Program⁴. The Project Site is not designated as agricultural, according to the Bloomington Community Plan or County General Plan. The Proposed Project would not convert Prime or Unique Farmland, or Farmland of Statewide or Local Importance. Therefore, no impacts associated with the conversion of farmland would occur.

No Impact.

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

The Project Site is designated as “urban and built-up land” and is not a part of a Williamson Contract⁵. Property adjacent to, and in the vicinity of, the Project Site are all designated as “urban and built-up land”. The Project Site is not designated as agricultural, according to the Bloomington Community Plan and County General Plan. The Proposed Project would not result in conflicts with existing zoning for agriculture use, or a Williamson Contract. Therefore, no impacts associated with the conflict of existing zoning for agriculture use or a Williamson Contract would occur.

No Impact.

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

The Project Site would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)) given that the property is zoned Regional Industrial (IR) and surrounded by properties zoned industrial. Adjacent and surrounding properties to the Project Site are urban and built-up with industrial, commercial, and residential uses. The Project Site is currently developed with a vegetable processing plant and ancillary outdoor storage use. The Project Site is developed and disturbed land. Redevelopment of the Project Site would not result in rezoning of forest land as it proposes a warehouse use with ancillary office that would not result in the conflict with the zoning of, or need for other rezoning of, other parcels within the County. Therefore, no impacts associated with the conflict of existing zoning for, or cause the rezoning of, forest land, timberland, or timberland production zones would occur.

No Impact.

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

Forest land is defined as land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public

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benefits⁶. The Proposed Project is currently developed with a vegetable processing plant and ancillary outdoor storage use and does not include any land designated as forest land. Adjacent and surrounding properties to the Project Site are urban and built-up with industrial, commercial, and residential uses. The Proposed Project does not involve forest land. Therefore, no impacts associated with the conversion of forest land to non-forestland would occur.

No Impact.

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

The Project Site contains no agricultural resources or farmland that would be converted as a result of the Proposed Project. The Proposed Project would not result in a change to any existing zoning or General Plan land use designations. The Project Site is not zoned for agriculture or considered Farmland. Therefore, no impacts involving other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agriculture use would occur.

No Impact.

⁴ <https://www.conservation.ca.gov/dlrp/fmmp/Pages/SanBernardino.aspx> Accessed August 30, 2019

⁵ <ftp://ftp.consrv.ca.gov/pub/dlrp/wa/> Accessed August 30, 2019

⁶ https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=12220.&lawCode=PRC Accessed August 30, 2019

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

III. AIR QUALITY

Issues		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district might be relied upon to make the following determinations. Would the project:					
a)	Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

San Bernardino County General Plan, 2007; Submitted Project Materials; Appendix A – *Air Quality/Greenhouse Gas Assessment for the Alder Logistics Center Project, Bloomington, California*, Michael Baker International, August 2019, Appendix B - *Alder Logistics Center Project Health Risk Assessment*, Michael Baker International, August 21, 2019.

An Air Quality and Greenhouse Gas Assessment was completed to determine potential impacts to air quality associated with the development of the Proposed Project (Appendix A – *Air Quality/Greenhouse Gas Assessment for the Alder Logistics Center Project, Bloomington, California*, Michael Baker International, August 2019). The results of the analysis are based on CalEEMod version 2016.3.2.

Air Quality Thresholds

Under CEQA, the SCAQMD is an expert commenting agency on air quality within its jurisdiction or impacting its jurisdiction. Under the Federal Clean Air Act, the SCAQMD has adopted Federal attainment plans for O3 and PM10. The SCAQMD reviews projects to ensure that they would not: (1) cause or contribute to any new violation of any air quality standard; (2) increase the frequency or severity of any existing violation of any air quality standard; or (3) delay timely attainment of any air quality standard or any required interim emission reductions or other milestones of any Federal attainment plan.

The *CEQA Air Quality Handbook* also provides significance thresholds for both construction and operation of projects within the SCAQMD jurisdictional boundaries. If the SCAQMD thresholds are exceeded, a potentially significant impact could result. The SCAQMD recommends that any project over five acres should perform air quality dispersion modeling to assess impacts to nearby sensitive receptors. If a project

proposes development in excess of the established thresholds, as outlined in Table 3, South Coast Air Quality Management District Emissions Thresholds, a significant air quality impact may occur, and additional analysis is warranted to fully assess the significance of impacts.

Table 3 - South Coast Air Quality Management District Emissions Thresholds

Phase	Pollutant (pounds/day)					
	ROG	NOX	CO	SOX	PM10	PM2.5
Construction	75	100	550	150	150	55
Operational	55	55	550	150	150	55

Source: South Coast Air Quality Management District, CEQA Air Quality Handbook, November 1993.

Local Carbon Monoxide Thresholds

In addition, a project would result in a local air quality impact if the project results in increased traffic volumes and/or decreases in Level of Service (LOS) that would result in an exceedance of the CO ambient air quality standards of 20 ppm for 1-hour CO concentration levels, and 9 ppm for 8-hour CO concentration levels. If the CO concentrations at potentially impacted intersections with the project are lower than the standards, then there is no significant impact. If future CO concentrations with the project are above the standard, then the project would have a significant local air quality impact.

Cumulative Emissions Thresholds

Ozone, NOx, VOC, and CO have been decreasing in the Basin since 1975 and are projected to continue to decrease through 2020. These decreases result primarily from motor vehicle controls and reductions in evaporative emissions. Although vehicle miles traveled in the Basin continue to increase, NOx and VOC levels are decreasing because of the mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NOx emissions from electric utilities have also decreased due to use of cleaner fuels and renewable energy. The overall trends of PM10 and PM2.5 in the air (not emissions) show an overall improvement since 1975. Direct emissions of PM10 have remained somewhat constant in the Basin and direct emissions of PM2.5 have decreased slightly since 1975. Area wide sources (fugitive dust from roads, dust from construction and demolition, and other sources) contribute the greatest amount of direct particulate matter emissions. According to the *CEQA Air Quality Handbook*, project-related emissions that fall below the established construction and operational thresholds are considered less than significant.

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

On March 3, 2017, the SCAQMD Governing Board adopted the 2016 Air Quality Management Plan (AQMP), which incorporates the latest scientific and technical information and planning assumptions, including the latest applicable growth assumptions, 2016–2040 RTP/SCS, and updated emission inventory methodologies for various source categories. According to the SCAQMD’s *CEQA Air Quality Handbook*, two main criteria must be addressed.

Criterion 1:

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

- i. Would the project result in an increase in the frequency or severity of existing air quality violations?

Since the consistency criteria identified under the first criterion pertain to pollutant concentrations, rather than to total regional emissions, an analysis of a project's pollutant emissions relative to localized pollutant concentrations associated with the CAAQS and NAAQS is used as the basis for evaluating project consistency. As discussed under Impact Statements AQ-2 and AQ-3, the Proposed Project's short-term construction emissions, long-term operational emissions, and localized concentrations of CO, NOX, PM10, and PM2.5 would be less than significant during project construction and operations. Therefore, the Proposed Project would not result in an increase in the frequency or severity of existing air quality violations. Because VOCs are not a criteria pollutant, there is no ambient standard or localized threshold for VOCs. Due to the role VOC plays in O3 formation, it is classified as a precursor pollutant and only a regional emissions threshold has been established. The Proposed Project would not cause or contribute to localized air quality violations or delay the attainment of air quality standard or interim emissions reductions specified in the 2016 AQMP.

- ii. Would the project cause or contribute to new air quality violations?

As discussed in Impact Statement AQ-2, the Proposed Project's construction and operational emissions would not exceed the SCAQMD construction and operational thresholds. Therefore, the Proposed Project would not have the potential to cause or affect a violation of the ambient air quality standards.

- iii. Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?

As discussed in Impact Statement AQ-3, the Proposed Project would result in less than significant impacts associated with localized concentrations during project construction and operations. The Proposed Project would not delay the timely attainment of air quality standards or 2016 AQMP emissions reductions.

Criterion 2:

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning within the Basin focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether the project exceeds the assumptions utilized in preparing the forecasts presented in the 2016 AQMP. Determining whether a project exceeds the assumptions reflected in the 2016 AQMP involves the evaluation of the following criterion.

- i. Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?

In the case of the 2016 AQMP, three sources of data form the basis for the projections of air pollutant emissions: The General Plan, SCAG's Growth Management Chapter of the Regional Comprehensive Plan (RCP), and SCAG's 2016–2040 RTP/SCS. The 2016–2040 RTP/SCS also provides socioeconomic forecast projections of regional population growth.

The Project Site is in the community of Bloomington in unincorporated San Bernardino County. The site is designated and zoned "Bloomington Community Plan/Regional Industrial (BL/IR)" in the General Plan and San Bernardino County Code. According to the General Plan, BL/IR uses consist of heavy industrial operations that have the potential to generate severe negative impacts, incidental commercial uses, agricultural support services, salvage operations, and similar and compatible uses. The Applicant proposes to develop a 174,780 square foot warehouse building with a use classification of Storage-Warehouse/Indoor Storage with ancillary office. The Proposed Project would be consistent with the land use designation, zoning, and development density planned for the Project Site. Therefore, the Proposed

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Project would not exceed the population or job growth projects used by the SCAQMD to develop the 2016 AQMP.

The Proposed Project is consistent with the types, intensity, and patterns of land use envisioned for the site vicinity in the General Plan, RCP, and 2016–2040 RTP/SCS. As the SCAQMD has incorporated these same projections into the 2016 AQMP, it can be concluded that the Proposed Project would be consistent with the 2016 AQMP.

- ii. Would the project implement all feasible air quality mitigation measures?

Compliance with all feasible emission reduction measures identified by the SCAQMD would be required as identified in Impact Statement AQ-2 and AQ-3. The Proposed Project would comply with San Bernardino County Code Section 83.01.040, which requires standards and best practices for air quality emissions such as restricting off-road vehicle and equipment to no more than five minutes of idling, the use of reformulated ultra-low sulfur diesel fuel, proper signage, and compliance with all CARB and SCAQMD rules and regulations. The Proposed Project would meet this AQMP consistency criterion.

The determination of 2016 AQMP consistency is primarily concerned with the long-term influence of a project on air quality in the Basin. The Proposed Project would not result in a long-term impact on the region's ability to meet State and Federal air quality standards. The Proposed Project would be consistent with the goals and policies of the AQMP for control of fugitive dust. The Proposed Project's long-term influence would also be consistent with the SCAQMD and SCAG's goals and policies and is, therefore, considered consistent with the 2016 AQMP.

Therefore, potential impacts associated with the conflict with or obstruction of implementation of the applicable air quality plan would be less than significant.

Less Than Significant Impact.

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

Short-Term Construction Emissions

Short-term air quality impacts are predicted to occur during grading and construction operations associated with implementation of the Proposed Project. Temporary air emissions would result from the following activities:

- Particulate (fugitive dust) emissions from grading and building construction; and
- Exhaust emissions from the construction equipment and the motor vehicles of the construction crew.

Construction activities would include demolition, grading, paving, building construction, and architectural coating. Site grading would disturb approximately 65 acres and require approximately 12,000 cubic yards of soil to be imported on-site. Emissions for each construction phase have been quantified based upon the phase durations and equipment types. The analysis of daily construction emissions has been prepared utilizing the California Emissions Estimator Model version 2016.3.2 (CalEEMod). CalEEMod outputs and results are in Appendix A - *Air Quality/Greenhouse Gas Emissions Data*. Table 4 - *Maximum Daily Construction Emissions*, presents the anticipated daily short-term construction emissions.

Table 4 - Maximum Daily Construction Emissions

Emissions Source	Pollutant (pounds/day) ^{1,2}					
	VOC	NOX	CO	SO2	PM10	PM2.5
Year 1						
Construction Emissions	8.44	95.50	58.70	0.17	16.97	7.85
Construction Emissions with SCAQMD Rules Applied ²	8.44	95.50	58.70	0.17	9.52	5.40
SCAQMD Thresholds	75	100	550	150	150	55
Is Threshold Exceeded After Mitigation?	No	No	No	No	No	No
Year 2						
Construction Emissions	55.82	44.31	48.38	0.10	4.65	2.62
Construction Emissions with SCAQMD Rules Applied ²	55.82	44.31	48.38	0.10	4.08	2.48
SCAQMD Thresholds	75	100	550	150	150	55
Is Threshold Exceeded After Mitigation?	No	No	No	No	No	No
Source: Appendix A.						
Notes:						
1. Emissions were calculated using CalEEMod version 2016.3.2, as recommended by the SCAQMD.						
2. The mitigation reduction/credits for construction emissions are based on mitigation included in CalEEMod and are required by the SCAQMD Rules 402 & 403. The mitigation applied in CalEEMod includes the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stock piles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. The emissions results in this table represent the "mitigated" emissions shown in the Appendices of Appendix A.						

Fugitive Dust Emissions

Construction activities are a source of fugitive dust (PM10 and PM2.5) emissions that may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the project area. Fugitive dust emissions are associated with land clearing, ground excavation, cut-and-fill, and truck travel on unpaved roadways (including demolition as well as construction activities). Fugitive dust emissions vary substantially from day to day, depending on the level of activity, specific operations, and weather conditions. Fugitive dust from demolition, grading, and construction is expected to be short-term and would cease upon project completion. Additionally, most of this material is inert silicates, rather than the complex organic particulates released from combustion sources, which are more harmful to health.

Dust (larger than 10 microns) generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particular health concern is the amount of PM10 (particulate matter smaller than 10 microns) generated as a part of fugitive dust emissions. PM10 poses a serious health hazard alone or in combination with other pollutants. Fine Particulate Matter (PM2.5) is mostly produced by mechanical processes. These include automobile tire wear, industrial processes such as cutting and grinding, and re-suspension of particles from the ground or road surfaces by wind and human activities such as construction or agriculture. PM2.5 is mostly derived from combustion sources, such as automobiles, trucks, and other vehicle exhaust, as well as from stationary sources. These particles are either directly emitted or are formed in the atmosphere from the combustion of gases such as NOX and SOX combining with ammonia. PM2.5 components from material in the Earth's crust, such as dust, are

also present, with the amount varying in different locations.

The Proposed Project would implement all required SCAQMD dust control techniques (i.e., daily watering), limitations on construction hours, and adhere to SCAQMD Rules 402 and 403 (which require watering of inactive and perimeter areas, track out requirements, etc.) and San Bernardino County Code Section 83.01.040 (which requires dust control techniques, such as daily watering and limitations on construction hours) to reduce PM10 and PM2.5 concentrations. As shown in Table 4, total PM10 and PM2.5 emissions would not exceed the SCAQMD thresholds during construction. Therefore, potential air quality impacts associated with construction would be less than significant.

ROG Emissions

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates ROG emissions, which are O3 precursors. In accordance with the methodology prescribed by the SCAQMD, the ROG emissions associated with paving have been quantified with CalEEMod. Architectural coatings were also quantified with CalEEMod based upon the size of the buildings.

The highest concentration of ROG emissions would be generated during the application of architectural coatings on the building. As required by law, all architectural coatings for the Proposed Project structures would comply with SCAQMD Regulation XI, Rule 1113 – Architectural Coating. Rule 1113 provides specifications on painting practices as well as regulates the ROG content of paint. As shown in Table 4, project construction would not result in an exceedance of ROG emissions during any years of construction. Therefore, potential impacts associated with ROG emissions would be less than significant.

Construction Equipment and Worker Vehicle Exhaust

Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the Project Site, emissions produced on-site as the equipment is used, and emissions from trucks transporting materials to and from the Project Site. Standard SCAQMD regulations, such as maintaining all construction equipment in proper tune, shutting down equipment when not in use for extended periods of time, and implementing SCAQMD Rule 403 would be adhered to. As shown in Table 4, construction equipment exhaust would not exceed SCAQMD thresholds; therefore, potential air quality impacts associated with construction activities would be less than significant.

Naturally Occurring Asbestos

Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by State, Federal, and international agencies and was identified as a toxic air contaminant by the California Air Resources Board in 1986. Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed. According to the Department of Conservation Division of Mines and Geology, A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report (August 2000), serpentinite and ultramafic rocks are not known to occur within the project area; therefore, no impacts associated with naturally occurring asbestos would occur.

Total Daily Construction Emissions

In accordance with the SCAQMD Guidelines, CalEEMod was utilized to model construction emissions for ROG, NOX, CO, SOX, PM10, and PM2.5. Construction would occur over approximately seven months with the greatest emissions being generated during the initial stages of construction. Additionally, the greatest amount of ROG emissions would typically occur during the final stages of development due to the application of architectural coatings.

CalEEMod allows the user to input mitigation measures such as watering the construction area to limit fugitive dust. "Mitigation measures" that were input into CalEEMod allow for certain reduction credits and result in a decrease of pollutant emissions. Reduction credits are based upon studies developed by CARB, SCAQMD, and other air quality management districts throughout California, and were programmed within CalEEMod. As depicted in Table 4, construction emissions would not exceed the SCAQMD thresholds of significance for any criteria pollutants. Therefore, construction-related air emissions would not result in a cumulatively considerable net increase of any criteria pollutant and potential impacts associated with construction emissions would be less than significant.

Long-Term Operational Emissions

Mobile Source Emissions

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NOX, SOX, PM10, and PM2.5 are all pollutants of regional concern (NOX and ROG react with sunlight to form O3 [photochemical smog], and wind currents readily transport SOX, PM10, and PM2.5). However, CO tends to be a localized pollutant, dispersing rapidly at the source.

The project-generated vehicle emissions have been estimated using CalEEMod. Trip generation rates associated with the Proposed Project were based on traffic data within Appendix L - *Alder Logistics Center – Trip Generation Memorandum*. The Proposed Project would generate approximately 306 daily trips, including 32 trips during the AM peak hour and 36 trips during the PM peak hour. Table 5, *Long-Term Air Emissions*, presents the anticipated mobile source emissions, which shows that emissions generated by vehicle traffic associated with the Proposed Project would not exceed established SCAQMD regional thresholds.

Table 5 - Long-Term Air Emissions

Scenario	Emissions (pounds per day) ^{1,2}					
	ROG	NOx	CO	SOx	PM10	PM2.5
Project Summer Emissions						
Area Source	3.97	0.00	0.04	0.00	0.00	0.00
Energy Source	0.25	2.25	1.89	0.01	0.17	0.17
Mobile	0.70	7.59	7.21	0.04	1.97	0.55
Total Maximum Daily Emissions ³	4.93	9.85	9.14	0.05	2.15	0.72
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Project Winter Emissions						
Area Source	3.97	0.00	0.04	0.00	0.00	0.00
Energy Source	0.25	2.25	1.89	0.01	0.17	0.17
Mobile	0.63	7.56	6.58	0.03	1.97	0.55
Total Maximum Daily Emissions	4.86	9.81	8.51	0.05	2.15	0.72
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Source: Appendix A						
Notes:						
1. Emissions were calculated using CalEEMod version 2016.3.2, as recommended by the SCAQMD.						
2. The emissions results in this table represent the "mitigated" emissions shown in the Appendices of Appendix A.						
3. The numbers may be slightly off due to rounding.						

Area Source Emissions

Area source emissions would be generated due to an increased demand for consumer products, architectural coating, and landscaping associated with the Proposed Project. The Proposed Project would not include wood burning fireplaces or other devices per SCAQMD Rule 445 (Wood Burning Devices). As shown in Table 5, area source emissions from the Proposed Project would not exceed SCAQMD thresholds for ROG, NOX, CO, SOX, PM10, or PM2.5. Energy Source Emissions Energy source emissions would be generated as a result of electricity and natural gas (non-hearth) usage associated with the Proposed Project. The primary use of electricity and natural gas by the Proposed Project would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. As shown in Table 5, energy source emissions from the Proposed Project would not exceed SCAQMD thresholds for ROG, NOX, CO, SOX, PM10, or PM2.5.

Air Quality Health Impacts

Adverse health effects induced by criteria pollutant emissions are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, and the number and character of exposed individual [e.g., age, gender]). Ozone precursors, VOCs and NOX, affect air quality on a regional scale. Health effects related to ozone are therefore the product of emissions generated by numerous sources throughout a region. Existing models have limited sensitivity to small changes in criteria pollutant concentrations, and, as such, translating project-generated criteria pollutants to specific health effects or additional days of nonattainment would produce meaningless results. Therefore, the Proposed Project's less than significant increases in regional air pollution from criteria air pollutants would have nominal or negligible impacts on human health.

As noted in the Brief of Amicus Curiae by the SCAQMD (April 6, 2015) for the *Sierra Club vs. County of Fresno*, the SCAQMD acknowledged it would be extremely difficult, if not impossible to quantify health impacts of criteria pollutants for various reasons including modeling limitations as well as where in the atmosphere air pollutants interact and form. As noted in the Brief of Amicus Curiae by the San Joaquin Valley Air Pollution Control District (SJVAPCD) (April 13, 2015) for the *Sierra Club vs. County of Fresno*, SJVAPCD has acknowledged that currently available modeling tools are not equipped to provide a meaningful analysis of the correlation between an individual development project's air emissions and specific human health impacts.

The SCAQMD acknowledges that health effects quantification from ozone, as an example is correlated with the increases in ambient level of ozone in the air (concentration) that an individual person breathes. SCAQMD's Brief of Amicus Curiae states that it would take a large amount of additional emissions to cause a modeled increase in ambient ozone levels over the entire region. The SCAQMD states that based on their own modeling in the SCAQMD's 2012 Air Quality Management Plan, a reduction of 432 tons (864,000 pounds) per day of NOX and a reduction of 187 tons (374,000 pounds) per day of VOCs would reduce ozone levels at highest monitored site by only nine parts per billion. The SCAQMD concludes that it is not currently possible to accurately quantify ozone-related health impacts caused by NOX or VOC emissions from relatively small projects (defined as projects with regional scope) due to photochemistry and regional model limitations. Therefore, as the Proposed Project would not exceed SCAQMD thresholds for construction and operational air emissions, potential air quality health impacts would be less than significant.

Table 5 shows that operational emissions from the Proposed Project would not exceed SCAQMD thresholds. If stationary sources, such as backup generators, are installed on-site, they would be required to obtain applicable permits from SCAQMD for operation of such equipment. The SCAQMD is responsible for issuing permits for the operation of stationary sources in order to reduce air pollution, and to attain and maintain the national and California ambient air quality standards in the Basin. If backup generators are required, they would be used only in emergency situations, and would not contribute a substantial amount of emissions capable of exceeding SCAQMD thresholds. Therefore, operational air emissions would not result in a cumulatively considerable net increase of any criteria pollutant and potential impacts would be less than significant.

For reasons described above, potential impacts resulting 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 would be less than significant.

Less Than Significant Impact.

c) Expose sensitive receptors to substantial pollutant concentrations?

Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

The nearest sensitive receptors are residential uses adjoining the Project Site to the south. In order to identify impacts to sensitive receptors, the SCAQMD recommends addressing localized significance thresholds (LSTs) for construction and operations impacts (area sources only). The CO hotspot analysis following the LST analysis addresses localized mobile source impacts.

Construction-Related Localized Air Quality Impacts

LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the Final Localized Significance Threshold Methodology (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized air quality impacts. The SCAQMD provides the LST screening lookup tables for one, two, and five-acre projects emitting CO, NOX, PM2.5, or PM10. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The SCAQMD recommends that any project over five acres should perform air quality dispersion modeling to assess impacts to nearby sensitive receptors. The Project Site is located within SRA 34, Central San Bernardino Valley.

The SCAQMD guidance on applying CalEEMod to LSTs specifies the number of acres a piece of equipment would likely disturb per day. SCAQMD provides LST thresholds for one-, two- and five-acre site disturbance areas; SCAQMD does not provide LST thresholds for projects over five acres. Based on information obtained from CalEEMod, the Proposed Project is anticipated to disturb up to 65 acres during the grading phase. The grading phase would take approximately 26 days in total to complete. The Proposed Project would actively disturb approximately 2.5 acres per day (65 acres divided by 26 days). Therefore, the LST thresholds for two acres were conservatively utilized for the construction LST analysis.

The closest sensitive receptors are residential uses adjoining the Project Site to the south. These sensitive land uses may be potentially affected by air pollutant emissions generated during onsite construction activities. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. As the nearest sensitive uses are adjoining the Project Site to the south, the LST values for 25 meters (82 feet) were used.

Table 6, *Localized Significance of Construction Emissions*, shows the localized construction related emissions for NOX, CO, PM10, and PM2.5 compared to the LSTs for SRA 34. The localized emissions presented in Table 6 are less than those in Table 5 because localized emissions include only on-site emissions (i.e., from construction equipment and fugitive dust), and do not include off-site emissions (i.e., from hauling activities). As shown in Table 6, the Proposed Project's localized construction emissions would not exceed the LSTs for SRA 34. Therefore, potential localized significance impacts from construction would be less than significant.

Table 6 - Localized Significance of Construction Emissions

Phase	Emissions (pounds per day)			
	NOX	CO	PM10	PM2.5
Construction				
Year 1 (2020) On-Site Emissions ^{1,2}	50.48	26.15	5.39	3.32
SCAQMD Localized Threshold ³	170	972	7	4
Threshold Exceeded?	No	No	No	No
Year 2 (2021) On-Site Emissions ^{2,4}	21.31	21.66	1.15	1.08
SCAQMD Localized Threshold ³	170	972	7	4
Threshold Exceeded?	No	No	No	No
Source: Appendix A.				
Notes:				
1 The grading phase emissions during Year 1 present the worst-case scenario for NO _x , CO, PM ₁₀ , and PM _{2.5} .				
2 The mitigation reduction/credits for construction emissions applied in CalEEMod are based on the application of dust control techniques as required by SCAQMD Rule 403. The dust control techniques include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces twice daily; cover stockpiles with tarps; water all haul roads three times daily; and limit speeds on unpaved roads to 15 miles per hour.				
3 The Localized Significance Threshold was determined using Appendix C of the SCAQMD Final Localized Significant Threshold Methodology guidance document for pollutants NO _x , CO, PM ₁₀ , and PM _{2.5} . The Localized Significance Threshold was based on the anticipated daily acreage disturbance for construction (approximately 2.5 acre; therefore, the threshold for 2-acre was used), a distance of 82-feet (25) meters to the closest sensitive receptor, and the source receptor area (SRA 34).				
1 The building construction phase emissions during Year 2 present the worst-case scenario for NO _x , CO, PM ₁₀ , and PM _{2.5} .				

Operation-Related Localized Air Quality Impacts

According to SCAQMD localized significance threshold methodology, LSTs would apply to the operational phase of a project if it includes stationary sources or attracts mobile sources that may spend extended periods queuing and idling at the Project Site (e.g., warehouse or transfer facilities). Since the Proposed Project is a warehouse, the operational phase LST protocol was applied. If emissions exceed the applicable operational LSTs for the Project Site, then additional dispersion modeling would need to be conducted to determine if there is an actual exceedance of the ambient air quality standards.

Although the Project Site is approximately 8.72 acres, the five-acre operational LST was utilized to provide a conservative estimate of operational LST impacts. Applicable localized thresholds from the SCAQMD's mass-rate LST lookup tables for a five-acre project site within SRA 34 are as follows:

- NOX: 270 pounds per day;
- CO: 1,746 pounds per day;
- PM10: 4 pounds per day; and/or
- PM2.5: 2 pounds per day.

Table 7 - *Localized Significance of Operational Emissions*, shows the calculated emissions for the Proposed Project's operational activities compared to the applicable LSTs.

Table 7 - Localized Significance of Operational Emissions

Source	Pollutant (pounds/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Operational				
Area Source Emissions	0.00	0.04	0.00	0.00
Localized Significance Threshold ¹	270	1,746	4	2
Thresholds Exceeded?	No	No	No	No
Source: Appendix A.				
Notes:				
1. The Localized Significance Threshold was determined using Appendix C of the SCAQMD <i>Final Localized Significant Threshold Methodology</i> guidance document for pollutants NO _x , CO, PM ₁₀ , and PM _{2.5} . The Localized Significance Threshold was based on the total acreage for operational (the 5-acre threshold was used), the distance to sensitive receptors, and the source receptor area (SRA 34).				

As shown in Table 7, the Proposed Project’s operational area source emissions would be negligible and would not exceed the LSTs for SRA 34. Therefore, potential localized significance impacts from operations would be less than significant.

Although the Proposed Project would not exceed the SCAQMD LST thresholds at the nearest sensitive receptors, the analysis below further discusses potential health risks associated with diesel particulate matter (DPM) from heavy trucks accessing and idling on-site during project operations.

Health Risk Assessment

Potential health risks resulting from project generated DPM were analyzed within the *Alder Logistics Center Project Health Risk Assessment* (HRA) (Appendix B). The assessment evaluated the increased potential for cancer risk and noncarcinogenic hazards as a result of the Proposed Project. According to the HRA, the highest expected annual average diesel PM10 emission concentrations at sensitive receptors would be 0.0015 micrograms per cubic meter (µg/m3). This level of concentration would be experienced at the residences directly east of the Project Site. The residential neighborhoods to the south are the closest sensitive receptors to the Project Site. The calculations conservatively assume no cleaner technology with lower emissions in future years.

Cancer Risk

The cancer risk calculations for residences in the project vicinity are based on 30-year exposure periods. The calculated carcinogenic risk at these locations, which surround the Project Site, as a result of the Proposed Project is depicted in Table 8 - *Maximum Operational Health Risk at Project Vicinity Residences*. PM10 concentrations from heavy trucks would not exceed the SCAQMD’s maximum individual cancer risk of 10 in one million. Therefore, potential impacts associated with cancer risk would be less than significant.

Noncarcinogenic Hazards

The significance thresholds for TAC exposure also require an evaluation of noncancer risk stated in terms of a hazard index. Noncancer chronic impacts are calculated by dividing the annual average concentration by the reference exposure level (REL) for that substance. The REL is defined as the concentration at which no adverse noncancer health effects are anticipated. The potential for acute noncancer hazards is evaluated by comparing the maximum short-term exposure level to an acute REL. RELs are designed to protect sensitive individuals within the population. The calculation of acute noncancer impacts is like the procedure for chronic noncancer impacts.

An acute or chronic hazard index of 1.0 is considered individually significant. The hazard index is calculated by dividing the acute or chronic exposure by the REL. The highest maximum chronic and acute hazard index associated with the emissions from the Proposed Project would be 0.0046 and 0.020, respectively. Noncarcinogenic hazards are calculated to be within acceptable limits, therefore noncarcinogenic hazard impacts would be less than significant.

Table 8 - Maximum Operational Health Risk at Project Vicinity Residences

Sensitive Receptor ¹	Address	Cancer Risk per Million (30-Year Exposure)	Significance Threshold (Risk Per Million)	Threshold Exceeded?
1	10349 Alder Avenue, Bloomington, CA 92316	1.10	10	No
2	10359 Alder Avenue, Bloomington, CA 92316	1.15	10	No
3	10395 Alder Avenue, Bloomington, CA 92316	1.31	10	No
4	10431 Alder Avenue, Bloomington, CA 92316	0.92	10	No
5	17744 Slover Avenue, Bloomington, CA 92316	0.50	10	No
6	17736 Slover Avenue, Bloomington, CA 92316	0.54	10	No
7	10472 Alder Avenue, Bloomington, CA 92316	0.80	10	No
8	10440 Alder Avenue, Bloomington, CA 92316	0.95	10	No
PMI ²	NA	1.97	10	No

Source: Michael Baker International, *Alder Logistics Center Project Health Risk Assessment*, dated August 21, 2019.

Notes:

NA = Not Applicable

1. Refer to Table 1, *Sensitive Receptors*, within the *Alder Logistics Center Project Health Risk Assessment*, prepared by Michael Baker International and dated August 21, 2019.
2. The point of maximum impact (PMI) risk is provided for informational purposes as sensitive receptors do not currently exist at this location; refer to the *Alder Logistics Center Project Health Risk Assessment*, prepared by Michael Baker International and dated August 21, 2019.

Noncarcinogenic hazards resulting from the Proposed Project would be within acceptable limits. Potential impacts related to cancer risk and PM10 concentrations from heavy trucks would be less than significant at the nearest residential neighborhoods. Therefore, potential impacts associated with health risk from heavy trucks would be less than significant.

Carbon Monoxide Hotspots

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (i.e., adversely affecting residents, school children, hospital patients, and the elderly). The Basin is designated as an attainment/maintenance area for the Federal CO standards and an attainment area for State standards. There has been a decline in CO emissions even though vehicle miles traveled on U.S. urban and rural roads have increased nationwide estimated anthropogenic CO emissions have decreased 68 percent between 1990 and 2014. In 2014, mobile sources accounted for 82 percent of

the nation's total anthropogenic CO emissions. Three major control programs have contributed to the reduced per-vehicle CO emissions: exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

According to the SCAQMD CEQA Air Quality Handbook, a potential CO hotspot may occur at any location where the background CO concentration already exceeds 9.0 ppm, which is the 8-hour California ambient air quality standard. As previously discussed, the Project Site is located nearby SRA 34, Central San Bernardino Valley. Communities within SRAs are expected to have similar climatology and ambient air pollutant concentrations. The closest monitoring station representative of SRA 34 is the Fontana-Arrow Highway Monitoring Station, which is located approximately 4.7 miles northwest of the Project Site. The highest one-hour CO concentration at the Fontana-Arrow Highway Monitoring Station was measured at 1.91 ppm in 2018. The background CO concentration near the Project Site does not exceed or approach the 9.0 ppm threshold and a CO hotspot would not occur. Therefore, potential CO hotspot impacts would be less than significant.

Localized Air Quality Health Impacts

Air emissions from the Proposed Project would not exceed the SCAQMD's LST thresholds, would not present a cancer or non-cancer health risk at nearby receptors from DPM emissions, and CO hotspots would not occur as a result of the Proposed Project. Therefore, the Proposed Project would not exceed the most stringent applicable Federal or State ambient air quality standards for emissions of CO, NOX, PM10, or PM2.5. It should be noted that the ambient air quality standards are developed and represent levels at which the most susceptible persons (e.g., children and the elderly) are protected. In other words, the ambient air quality standards are purposefully set in a stringent manner to protect children, elderly, and those with existing respiratory problems. Therefore, localized air quality health impacts would be less than significant. Therefore, potential impacts associated with exposing sensitive receptors to substantial pollutant concentrations would be less than significant.

Less Than Significant Impact.

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

According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. At the time of this analysis, a tenant has not been identified for the Proposed Project. However, as the Proposed Project would consist of a warehouse, the Proposed Project would not include any uses identified by the SCAQMD as being associated with odors. Construction activities associated with the Proposed Project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short-term in nature and cease upon project completion. In addition, the Proposed Project would comply with the California Code of Regulations, Title 13, sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would further reduce the detectable odors from heavy-duty equipment exhaust. The Proposed Project would also comply with the SCAQMD Regulation XI, Rule 1113 – Architectural Coating, which would minimize odor impacts from ROG emissions during architectural coating. Any impacts to existing adjacent land uses would be short-term; therefore, potential impacts associated with odors affecting a substantial number of people would be less than significant.

Less Than Significant Impact.

Initial Study P201900293

Lake Creek Industrial, LLC

APN: 0252-131-03; 0252-131-04; 0252-131-36; 0252-131-41; 0252-131-43

November 2019

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

IV. BIOLOGICAL RESOURCES

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

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

San Bernardino County General Plan, 2007; Submitted Project Materials, Appendix C - *Alder Logistics Center Project – General Biological Resources Assessment*

A general biological resources assessment was completed by NOREAS, Inc., to determine potential impacts to biological resources associated with the development of the Proposed Project (Appendix C – *Alder Logistics Center Project – General Biological Resources Assessment*, NOREAS Environmental Engineering and Science, May 2019).

Prior to beginning field surveys, resource specialists were consulted and available information from resource management plans and relevant documents were reviewed to determine the locations and types of biological resources that have the potential to exist within - and adjacent to the study area. Resources were evaluated within several miles of the Project (Appendix C, Figures 4, 5 and 6). The materials reviewed included, but were not limited to, the following:

- U.S. Fish and Wildlife Service (USFWS) Delhi Sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*) Recovery Plan (USFWS 1997);
- USFWS Critical Habitat Mapper and File Data (USFWS 2019a);
- USFWS Carlsbad Field Office Species List for San Bernardino County (2019b);
- California Natural Diversity Database maintained by the California Department of Fish and Wildlife (CDFW 2019);
- California Native Plant Society (CNPS) Electronic Inventory (CNPS 2019); and
- Aerial Photographs (Microsoft Corporation 2019).

Pedestrian-based field surveys were performed in May 2019 to assess general and dominant vegetation community types, community sizes, habitat types, and species present within communities. Community type descriptions were based on observed dominant vegetation composition and derived from the criteria and definitions of widely accepted vegetation classification systems (Holland 1986; Sawyer et al. 2009). Plants were identified to the lowest taxonomic level sufficient to determine whether the plant species observed were non-native, native, or special status. Plants of uncertain identity were subsequently identified from taxonomic keys (Baldwin et al. 2012). Scientific and common species names were recorded according to Baldwin et al. (2012).

The presence of a wildlife species was based on direct observation and wildlife sign (e.g., tracks, burrows, nests, scat, or vocalization). Field data compiled for wildlife species included scientific name, common name. Wildlife of uncertain identity was documented and subsequently identified from specialized field guides and related literature (Burt and Grossenheider 1980; Halfpenny 2000; Sibley 2000; Elbroch 2003, and Stebbins 2003).

The Proposed Project includes a design feature, outlined below, to ensure compliance with federal, state, and local regulation pertaining to migratory birds.

Project Design Feature 1

In order to comply with Section 10 of the Migratory Bird Treaty Act and relevant sections of the California Fish and Game Code, any vegetation clearing should take place outside of the typical avian nesting season (e.g., March 15th until September 1st).

- If work needs to take place between March 15th and September 1st, a pre – activity clearance survey for nesting birds should be completed prior to the onset of ground disturbance.
- An activity exclusion buffer zone around occupied nests should be maintained during physical ground disturbing undertakings. Once nesting has ended, the buffer may be removed.

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

Vegetation Communities

The only land cover type observed within the study area was *Developed and Disturbed* (Appendix C, Figure 3 – *Vegetation Communities/Land Cover Types*). Developed and disturbed lands within the study area include locales that have been paved, cleared, graded or otherwise altered by anthropogenic activities (i.e., access roads, residential housing, ornamental landscaping, commercial enterprises and so forth). This cover type includes ruderal locales subject to recent grading, clearing, or other physical human modification of soils and/or vegetation. These lands consist of exposed soils with minimal vegetation, and moderate cover by various non-native annual grasses, and weeds adapted for growth on substrates subject to disturbance. Common non-native plants species within this type included riggut brome (*Bromus diandrus*), slender wild oat (*Avena barbata*), Peruvian Pepper (*Schinus molle*), redstem filaree (*Erodium cicutarium*) and Russian thistle (*Salsola tragus*).

No Federal or State listed plant species were observed within the study area during the 2019 field survey events. Nonetheless, several have been documented within 10 miles (Appendix C, Figure 4 – *Literature Review*). The study area includes no USFWS-designated critical habitat for plants (Appendix C, Figure 5 – *Critical Habitat*), and the Project Site does not include the substantive habitat requirements necessary to support special-status flora. Special-status species known to occur within 10 miles of the Project, and their potential for occurrence within the Project Site are detailed beginning on page B-1 of Appendix C. A qualifier of *Absent [A]* was applicable for all special-status species. Therefore, potential impacts associated with substantial adverse effects, either directly or through habitat modifications, on any vegetation 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 would be less than significant.

Wildlife Communities

Wildlife species observed within the study area consisted of commonly occurring species - including, but not limited to, European starling (*Sturnus vulgaris*), Common Raven (*Corvus corax*), Say's Phoebe (*Sayornis saya*), and Side-blotched Lizard (*Uta stansburiana*)(Appendix C (pg D-1)).

No Federal or State listed wildlife species were observed within the study area during the May 2019 field survey events. Nonetheless, several have been documented within 10 miles of the Project (Appendix C, Figure 4 – *Literature Review*). The study area includes no USFWS-designated critical habitat for wildlife (Appendix C, Figure 5 – *Critical Habitat*) and the Project Site does not include the substantive habitat requirements necessary to support special-status wildlife. Special-status species known to occur within

10 miles of the Project Site, and their potential for occurrence within the Project Site are detailed beginning on page B-1 of Appendix C. The Project Site occurs in an area that has undergone a conversion from natural habitats into residential, industrial, and commercial land uses. The Project Site is bordered by residential and commercial endeavors. On-site and surrounding land uses in the immediate vicinity of the Project have been heavily disturbed - if not completely eliminated most of the naturally occurring habitats on and around the Project Site, thereby reducing the suitability of the habitat to support special status plant and wildlife species-in particular Delhi Sands Flower-loving Fly (*Rhaphiomidas terminates abdominalis* [DSF]).

The Project Site is within the DSF Jurupa Recovery Unit (Appendix C, Figure 5), therefore, portions of the Project Site have been mapped by the USDA Natural Resources Conservation Service (NRCS) Soil Survey as being comprised of Delhi Sand soils (Appendix C, Figure 6 - *Soils*). Additionally, the Project Site is located within the Biotic Resource Overlay map, in an area designated as "habitats of concern" for the DSF by the County of San Bernardino.⁷ Since Delhi Sand soils are wind deposited (aeolian), the boundaries established by USDA-NRCS are not exact and change over time. Based on the results of the survey, surface soils present on the Project Site were determined not to contain clean Delhi Sand soils. The soils within the boundaries of the Project Site have been mechanically disturbed by maintenance activities and surrounding development. These activities have mixed existing surface soils present on the Project Site with Delhi Sand soils that could have historically provided suitable habitat. As a result, open, undisturbed Delhi sand soils required by DSF do not occur within the Project Site. The undeveloped areas within the Project Site were unsuitable to support DSF. The presence of four common plant species, California buckwheat (*Eriogonum fasciculatum*), California croton (*Croton californicus*), deer weed (*Acmispon glaber*), and telegraph weed (*Heterotheca grandiflora*), are commonly attributed as indicators of DSF habitat suitability. None of the indicator species were observed within the Project Site. As a result, the Project Site was determined not to have the potential to provide suitable habitat for DSF and it is assumed that DSF is absent from it. The Project Site is surrounded by existing development on all sides, and no longer has connectivity to areas containing clean Delhi Sands soils, or locales subject to Aeolian processes. Therefore, potential impacts associated with substantial adverse effects, either directly or through habitat modifications, on any wildlife 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 would be less than significant.

Less than Significant Impact.

⁷ http://www.sbcounty.gov/Uploads/lus/BioMaps/vly_mtn_all_biotic_resources_map_final.pdf Accessed August 29, 2019

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

Literature review and the May 2019 field survey data determine it is appropriate to characterize the Project Site as an upland, as no riparian habitats or obvious indicators of well-defined water conveyance bed, bank or channel were observed. The topography of the Project Site and regional groundwater basin information denote the Project Site lacks waters which are typically subject to Clean Water Act, or Fish and Game Code Section 1600 jurisdiction. The National Wetland Inventory has no records of special aquatic resources within the study area (Appendix C, Figure 7 – *National Wetlands Inventory*). Therefore, no impacts associated with 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 U.S. Fish and Wildlife Service would occur.

No Impact.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

As stated above in Section IV(b), the Project Site is characterized as an upland, as no riparian habitats or indicators of well-defined water conveyance bed, bank or channel were observed. The topography of the Project Site and regional groundwater basin information denote the Project Site lacks waters which are typically subject to Clean Water Act, or Fish and Game Code Section 1600 jurisdiction. The National Wetland Inventory has no records of special aquatic resources within the study area. Therefore, no impacts associated with 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 would occur.

No Impact.

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

Wildlife Communities

Developed and disturbed were the only land cover types detected within the study area during pedestrian surveys in May 2019. More than 99% of the study area is comprised of developed, disturbed and/or non-native plant and wildlife habitats. The Project is not collocated with any United States Fish and Wildlife Service designated critical habitat, nor were any special status species detected within the study area during the May 2019 field survey events. No nesting birds, remnant raptor nests, or bat guano were detected within the Project Site either. However, in order to comply with Section 10 of the Migratory Bird Treaty Act and relevant sections of the California Fish and Game Code, the Proposed Project includes

Project Design Feature 1.

The extent of anthropogenic disturbance within the Project Site and in the region, have substantially decreased the Project Site's value as suitable breeding, nesting, refuge and foraging habitat for native and special status species as well. The Project Site also has limited, if any, value as a low quality migration corridor or overland dispersal habitat for wildlife as the Project Site is severely movement constrained by surrounding residential and commercial developments and public infrastructure (i.e., interstate highway, paved roads, rail roads, residential houses, vacant lots, parking and industrial complexes, etc.). Nonetheless, the study area is within the Delhi Sands Flower-loving Fly (*Rhaphiomidas terminatus abdominalis* [DSF]) Jurupa Recovery Unit.

To that end, portions of the Project Site have been mapped by the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Soil Survey as being comprised of Delhi Sand soils. Delhi Sand soils are wind deposited (aeolian), the boundaries established by USDANRCS are not exact and change over time. Based on the results of the survey, surface soils present on the Project Site were determined not to contain clean Delhi Sand soils. As a result, the Project Site was determined not to have the potential to provide suitable habitat for DSF and it is assumed that DSF is absent from it. The Project Site is surrounded by existing development on all its sides, and no longer has connectivity to areas containing clean Delhi Sands soils, or locales subject to Aeolian processes. Therefore, development of the Proposed Project would not be expected to impact DSF or impede the species recovery as defined by the United States Fish and Wildlife Service (USFWS) DSF Recovery Plan (1997).

Therefore, potential impacts associated with the substantial interference 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 would be less than significant.

Less Than Significant Impact.

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

The Project Site consists of developed and disturbed land cover types, as observed in the May 2019 pedestrian surveys. Some trees would be removed as a result of the Proposed Project, specifically those located in the northeast corner of the Project Site. However, in the event a native or other regulated tree as identified in County Development Code 88.01.070 is to be removed, a permit through the County would be required pursuant to Chapter 88.01 – *Plant Protection and Management*. The County Public Works Department in conjunction with the County Planning Department would determine the removal and replacement process for any trees subject to Chapter 88.01.

The Project Site is within a mapped area of “habitats of concern” for the DSF by the County of San Bernardino.⁸ The County General Plan’s Conservation Element, Section V.1 – *Biological Resources* policy CO 2.1(1) states areas within the Biotic Resource Overlay shall be accompanied by a report identifying all biotic resources on the Project Site⁹(Appendix C).

Portions of the Project Site have been mapped by the USDA Natural Resources Conservation Service (NRCS) Soil Survey are comprised of Delhi Sand soils (Appendix C, Figure 6 - *Soils*). Since Delhi Sand soils are wind deposited (aeolian), the boundaries established by USDA-NRCS are not exact and change over time. Based on the results of the survey, surface soils present on the Project Site were determined not to contain clean Delhi Sand soils. The soils within the boundaries of the Project Site have been mechanically disturbed by maintenance activities and surrounding development. These activities have mixed existing surface soils present on the Project Site with Delhi Sand soils that could have historically provided suitable habitat. As a result, open, undisturbed Delhi sand soils required by DSF do not occur within the Project Site. The undeveloped areas within the Project Site were unsuitable to support DSF. The presence of four common plant species California buckwheat (*Eriogonum fasciculatum*), California croton (*Croton californicus*), deer weed (*Acmispon glaber*), and telegraph weed (*Heterotheca grandiflora*) are commonly attributed as indicators of DSF habitat suitability. None of these indicator species were observed within the Project Site. As a result, the Project Site was determined not to have the potential to provide suitable habitat for DSF and it is assumed that DSF is absent from it. The Project Site is surrounded by existing development on all sides, and no longer has connectivity to areas containing clean Delhi Sands soils, or locales subject to Aeolian processes.

Therefore, potential impacts associated with conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance would be less than significant.

Less Than Significant Impact.

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

The Proposed Project would not conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved, local, regional, or state habitat conservation plan because there is not an adopted plan for the Project Site or adjacent properties. The City of Fontana, located adjacent to the Project Site, does not have an adopted Habitat Conservation Plan. Therefore, no impacts associated with conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan would occur.

Initial Study P201900293

Lake Creek Industrial, LLC

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No Impact.

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

⁸ http://www.sbcounty.gov/Uploads/lus/BioMaps/vly_mtn_all_biotic_resources_map_final.pdf Accessed August 29, 2019

⁹ <http://www.sbcounty.gov/Uploads/lus/GeneralPlan/FINALGP.pdf> (pg. V-15), Accessed August 29, 2019

V. CULTURAL RESOURCES

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

SUBSTANTIATION: (Check if the project is in the Cultural or Paleontological Resources overlays or cite results of cultural resource review):
 San Bernardino County General Plan, 2007; Cultural Historical Resources Information System (CHRIS), South Central Coast Information Center, California State University, Fullerton; Submitted Project Materials; Appendix D – *Cultural and Paleontological Records Searches and Built Environment Evaluation Memorandum, Alder Logistics Center Project, Bloomington, San Bernardino County, California*, VCS Environmental, July 2019

A Cultural and Paleontological Records Searches and Built Environment Evaluation Memorandum was completed to determine potential impacts to paleontological and cultural resources associated with the development of the Proposed Project (Appendix D – *Cultural and Paleontological Records Searches and Built Environment Evaluation Memorandum, Alder Logistics Center Project, Bloomington, San Bernardino County, California*, VCS Environmental, July 2019).

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

Cultural Resources Records Searches

Studies

The South-Central Coastal Information Center (SCCIC) completed a California Historic Resources Information System (CHRIS) record search, which concluded that there have been 10 cultural resources studies completed within one-half mile of the Project Site. One of these studies (SB-03586) included at least a portion of the Project Site; Native American tribes may possess additional cultural resources information. Study identified as SB-03586 by Bruce Love in 2000, was a 16-mile survey of the Ontario to Colton Pipeline. One resource was recorded (CA-SBR-006859H), but it is not within the Project Site.

The records search also concluded that no cultural resources have been recorded within the Project Site. There are two resources recorded within a 1/2-mile radius of the Project Site. One property is listed on the OHP Historic Property Directory within one-half mile of the Project Site. It is 36-015134; a small historic-era home on 9995 Alder Avenue, approximately 2,000 feet north of the Project Site. It was assigned a National Register of Historic Places (NRHP) status code of 6Y [determined ineligible for

NR by consensus through Section 106 process – not evaluated for California Register of Historical Resources (CRHR) or local listing]. It would not be affected by the Proposed Project.

Internet research was conducted, and historical aerial photographs were reviewed and determined that much of the eastern portion of the Project Site had been developed since 1972 at least, but sometime after 1948. The western side of the Project Site was developed by 1980, but sometime after 1967. It was mostly farmland as early as 1938 until sometime before 1959.

Historic Resource Evaluation

The Project Site consists of land that was developed as a citrus grove in the early twentieth-century, and then converted for use as a brining operation for vegetables in the 1950s. A site visit and intensive-level inspection of the built-environment resources at 10380 Alder Avenue, Bloomington, was performed by Pamela Daly, Architectural Historian, on July 2, 2019 (the brining business lists its property at the address of 10380 Alder Avenue). The 8.86-acre property, which is the site of Gene Belk Briners, is now comprised of 10 buildings and structures and are listed below with dates of construction from approximately 1920 to 1990 (Appendix D, Figure 7 – *Site Plan in 2018*). The buildings and structures on the Project Site surveyed for evaluation of historical significance as the built-environment resources on the property and have achieved a sufficient age (generally over 50-year-old for buildings, structures, features, objects, or man-made landscapes, under the California Environmental Quality Act).

1. Grove House (circa 1930)
2. Garage/Outbuilding (circa 1940s)
3. Former Office Building (circa 1950s)
4. Original maintenance shop (circa 1950s)
5. Office and storage area (circa 1950s)
6. Packaging/former dicing building (circa 1960s)
7. Vegetable processing building (circa 1970s)
8. Truck scales and attendant hut (circa 1970s)
9. New maintenance shop (circa 1980)
10. Double-wide manufactured office building (circa 1990)

The properties were investigated under the auspices of a qualified architectural historian to evaluate the eligibility of listing the buildings and structures that comprised Gene Belk Fruit Packers property as a historical resource in the National Register or California Register.

The study of the five parcels (Project Site) that collectively are identified as 10380 Alder Avenue, was conducted using data from historic aerial photographs, and information from the San Bernardino County Assessor's Office for the buildings and structures constructed on the property from the 1920s. The Project Site has buildings and structures upon it that were constructed over 50 years ago. According to available historical sources, the subject property and adjacent land was agriculturally developed by 1938 and remained in agricultural use into the 1940s. A residence has been located onsite at the northeast corner of the subject property since the 1930s. The brining operation began onsite in the late 1940s and continues to present day. The facility historically utilized unlined and later concrete lined brine ponds onsite which were later capped. The property was evaluated under federal and state criteria for significance as a historical resource.

National and California Register of Historic Places and Resources

Under Criterion A of the National Register, and Criterion 1 of the California Register, the property at 10380 Alder Avenue does not appear to have been associated with events that made a significant contribution to the broad patterns of history in Bloomington, San Bernardino County, or California. The

early citrus grove may have been developed in the 1930s when A. B. Miller established the Semi-Tropic Land and Water Company to serve the areas of Rialto and Fontana. By 1959, the citrus grove on the subject parcel was gone, and the property had been converted to a commercial vegetable brining facility. The community of Bloomington was populated with modest rural farmettes and residential housing, with light industries established to support the larger manufacturing and industrial operations of companies such as the Union Pacific Railroad hub in Colton, Kaiser Steel in Fontana, and Goodrich Company in Rialto. The Gene Belk Brining Company is just one of a multitude of small industries that are located along both sides of Interstate 10 and the SPRR tracks through this area of San Bernardino County. The subject property has not presented information that it contributed to the history of vegetable processing in San Bernardino County or California. The property has not made a significant contribution to the local, regional, or national history, and does not appear eligible for listing as a historical resource in the National Register or California Register. Under the criterion for evaluating properties for listing in the National Register or California Register for their association with the lives of persons important to the history of San Bernardino County, California, or the United States, the property at 10380 Alder Avenue does not appear eligible for listing in the National Register under Criterion B, or the California Register under Criterion 2. No evidence was located supporting Gene Belk, or any other individual associated with the property, was a person identified as having a direct effect on the history of food processing in San Bernardino County, or California.

Criterion C of the National Register, and Criterion 3 the California Register, was used to evaluate the possible significance of the architecture, design, or construction of the built environment resources at 10380 Alder Avenue. It is apparent that the citrus grove endeavor at this site was completely replaced by a vegetable brining operation by 1959, and the property has continued to be used for that purpose. Apart from the modest grove house, the property appears to have developed organically as the needs of the brining facility expanded and modernized between the 1950s and today. The industrial buildings are simple one-story structures, with open floorplans, so that machinery and produce could easily be moved in-and out of the buildings, and these buildings could easily be adapted and reconfigured to meet the needs of the food processing systems. The office buildings are simple, gable-roofed structures that provided basic covered areas for office workers and their equipment.

The built-environment resources on the subject property have retained most of their original aspects of physical integrity. These aspects include the location of the buildings within the brining facility; the architectural and engineering design of the buildings; the materials used in construction of the buildings; the workmanship applied in the construction of the buildings; the property's association with the brining of a variety of vegetable to be sold by retail companies; and the setting of the property on Alder Avenue. The buildings associated with the brining operation are so ubiquitous and plentiful throughout the nation, they are not able to convey a strong sense of feeling to the specific era of the late 1950s or contribute to an important period in the history of vegetable brining in the United States. The buildings and structures at 10380 Alder Avenue do not possess the attributes necessary to be considered eligible for listing in the California Register or the National Register as significant architectural or engineering resources.

The property at 10380 Alder Avenue and the buildings therein, home of Gene Belk Briners from circa 1950 to the present day, does not meet the criteria for listing in the National Register or California Register as a historical resource. For purposes of the California Historical Resources Information System (CHRIS), the property at 10380 Alder Avenue is assigned California Historical Resource Status Code 6Z, to represent a property that has been found ineligible for listing in the National Register or California Register through survey evaluation. Therefore, potential impacts to the significance of a historical resource would be less than significant.

Less Than Significant Impact.

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

The South-Central Coastal Information Center (SCCIC) completed a California Historic Resources Information System (CHRIS) record search, which concluded that there have been 10 cultural resources studies completed within one-half mile of the Project Site. One of these studies (SB-03586) included at least a portion of the Project Site; Native American tribes may possess additional cultural resources information. Study identified as SB-03586 by Bruce Love in 2000, was a 16-mile survey of the Ontario to Colton Pipeline. One resource was recorded (CA-SBR-006859H), but it is not within the Project Site.

The Natural History Museum of Los Angeles County (NHMLAC) completed a Vertebrate Paleontology Records Check on July 8, 2019, that determined no paleontological resources are recorded on the Project Site, although fossils have been found and recorded in the vicinity from similar sedimentary deposits that may occur subsurface on the Project Site. Potential impacts associated with paleontological resources are found in Section VII(f).

Given the minimal impacts to native sediments anticipated for the Proposed Project, archaeological monitoring would only be considered if tribes request monitoring during the Assembly Bill (AB) 52 consultation process. Therefore, potential impacts to archaeological resources would be less than significant.

Less Than Significant.

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

In the unexpected event human remains are found, those remains would require proper treatment, in accordance with applicable laws. Procedures of conduct following the discovery of human remains on non-federal lands have been mandated by California Health and Safety Code (CHSC) §7050.5, PRC §5097.98 and the California Code of Regulations (CCR) §15064.5(e). According to the provisions in CEQA, should human remains be encountered, all work in the immediate vicinity of the burial must cease, and any necessary steps to ensure the integrity of the immediate area must be taken. The County Coroner would be immediately notified. The Coroner must then determine whether the remains are Native American. If the Coroner determines the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC), who would, in turn, notify the person they identify as the most likely descendent (MLD) of any human remains. Further actions would be determined, in part, by the desires of the MLD. The MLD has 48 hours from being allowed access to the Project Site to make recommendations regarding the disposition of the remains following notification from the NAHC of the discovery. If the MLD does not make recommendations within 48 hours, the owner shall, with appropriate dignity, reinter the remains in an area of the property secure from further disturbance. Alternatively, if the owner does not accept the MLD's recommendations, the owner or the descendent may request mediation by the NAHC. As a result of tribal consultation efforts with the Gabrieleno Band of Mission Indians – Kizh Nation, **MM CUL-1**, in addition to compliance with existing regulations and procedures outlined in the CHSC and the CCR, would ensure that potential impacts would be less than significant. Therefore, with implementation of **MM CUL-1**, potential impacts associated with disturbance of human remains would be less than significant.

Less Than Significant Impact With Mitigation Incorporated.

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Mitigation Measures:

MM CUL-1: Unanticipated Discovery of Human Remains and Associated Funerary Objects: Prior to the issuance of a grading permit, the Property Owner/Developer shall include the following note on the plans: Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC) and PRC 5097.98 shall be followed.

No significant adverse impacts are identified or anticipated with implementation of MM CUL-1.

VI. ENERGY

Issues		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
Would the project:					
a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SUBSTANTIATION: San Bernardino County General Plan, 2007; Submitted Materials; Appendix E – <i>Alder Logistics Center Project – Energy Analysis Technical Memorandum</i> , Michael Baker International, August 2019					

An energy analysis was completed to determine potential impacts to energy associated with the development of the Proposed Project (Appendix E – *Alder Logistics Center Project – Energy Analysis Technical Memorandum*, Michael Baker International, August 2019).

The impact analysis focuses on the three sources of energy that are relevant to the Proposed Project: electricity, natural gas, and transportation fuel for vehicle trips associated with the Proposed Project as well as the fuel necessary for project construction.

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

Energy consumption associated with the Proposed Project is summarized in Table 9, *Project and Countywide Energy Consumption*.

Table 9 - Project and Countywide Energy Consumption

Energy Type	Project Annual Energy Consumption	San Bernardino County Annual Energy Consumption ^{1,2}	Percentage Increase Countywide
Electricity Consumption	6,501 MWh	15,323,269 MWh	0.042%
Natural Gas Consumption	83,926 therms	500,082,474 therms	0.017%
Automotive Fuel Consumption ^{3,4}			
• Project Construction ⁵	39,385 gallons	274,404,444 gallons	0.014%
• Project Operations	58,114 gallons	945,024,765 gallons	0.006%
Notes:			
1. The project increases in electricity and natural gas consumption are compared with the total consumption in San Bernardino County in 2019.			
2. The project increases in automotive fuel consumption are compared with the countywide fuel consumption in 2019.			
3. Construction fuel consumption is based equipment and load factors from California Emissions Estimator Model (CalEEMod version 2016.3.2)			
4. Countywide fuel consumption is from the California Air Resources Board EMFAC2014 model.			
5. The estimated construction fuel consumption is based on the Proposed Project's construction equipment list timing/phasing, and hours of duration for construction equipment, as well as vendor, hauling, and construction worker trips.			
Source: Refer to Appendix A, <i>Energy Data</i> of Appendix E			

Construction-Related Energy

Construction of the Proposed Project would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass. Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during grading, paving, and building construction. Fuel energy consumed during construction would be temporary in nature and would not represent a significant demand on energy resources. Some incidental energy conservation would occur during construction through compliance with State requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest EPA and California Air Resources Board (CARB) engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction. Substantial reductions in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than non-recycled materials. The incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. It is reasonable to assume that production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest in minimizing the cost of doing business.

As shown in Table 9, the overall fuel consumption during construction of the Proposed Project would be 39,385 gallons, which would result in a nominal increase (0.014 percent) in fuel use in the County. Project construction would have a minimal effect on the local and regional energy supplies. Construction fuel use is temporary and would cease upon completion of construction activities. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or State and construction fuel consumption would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. Therefore, potential impacts associated with wasteful energy use during construction would be less than significant.

Operational Energy

Energy Demand

Transportation Energy Demand

Pursuant to the Federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration (NTSA) is responsible for establishing additional vehicle standards and for revising existing standards. Compliance with Federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. Table 9 provides an estimate of the daily fuel consumed by vehicles traveling to and from the Project Site. As shown in Table 9, project operations are estimated to consume approximately 58,114 gallons of fuel per year, which would increase Countywide automotive fuel consumption by 0.006 percent. The Proposed Project would not result in any unusual characteristics that would result in excessive long-term operational fuel consumption. Fuel consumption associated with vehicle trips generated by the Proposed Project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

Building Energy Demand

Operations of the Proposed Project would require approximately 6,501 MWh of electricity per year and approximately 83,926 therms of natural gas per year. The Proposed Project would comply with Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of the Title 24 standards significantly reduces energy usage. The electricity provider, SCE, is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 50 percent of total procurement by 2030. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat. The increase in reliance of such energy resources further ensures projects would not result in the waste of the finite energy resources.

As shown in Table 9, operational energy consumption would represent an approximate 0.042-percent increase in electricity consumption over the current Countywide usage. The Proposed Project would adhere to all Federal, State, and local requirements for energy efficiency, including the Title 24 standards. The increase in electricity and automotive fuel consumption over existing conditions is minimal (less than one percent). For the reasons described above, the Proposed Project would not place a substantial demand on regional energy supply or require significant additional capacity, or significantly increase peak and base period electricity demand. The Proposed Project would not cause a wasteful, inefficient, and unnecessary consumption of energy during project construction, operation, and/or maintenance, or preempt future energy development or future energy conservation. Therefore, potential impacts associated with wasteful energy use during operation would be less than significant.

Less Than Significant Impact.

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

The Renewable Energy and Conservation Element of the *County of San Bernardino General Plan* (General Plan) provides a road map for the County to achieve its energy goals. Implementation of the Renewable Energy and Conservation Element would benefit each of the County's unincorporated regions, including the Project Site. Table 10 - *Project Consistency with the Renewable Energy and Conservation Element* provides an evaluation of project consistency with applicable goals and policies of the Renewable Energy and Conservation Element. As shown in Table 10, the Proposed Project would comply with the applicable goals and policies of the Renewable Energy and Conservation Element.

Table 10 - Project Consistency with the Renewable Energy and Conservation Element

Goals and Policies	Project Consistency Analysis
<p>RE Goal 1: The County will pursue energy efficiency tools and conservation practices that optimize the benefits of renewable energy.</p> <p>RE Policy 1.2: Optimize energy efficiency in the built environment.</p>	<p>Consistent. The Proposed Project would comply with the CALGreen Non-residential Mandatory Measure 5.106.5.2, <i>Designated Parking for Clean Air Vehicles</i>, and CALGreen Nonresidential Mandatory Measure 5.106.5.3, <i>Electric Vehicle (EV) Charging</i>. These measures require the Property Owner/Developer to incorporate 11 spaces for clean air vehicles and seven stalls for electric vehicle (EV) charging.</p>
<p>RE Goal 1: The County will pursue energy efficiency tools and conservation practices that optimize the benefits of renewable energy.</p> <p>RE Policy 1.2.6: Encourage new development to comply with the optional energy efficiency measures of the CalGreen Code.</p>	<p>Consistent. The Proposed Project would support sustainable energy production through utilization of SCE electricity (refer to <i>RE Goal 6</i> below). The Proposed Project would support sustainable energy consumption by complying with CALGreen standards (refer to <i>RE Goal 1</i> above). Additional measures would include, but not be limited to, foil on roof decking, semi-truck hooks ups to prevent idling, and use of concrete paving instead of asphalt.</p>
<p>RE Goal 2: The County will be home to diverse and innovative renewable energy systems that provide reliable and affordable energy to our unique Valley...regions.</p> <p>RE Policy 2.4.2: Educate developers about the County’s RE goals and policies and encourage the inclusion of renewable energy facilities for onsite use in new developments.</p>	<p>Consistent. Although the Proposed Project would not be an electricity provider, the Proposed Project would utilize electricity onsite from SCE which would be subject to Senate Bill 100 (SB 100). SB 100 requires 44 percent of the energy mix to be renewable energy by 2024, 52 percent by 2027, 60 percent by 2030, and 100 percent by 2045. In 2017, 29 percent of SCE’s electricity came from renewable resources.¹ By 2030 SCE plans to achieve 80 percent carbon free energy.² As the Proposed Project would utilize electricity from SCE, the Proposed Project would be consistent with RE Goal 2.</p>
<p>Notes:</p> <ol style="list-style-type: none"> 1. California Energy Commission, <i>2017 Power Content Label Southern California Edison</i>, file:///H:/pdata/171776/Admin/Reports/Environmental/Technical%20Studies/AQGHG/Resources/SCE_2017_PCL.pdf, accessed July 23, 2019. 2. Southern California Edison, <i>The Clean Power and Electrification Pathway</i>, https://newsroom.edison.com/internal_redirect/cms.ipressroom.com.s3.amazonaws.com/166/files/20187/g17-pathway-to-2030-white-paper.pdf, accessed July 23, 2019 	
<p>Source: County of San Bernardino, <i>County of San Bernardino General Plan Renewable Energy and Conservation Element</i>, adopted August 8, 2017 and amended February 2019.</p>	

State and local plans for renewable energy and energy efficiency include the PUC Energy Efficiency Strategic Plan, the 2019 California Building Energy Efficiency Standards (Title 24), and the 2016 CALGreen standards. The Property Owner/Developer would comply with Title 24 and CALGreen standards, which would ensure the Proposed Project incorporates energy efficient windows, insulation, lighting, ventilation systems, as well as water efficient fixtures and electric vehicle charging infrastructure. The Property

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Owner/Developer would recycle and/or salvage a minimum of 65 percent of the nonhazardous construction and demolition waste per the 2019 CalGreen standards. Adherence to the CPUC's energy requirements would ensure conformance with the State's goal of promoting energy and lighting efficiency. Therefore, potential impacts associated with conflicts to renewable energy or energy efficiency plans would be less than significant.

Less Than Significant Impact.

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

VII. GEOLOGY AND SOILS

Issues		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
Would the project:					
a)	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION: (Check if project is in the Geologic Hazards Overlay District): San Bernardino County General Plan, 2007; Submitted Project Materials

San Bernardino County General Plan, 2007; Submitted Project Materials; Appendix F – *Updated Geotechnical Investigation Proposed Alder Logistics Center*, Southern California Geotechnical, November 2018; Appendix G – *Updated Geotechnical Investigation Proposed Alder Logistics Center, Results of Additional Infiltration Testing*, Southern California Geotechnical, January 2019

A geotechnical investigation was completed by Southern California Geotechnical to determine potential impacts to geology and soils associated with the development of the Proposed Project (Appendix F - *Updated Geotechnical Investigation Proposed Alder Logistics Center*, Southern California Geotechnical, November 2018).

A percolation test was completed by Southern California Geotechnical to determine suitability for the proposed septic system associated with the development of the Proposed Project (Appendix G – *Updated Geotechnical Investigation Proposed Alder Logistics Center, Results of Additional Infiltration Testing*, Southern California Geotechnical, January 2019).

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

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

The Project Site and general San Bernardino County area are susceptible to strong ground motions due to earthquakes due to numerous faults capable of producing significant ground motions, therefore, the Proposed Project would be designed to resist structural collapse and thereby provide reasonable protection from serious injury, catastrophic property damage and loss of life. However, the Project Site is not located within an Alquist-Priolo Earthquake Fault Zone and no evidence of faulting was identified during the geotechnical investigation. Additionally, the Project Site is not designated as within an area of geological hazard.¹⁰ Therefore, the possibility of significant fault rupture on the Project Site is low and potential impacts associated with the rupture of a known earthquake fault would be less than significant.

Less Than Significant Impact.

- ii. Strong seismic ground shaking?*

As noted above in Section VII(a)(i), the Project Site and general San Bernardino County area are susceptible to strong ground motions due to earthquakes due to numerous faults capable of producing significant ground motions. The Proposed Project would be designed to resist structural collapse and thereby provide reasonable protection from serious injury, catastrophic property damage and loss of life. The Proposed Project would be designed in accordance with the requirements of the 2016 edition of the California Building Code (CBC). The CBC provides procedures for earthquake resistant structural design that include considerations for on-site soil conditions, occupancy, and the configuration of the structure including the structural system and height. Therefore, potential impacts associated with strong seismic ground shaking would be less than significant.

Less Than Significant Impact.

iii. Seismic-related ground failure, including liquefaction?

Liquefaction is the loss of the strength in generally cohesionless, saturated soils when the porewater pressure induced in the soil by a seismic event becomes equal to or exceeds the overburden pressure. The primary factors which influence the potential for liquefaction include groundwater table elevation, soil type and grain size characteristics, relative density of the soil, initial confining pressure, and intensity and duration of ground shaking. The depth within which the occurrence of liquefaction may impact surface improvements is generally identified as the upper 50 feet below the existing ground surface. Liquefaction potential is greater in saturated, loose, poorly graded fine sands with a mean grain size in the range of 0.075 to 0.2 mm. 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. The general liquefaction susceptibility of the Project Site was determined by research of the San Bernardino County Official Land Use Plan, General Plan, and Geologic Hazard Overlays. Map FH29C for the Fontana Quadrangle indicates that the subject site is not located within an area of liquefaction susceptibility.¹¹ Based on the mapping performed by the County of San Bernardino and the subsurface conditions encountered at the boring locations, liquefaction is not considered to be a design concern for this project. Therefore, no impacts associated with liquefaction would occur.

No Impact.

iv. Landslides?

In San Bernardino County, the San Gabriel, San Bernardino, Little San Bernardino and Pinto Mountains comprise a portion of the Transverse Ranges. They are characterized by steep slopes, sharp narrow ridges, steep-walled incised canyons, valleys, and major faults. This setting can produce numerous landslides and mudslides, especially when combined with other adverse geologic conditions and heavy precipitation. Steepness of slope and the nature of the bedrock, soil, and precipitation combine to determine County landslide locations. However, the Project Site is not located near or in the vicinity of any of the areas the County's General Plan designates as having geological hazards, such as landslides.¹² The Project Site is in an existing developed neighborhood with relatively flat conditions on and surrounding the Project Site. Therefore, no impacts associated with landslides would occur.

No Impact.

¹⁰ <http://www.sbcounty.gov/Uploads/lus/GeoHazMaps/FH29C.pdf> Accessed 9/3/2019

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

The Proposed Project would not result in substantial erosion or loss of topsoil because of the County's drainage and water quality standards, as well as best management practices (BMPs) that would be implemented as part of the Proposed Project. Erosion control plans would be required as a part of the project specific drainage plan and would be reviewed and approved by the County. In addition, the SCAQMD and Santa Ana Regional Water Quality Control Board (RWQCB) regulate erosion and loss of topsoil. SCAQMD Rule 403 for control of fugitive dust would reduce or eliminate the potential for soil erosion due to wind. The RWQCB State's General Construction Permit and County Public Works Department would require compliance with storm water runoff for the Proposed Project, therefore reducing impacts associated with water erosion and loss of topsoil. Implementation of BMPs included in Appendix J would further reduce impacts associated with erosion and loss of topsoil, such as utilizing landscape design to protect slopes from erosion. Therefore, potential impacts associated with substantial erosion or loss of topsoil would be less than significant.

Less Than Significant Impact.

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

The Proposed Project would not result in increased risk of liquefaction or landslides for reasons stated in Section VII(a)(iii) and (iv) above. Therefore, no impacts associated with liquefaction and landslides would occur. Surrounding properties are developed with similar topographical consistencies as the Project Site in that they are relatively flat with no substantial slopes; there are no significant slopes in the vicinity that the Proposed Project would impact.

Additionally, Appendix F details the recommended remedial grading incorporated in the Proposed Project, which would remove existing undocumented fill soils and a portion of the near-surface native alluvial soils and replace these materials as compacted structural fill. The native soils that would remain in place below the recommended depth of over excavation would not be subject to significant stress increases from the foundations of the new structure. Therefore, following completion of the recommended grading detailed in Appendix F, post-construction settlements would be within tolerable limits. Minor ground subsidence is expected to occur in the soils below the zone of removal but would not result in significant impacts. Therefore, potential impacts associated with unstable soil would be less than significant.

Less Than Significant.

¹¹<http://www.sbcounty.gov/Uploads/lus/GeoHazMaps/FH29C.pdf> Accessed September 4, 2019

¹²<http://www.sbcounty.gov/Uploads/lus/GeoHazMaps/FH29C.pdf> Accessed September 4, 2019

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

The near-surface soils generally consist of silty fine sands and medium to coarse sands, with varying fine to coarse gravel content and occasional cobbles. These materials have been visually classified as very low to non-expansive. Therefore, Appendix F does not recommend design considerations related to expansive soils for the Project Site, and no impacts associated with expansive soils would occur.

No Impact.

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

The Bloomington Community Plan states most of the Bloomington community area has been developed with septic tanks and leachfield systems, with few properties within the plan area having direct hook up to the City of Rialto sewer system.¹³ The current site is developed, including two existing septic systems located in the western and eastern portions of the Project Site. The Proposed Project would result in the removal of the existing septic systems and include the addition of a new septic system in the southeastern portion of the Project Site. The new septic system would consist of one sewer septic tank and six sewer seepage pits. The seepage pits are expected to extend to depths of 20 to 25± feet below the existing site grades and would utilize a percolation rate of 12.1 inches per hour as recommended in the percolation study. The bottom of the sewer septic tank would be approximately 5 feet below the existing site grades and would utilize a percolation rate of 8.5 inches per hour as recommended in the percolation study.

The percolation results outlined in Appendix G show rates from Project Site test locations within the limits provided in the San Bernardino County Department of Environmental Health Services standards, Soil Percolation (PERC) Test Report Standards: Suitability of Lots and Soils for Use of Leachlines or Seepage Pits, published by the San Bernardino County Department of Environmental Health Services, revised June 2017. Therefore, potential impacts from 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 would be less than significant.

Less Than Significant Impact.

f) Less Than Significant Impact with Mitigation.

The Natural History Museum of Los Angeles County (NHMLAC) completed a Vertebrate Paleontology Records Check on July 8, 2019, which determined no paleontological resources are recorded on the Project Site. Fossils have been found and recorded in the vicinity from similar sedimentary deposits that may occur subsurface on the Project Site. In the entire Proposed Project area, the surface sediments are composed of younger Quaternary Alluvium, derived broadly as alluvial fan deposits from the San Gabriel Mountains to the north via Lytle Creek that currently flows to the northeast. These younger Quaternary alluvial fan deposits typically do not contain significant vertebrate fossils, at least in the uppermost layers, and there are no fossil vertebrate localities very nearby from these types of deposits. The Proposed Project area is at the farthest extent from the San Gabriel Mountains and so these deposits are probably finer-grained than similar deposits closer to the source area. At relatively shallow depth in the Proposed Project area, these deposits may well contain significant vertebrate fossil remains. The closest vertebrate fossil locality from somewhat similar basin deposits is LACM 7811, to the west-southwest of the Proposed Project area in the Jurupa Valley north of Norco and west of Mira Loma, along Sumner Avenue north of Cloverdale Road, that produced a fossil specimen of whipsnake, *Masticophis*, at a depth of 9 to 11 feet

below the surface.

Shallow excavations in the younger Quaternary Alluvium probably would not uncover significant vertebrate fossil remains. However, excavations that extend down into the older Quaternary deposits could encounter significant fossils. Excavations below the uppermost layers on the Project Site should be monitored by a qualified paleontologist. Therefore, **MM GEO-1** implements paleontological monitoring when project excavations impact older Quaternary Alluvium soils. Therefore, with implementation of **MM GEO-1**, potential impacts to cultural resources would be less than significant.

Mitigation Measures:

MM GEO-1: Prior to issuance of grading permits, the Property Owner/Developer, or any successor in interest, shall include a note on that plans that would require paleontological monitoring when project excavations impacts older Quaternary Alluvium. The paleontological monitor shall collect sediment samples from the older deposits to determine their small fossil potential. If unanticipated paleontological resources are discovered during ground disturbance activities, the Property Owner/Developer shall follow these procedures:

- All ground disturbance activities within 100 feet of the discovered paleontological resource shall be halted until a qualified paleontologist is able to identify and evaluate the significance of the find.
- The Property Owner/Developer shall call the Community Development Director or their designee immediately upon discovery of the paleontological resource to convene a meeting between the Community Development Director or their designee, the Property Owner/Developer, and the qualified paleontologist.
- At the meeting with the aforementioned parties, the significance of the discoveries shall be discussed and a decision is to be made, with the concurrence of the Community Development Director or their designee, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the paleontological resource.
- Further ground disturbance shall not resume within the area of the discovery until a meeting has been convened with the parties and a decision is made, with the concurrence of the Community Development Director or their designee, as to the appropriate mitigation measures.

No significant adverse impacts are identified or anticipated with implementation of MM GEO-1.

¹³ <http://www.sbcounty.gov/Uploads/lus/CommunityPlans/BloomingtonCP.pdf> Accessed 9/3/2019

VIII. GREENHOUSE GAS EMISSIONS

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

SUBSTANTIATION:

San Bernardino County General Plan, 2007; Submitted Project Materials; Appendix A – *Air Quality/Greenhouse Gas Assessment for the Alder Logistics Center Project, Bloomington, California*, Michael Baker International, August 2019

An Air Quality and Greenhouse Gas Assessment was completed to determine potential impacts to air quality associated with the development of the Proposed Project (Appendix A – *Air Quality/Greenhouse Gas Assessment for the Alder Logistics Center Project, Bloomington, California*, Michael Baker International, August 2019). The results of the analysis are based on CalEEMod version 2016.3.2.

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

Project Related Sources of Greenhouse Gases

Project related GHG emissions would include emissions from direct and indirect sources. The Proposed Project would result in direct and indirect emissions of CO₂, N₂O, and CH₄, and would not result in other GHGs that would facilitate a meaningful analysis. Therefore, this analysis focuses on these three forms of GHG emissions. Direct project related GHG emissions include emissions from construction activities, area sources, and mobile sources, while indirect sources include emissions from electricity consumption, water demand, and solid waste generation. Operational GHG estimations are based on energy emissions from natural gas usage and automobile emissions. CalEEMod relies upon trip data within Appendix L and project specific land use data to calculate emissions. Table 11, *Projected Annual Greenhouse Gas Emissions*, presents the estimated CO₂, N₂O, and CH₄ emissions of the Proposed Project.

Table 11- Projected Annual Greenhouse Gas Emissions

Source	CO ₂	CH ₄		N ₂ O		Total Metric Tons of CO ₂ eq ^{2,3}
	Metric Tons/yr ¹	Metric Tons/yr ¹	Metric Tons of CO ₂ eq ¹	Metric Tons/yr ¹	Metric Tons of CO ₂ eq ¹	
Direct Emissions						
Construction (amortized over 30 years)	24.24	0.00	0.10	0.00	0.00	24.34
Area Source	0.01	0.00	0.00	0.00	0.00	0.01
Mobile Source	567.60	0.03	0.80	0.00	0.00	568.40
<i>Total Direct Emissions²</i>	584.87	0.03	0.86	0.00	0.00	592.75
Indirect Emissions						
Energy	1,960.50	0.09	2.35	0.02	7.72	1,970.57
Water Demand	140.78	1.31	32.67	0.03	9.60	183.04
Solid Waste	16.68	0.98	24.64	0.00	0.00	41.32
<i>Total Indirect Emissions²</i>	2117.95	2.39	59.66	0.06	17.31	2,194.92
Total Project-Related Emissions²	2,787.67 MTCO₂eq/yr					
Notes:						
1. Emissions were calculated using CalEEMod version 2016.3.2, as recommended by the SCAQMD.						
2. Totals may be slightly off due to rounding.						
3. Carbon dioxide equivalent values calculated using the United States Environmental Protection Agency Website, <i>Greenhouse Gas Equivalencies Calculator</i> , http://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator , accessed July 8, 2019.						
Source: Appendix A						

Direct Sources

- **Construction Emissions.** Construction GHG emissions are typically summed and amortized over the lifetime of the Proposed Project (assumed to be 30 years), then added to the operational emissions.²⁸ The Proposed Project would result in 24.34 MTCO₂eq/yr (amortized over 30 years), which represents a total of 730.09 MTCO₂eq from construction activities.
- **Area Source.** Area source emissions were calculated using CalEEMod and project-specific land use data. The Proposed Project would result in 0.01 MTCO₂eq/yr of area source GHG emissions.
- **Mobile Source.** The CalEEMod model relies upon trip data within the Trip Memo (i.e., 306 daily trips) and project-specific land use data to calculate mobile source emissions. The Proposed Project would directly result in 568.40 MTCO₂eq/yr of mobile source generated GHG emissions.

Indirect Sources

- **Energy Consumption.** Energy consumption emissions were calculated using CalEEMod and project-specific land use data. Electricity would be provided to the Project Site via Southern California Edison (SCE). The Proposed Project would indirectly result in 1,970.57 MTCO₂eq/yr due to energy consumption.
- **Solid Waste.** Solid waste associated with operations of the Proposed Project would result in 41.32 MTCO₂eq/yr.
- **Water Demand.** The Proposed Project operations would result in a demand of approximately 42.70 million gallons of water per year. Emissions from indirect energy impacts due to water supply would result in 183.04 MTCO₂eq/yr.

GHG Plan Consistency

As the Proposed Project would be operational post-2020, the RGGRP was not utilized for the GHG plan consistency analysis. Therefore, the GHG plan consistency for the Proposed Project is based on its consistency with the 2017 Scoping Plan and the 2016 RTP/SCS.

Climate Change Scoping Plan

The goal to reduce GHG emissions to 1990 levels by 2020 (Executive Order S-3-05) was codified by the Legislature as the 2006 Global Warming Solutions Act (AB 32). In 2008, CARB approved a Scoping Plan as required by AB 32. The Scoping Plan has a range of GHG reduction actions which include direct regulations, alternative compliance mechanisms, monetary and nonmonetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 implementation fee to fund the program. The 2017 Scoping Plan Update identifies additional GHG reduction measures necessary to achieve the 2030 target. These measures build upon those identified in the first update to the Scoping Plan (2013). Although a number of these measures are currently established as policies and measures, some measures have not yet been formally proposed or adopted. It is expected that these measures or similar actions to reduce GHG emissions would be adopted as required to achieve Statewide GHG emissions targets.

The Proposed Project would result in approximately 2,787.67 MTCO₂eq/yr. The breakdown of emissions by source category shows approximately less than 1 percent from area sources; 71 percent from energy consumption; 20 percent from mobile sources; approximately 1 percent from solid waste generation; 7 percent from water supply, treatment, and distribution; and approximately 1 percent from construction activities. Appendix A, Table 11, *Project Consistency with the 2017 Scoping Plan*, (pg. 50-53) evaluates applicable reduction actions/strategies by emissions source category to determine how the Proposed Project would be consistent with or exceed reduction actions/strategies outlined in the 2017 Scoping Plan.

2016-2040 RTP/SCS

SCAG is expected to achieve CARB's GHG reduction targets for the region (8 percent by 2020 and 13 percent by 2035 for per capita passenger vehicle GHG emissions) through implementation of the 2016-2040 RTP/SCS. Although there are no per capita GHG emission reduction targets for passenger vehicles set by CARB for 2040, the 2016-2040 RTP/SCS GHG emission reduction trajectory shows that more aggressive GHG emission reductions are projected for 2040. The 2016-2040 RTP/SCS would result in an estimated 8-percent decrease in per capita passenger vehicle GHG emissions by 2020, 18-percent decrease in per capita passenger vehicle GHG emissions by 2035, and 21-percent decrease in per capita passenger vehicle GHG emissions by 2040. By meeting and exceeding the SB 375 targets for 2020 and 2035, as well as achieving an approximate 21-percent decrease in per capita passenger vehicle GHG emissions by 2040 (an additional 3-percent reduction in the five years between 2035 [18 percent] and 040 [21 percent]), the 2016-2040 RTP/SCS is expected to fulfill and exceed its portion of SB 375 compliance with respect to meeting the State's GHG emission reduction goals.

At the regional level, the 2016-2040 RTP/SCS is an applicable plan adopted for the purpose of reducing GHGs. In order to assess the Proposed Project's potential to conflict with the 2016-2040 RTP/SCS, this section also analyzes the Proposed Project's land use assumptions for consistency with those utilized by SCAG in its Sustainable Communities Strategy. Generally, projects are considered consistent with the provisions and general policies of applicable City and regional land use plans and regulations, such as SCAG's RTP/SCS, if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals. Appendix A, Table 12, *Project Consistency with the 2016-2040 RTP/SCS*, (pg. 54-55) demonstrates the Proposed Project's consistency with the Actions and Strategies set forth in the 2016-2040 RTP/SCS.

As depicted in Appendix A, Table 12, the Proposed Project is the type of land use development that is encouraged by the RTP/SCS to reduce VMT and expand multi-modal transportation options in order for the region to achieve GHG reductions from the land use and transportation sectors required by SB 375, which, in turn, advances the State's long-term climate policies. By furthering implementation of SB 375, the Proposed Project supports regional land use and transportation GHG reductions consistent with State regulatory requirements. Therefore, the Proposed Project would be consistent with the GHG reduction-related actions and strategies contained in the 2016-2040 RTP/SCS.

The Proposed Project complies with the plans, policies, regulations, and GHG reduction actions/strategies outlined in the 2016-2040 RTP/SCS and the 2017 Scoping Plan; therefore, the Proposed Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHGs. Incremental increase in GHG emissions attributed to the Proposed Project would not result in a significant impact on the environment. Therefore, potential impacts associated with the generation of GHG, either directly or indirectly, would be less than significant.

Less Than Significant Impact.

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

As discussed in Section VIII(a), the plan consistency analysis provided above demonstrates that the Proposed Project complies with the plans, policies, regulations, and GHG reduction actions/strategies outlined in the 2016-2040 RTP/SCS and the 2017 Scoping Plan. As the Proposed Project would be operational post-2020, the RGGRP was not utilized for the GHG plan consistency analysis. Therefore, the GHG plan consistency for this project is based on the Proposed Project's consistency with the 2017 Scoping Plan and the 2016 RTP/SCS. The Proposed Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHGs; therefore, potential impacts associated with the conflict with or obstruction of a state or local plan for renewable energy or energy efficiency would be less than significant.

Less Than Significant Impact.

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

IX. HAZARDS AND HAZARDOUS MATERIALS

Issues		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
Would the project:					
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION:

San Bernardino County General Plan, 2007; Submitted Project Materials; Appendix H – *Phase I Environmental Site Assessment Report, Alder Logistics Center*, Partner Engineering and Science, Inc., December 2018

A Phase I Environmental Site Assessment (ESA) was completed by Partner Engineering and Science, Inc., to determine potential impacts to hazards and hazardous materials associated with the existing Project Site (Appendix H – *Phase I Environmental Site Assessment Report, Alder Logistics Center*, Partner Engineering and Science, Inc., December 2018).

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

Construction of the Proposed Project would entail routine transport of potentially hazardous materials, including gasoline, oil solvents, cleaners, paint, and soil to and from the Project Site. Proper BMPs, preparation of a SWPPP, and hazardous material handling protocols would be required to ensure safe storage, handling, transport, use, and disposal of all hazard materials during the construction phase of the Proposed Project. Construction would also be required to adhere to any local standards set forth by the County, as well as state and federal health and safety requirements that are intended to minimize hazardous materials risks to the public, such as California OSHA requirements, the Hazardous Waste Control Act, the California Accidental Release Prevention program, and the California Health and Safety Code.

Operation of the Proposed Project would involve a warehouse with ancillary office use with associated landscape and maintenance. None of the proposed land uses are typically considered hazardous to the public. Hazardous materials would be limited to private use of commercially available cleaning products, landscaping chemicals and fertilizers, and various other commercially available substances. These substances are required to comply with guidelines to minimize health risk to the public associated with hazardous materials. Therefore, potential impacts associated with the routine transport, use or disposal of hazardous materials would be less than significant.

Less Than Significant Impact.

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

Operation of the Proposed Project would involve a warehouse with ancillary office use with associated landscape and maintenance. None of the proposed land uses are typically considered hazardous to the public. Hazardous materials would be limited to private use of commercially available cleaning products, landscaping chemicals and fertilizers, and various other commercially available substances. These substances are required to comply with guidelines to minimize health risk to the public associated with hazardous materials. Therefore, potential impacts associated with the routine transport, use or disposal of hazardous materials would be less than significant.

Less Than Significant Impact.

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

There are no schools located within one-quarter mile of the Project Site. The nearest school facilities to the Project Site are the Kidz Rock Day Care Pre School located at 17210 Slover Avenue, approximately .4 miles west of the Project Site, and Options for Youth located at 17216 Slover Avenue, approximately .4 miles southwest of the Project Site; both schools are located in Fontana.¹⁴ Therefore, no impacts associated with hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school would occur.

No Impact.

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

The Project Site is not listed on any lists identifies on the Cortese List Data Resources.¹⁵ However, the Project Site is listed as a Land Disposal Site (LDS) with deed restrictions, and does appear as a closed LDS on the State Water Resources Control Board GeoTracker management system for sites that impact of have the potential to impact water quality.¹⁶ In April 1999, GBFP reportedly completed the capping of salt-affected areas at the facility per Cleanup & Abatement Order (CAO) No. 97-64 issued by the RWQCB. GBFP is obligated to maintain the brine pond closure cap in accordance with the recorded deed restrictions. Post-Closure Cover Maintenance and Monitoring—Annual Reports for the closed brine ponds and quarterly Cap Inspections are required quarterly to assess the condition of the cover. GBFP is required to comply with the RWQCB notification requirements (new property ownership, permit revision for brine pond cap maintenance, annual fee assessment, etc.) when there is a change in ownership of the property where the closed brine ponds are located. The brine pond cap shall not be modified unless and until the RWQCB's Executive Officer has been notified in writing of the nature of the modification(s) and has been given a reasonable opportunity to comment on, or reasonably approved or disapprove of, the proposed modification. Therefore, potential impacts associated with sites listed pursuant to Government Code Section 65962.5 would be less than significant.

Less Than Significant Impact.

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

The County has 15 airport land use plans,¹⁷ and maintains airport safety review areas for geographical regions that are in a potential airport hazard area. The Project Site is not located within an airport land use plan and is not located within an airport safety review area.¹⁸ Therefore, no impacts associated with a safety hazard or excessive noise from aircraft for people residing or working in the project area would occur.

No Impact.

¹⁴ <https://www.google.com/maps/@34.0647162,-117.4217183,17z> Accessed September 5, 2019

¹⁵ <https://calepa.ca.gov/SiteCleanup/CorteseList/> Accessed September 5, 2019

¹⁶ <https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=10336+alder+avenue> Accessed Sept. 5, 2019

¹⁷ <https://cms.sbcounty.gov/lus/Planning/AirportLandUse.aspx> Accessed September 5, 2019

¹⁸ http://www.sbcounty.gov/Uploads/lus/HazMaps/EHFHB_20100309.pdf Accessed September 5, 2019

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

The Proposed Project would involve the construction of two access driveways off Alder Avenue and completion of the Alder Avenue terminus as a part of the proposed development. Specifications for the proposed improvements would be subject to County requirements, including Chapter 83.09 – *Infrastructure Improvement Standards*, and Chapter 83.12 – *Road System Design Standards* to ensure that adequate dimensions for emergency vehicles is met. The proposed access to the Project Site would be required to meet standards that allow emergency response vehicles, such as firetrucks, to service the entire development. Fire plan check would be required through the County's fire department to ensure adequate service is provided. Additionally, the Proposed Project would be subject to review and compliance with the County's Building Code to ensure structural integrity of all proposed buildings.

The Proposed Project would not impair the evacuation routes detailed in the Bloomington Community Plan as it is not located on these evacuation routes, and the proposed use is consistent with the General Plan land use designation. The Proposed Project would not compromise the County's Emergency Management Plan because it would be developed in conformance with the required standards set forth by the County's Zoning Ordinance, with the exception of the requested variance for a reduction in the front yard setback which would not adversely impact emergency management personnel or actions, fire code regulations, and building code. These standards ensure project elements such as access, structural integrity, and clearances around structures are met so that they do not impact emergency response. Therefore, potential impacts to an adopted emergency response plan or emergency evacuation plan would be less than significant.

Less Than Significant Impact.

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

A combination of climate, topography, vegetation, and development patterns creates high fire hazard risks throughout the County, especially in the many areas of wildland/urban intermix located in foothills and mountainous areas countywide. As development encroaches upon wildland areas, the potential for disastrous loss of watershed, structures, and life (human and wildlife) increases. Establishment of a coordinated program to condition development in some of these areas has been adopted through the Fire Safety Overlay provisions of the County Development Code. Continuous evaluation and application of Hazard Overlays and accompanying policies and standards for adequate services, facilities, mapping, and developmental regulation are required as pressure for development increases countywide. Included in developmental regulation are requirements for minimum road widths (to provide adequate access for both fire-fighting equipment and evacuating residents) and clearance around structures to prevent the rapid spread of fire from one structure to another.

The Project Site is not located within the designated Fire Safety Overlay and is not located in an area where wildland and urban areas intermix. The Project Site is in a developed portion of the Bloomington community area, and is surrounded by existing development, including railroad infrastructure to the north and west, with the I-10 freeway to the north beyond the railroad. Additionally, while the Project Site is located within a Local Responsibility Area, it is not designated within a High Fire Hazard Severity Zone.¹⁹ The Proposed Project would be subject to the standards and requirements set forth in the California Fire Code and California Building Code. Therefore, no impacts associated with the exposure of people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires would occur.

¹⁹ https://osfm.fire.ca.gov/media/6783/fhszl_map62.pdf Accessed September 4, 2019

Initial Study P201900293

Lake Creek Industrial, LLC

APN: 0252-131-03; 0252-131-04; 0252-131-36; 0252-131-41; 0252-131-43

November 2019

No Impact.

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

X. HYDROLOGY AND WATER QUALITY

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

SUBSTANTIATION:

San Bernardino County General Plan, 2007; Submitted Project Materials; Appendix I – *Preliminary Drainage Study Report for County Project No. P201900293 – Alder Avenue Industrial, SB&O Inc., Planning, Engineering, and Surveying, May 2019*; Appendix J – *Preliminary Water Quality Management Plan for County Project No. P201900293 – Alder Avenue Industrial, SB&O Inc., Planning, Engineering, and Surveying, May 2019*;

A preliminary drainage study was completed to determine potential impacts to site drainage associated with the development of the Proposed Project (Appendix I – *Preliminary Drainage Study Report for County Project No. P201900293 – Alder Avenue Industrial, SB&O Inc., Planning, Engineering, and Surveying, May 2019*).

A preliminary water quality management plan was completed to determine potential impacts to water quality and hydrology associated with the development of the Proposed Project (Appendix J – *Preliminary Water Quality Management Plan for County Project No. P201900293 – Alder Avenue Industrial, SB&O Inc., Planning, Engineering, and Surveying, May 2019*).

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

The Proposed Project would not violate any water quality standards or waste discharge requirements because a final Water Quality Management Plan (WQMP) would be required to be prepared and approved by the County as a part of the grading and building permit processes. The WQMP details how the Proposed Project would comply with the requirements of the County’s Municipal Stormwater Management Program and NPDES Permit for the County. Non-structural and structural source control Best Management Practices (BMPs) would be required to be incorporated into the Proposed Project. Applicable BMPs include, but are not limited to, activity restrictions, compliance with the County’s water quality ordinance, litter debris control program, and compliance with all other applicable NPDES permit requirements. The Property Owner/Developer would be required to prepare a SWPPP for construction activity associated with the Proposed Project. The SWPPP shall be maintained at the construction site for the entire duration of construction. The objectives of the SWPPP are to identify pollutant sources that may affect the quality of storm water discharge and to implement BMPs to reduce pollutants in storm water discharges during construction and post construction in compliance with NPDES. Projects that comply with NPDES standards would result in a less than significant impact.

Additionally, an infiltration/detention basin is proposed at the southernmost portion of the Project Site, which would retain water runoff from the Project Site and allow for it to infiltrate. Catch basins around the Project Site would be inspected and cleaned weekly. Therefore, potential impacts associated with violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality would be less than significant.

Less Than Significant Impact.

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

The Proposed Project does not propose the use of local groundwater supplies or the construction of any groundwater wells. Water would be provided by the West Valley Water District, which has issued an adequate service certification for water for the Proposed Project. The West Valley Water District stated it is financial and physically feasible to install water service facilities that would provide adequate source, storage and distribution line capacities for each proposed service connection that would satisfy the domestic water service and fire protection requirements of the proposed use. Therefore, potential impacts associated with the depletion of or interference with groundwater would be less than significant.

Less Than Significant Impact.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site?

The Proposed Project would not result in substantial erosion or loss of topsoil as a result of altering the existing drainage pattern of the Project Site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, because of required County drainage and water quality standards and best management practices (BMPs) proposed as a part of the Proposed Project. Implementation of the stormwater quality infiltration system would result in less runoff from the Project Site than in the existing condition. Additionally, drainage patterns are not anticipated to be altered in a substantial manner and project Site conditions would remain essentially the same in both the existing and proposed conditions. No stream or rivers are identified on the Project Site. Therefore, potential impacts that would result in substantial erosion or loss of topsoil as a result of altering 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, would be less than significant.

Less Than Significant Impact.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite?

Peak flow rates and volume are both reduced to lower than assumed existing levels due to on-site detention of water runoff. No significant changes to the on-site drainage patterns would occur as a result of the Proposed Project. Therefore, no impacts associated with the substantial increase in the rate or amount of surface runoff in a manner which would result in flooding on or off-site would occur.

No Impact.

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of runoff?

The Proposed Project involves public improvements to the Alder Street terminus, resulting in a finished cul-de-sac, in addition to the proposed on-site development. The Project Site must discharge into the street (Alder Avenue) as there are no improved storm drain facilities in this area of the County. The 100-year outlet discharge target is met with an on-site 18-foot wide, 1-foot high concrete compound weir. Weir flows would pass through several under-sidewalk drains in the public right-of-way which would utilize County under-sidewalk/parkway drain standards to provide discharge of all on-site flows into Alder Avenue at the gutter flow line. The under-sidewalk drain would be designed as part of the on-site storm

drain plans and Alder Avenue half-street improvement plans that would be reviewed by the County. Peak flow rate and volume are both reduced to lower than assumed existing levels due to on-site detention of water runoff. Therefore, no impacts associated with the creation or contribution to runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of runoff would occur.

No Impact.

iv. Impede or redirect flood flows?

As stated above in Section X(c)(i)-(iii), the peak flow rate and volume are both reduced to lower than assumed existing levels due to on-site detention of water runoff. The Proposed Project would not result in a significant change in the site drainage patterns and the Project Site is not located within any FEMA flood zones.²⁰ Therefore, no impacts associated with impeding or redirecting flood flows would occur.

No Impact.

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

Seismic seiches are standing waves set up on rivers, reservoirs, ponds, and lakes when seismic waves from an earthquake pass through the area. They are in direct contrast to tsunamis which are giant sea waves created by the sudden uplift of the sea floor.²¹ The Project Site is located significantly inland from the coast of the Pacific Ocean and is therefore not at risk of tsunamis. The Project Site is located northwest, approximately 4 miles from the Santa Ana River. As referenced in Section X(c)(iv), the Project Site is not located within a flood hazard zone. Therefore, no impacts associated with inundation by flood hazard, tsunami, or seiche zones would occur.

No Impact.

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

All individual projects implemented under the County's General Plan would comply with applicable federal, state, and local water quality regulations. Currently, the County of San Bernardino follows state standards for water quality and does not have their own specific standards. During construction, the Proposed Project would be required to obtain coverage under the state's General Permit for Construction Activities that is administered by the California Regional Water Quality Board (RWQCB). Storm water management measures would be required to be identified and implemented that would effectively control erosion and sedimentation and other construction-based pollutants during construction. Appendix I identifies these measures, consistent with the requirements of the RWQCB. Other management measures, such as the proposed detention basins, would be implemented to effectively treat pollutants that would be expected for the post-construction land use, insuring consistency with federal, state, and local regulations. Therefore, potential impacts associated with conflict with or obstruction of an implementation of a water quality control plan or sustainable groundwater management plan would be less than significant.

Less Than Significant.

²⁰ http://www.sbcounty.gov/Uploads/lus/HazMaps/EHFHB_20100309.pdf Accessed September 5, 2019

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

XI. LAND USE AND PLANNING

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

SUBSTANTIATION:

San Bernardino County General Plan, 2007; Submitted Project Materials

a) Physically divide an established community?

The Proposed Project would involve the development of a 174,780 square-foot warehouse building with ancillary office on an 8.72-net acre site. The Project Site is located at the terminus of Alder Avenue, which is an established public road within the County. Surrounding development to the Project Site includes single-family residences to the south and east, across Alder Avenue, industrial uses to the west and east, and railroad infrastructure to the west and north. The existing single-family homes in the vicinity of the Project Site are in the IR Zone and are a legal non-conforming use in the IR Zone. The Proposed Project does not physically impede or divide existing communities, as it would be contained wholly on a private lot that is physically constrained by the existing railroad infrastructure to the north and west. Residential uses adjacent to- and in the vicinity of the Proposed Project would not be divided in that circulation from the Proposed Project would not impact existing roadways or create a physical barrier that would prohibit movement. The Project Site would maintain access to and from the existing public road. Therefore, no impacts associated with physically dividing an established community would occur.

No Impact.

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

The Proposed Project is consistent with the industrial (BL/IR) zoning set forth by the County of San Bernardino and consistent with the industrial (IR) land use designation as outlined in the Bloomington Community Plan, as warehouse uses are permitted subject to the conditional use permit process. The Proposed Project meets the development standards described in Table 82-19 – *IC and IR Land Use Zoning District Development Standards* of Section 82.06 of the County Development Code, with exception of the requested variance involving the setback from Alder Avenue. Therefore, potential impacts associated with conflict with any land use plan, policy or regulation would be less than significant.

Less Than Significant Impact.

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

XII. MINERAL RESOURCES

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

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

San Bernardino County General Plan, 2007; Submitted Project Materials

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

The Project Site is located within the MRZ-2²², which denotes areas where geological data indicate that significant Portland Cement Concrete (PCC)-Grade aggregate resources are present²³; however, according to the California Geological Survey, the Project Site is not located within a sector designated by the State Mining and Geology Board as containing regionally significant PCC-grade aggregate resources.²⁴ The existing development does not involve the use or operation of extracting mineral resources. Therefore, no impacts resulting in the loss of availability of a known mineral resource that would be of value to the region or state would occur.

No Impact.

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

The Project Site currently operates as a food processing (pickling) plant and construction storage and does not maintain any mining operations on or adjacent to the Project Site. The surrounding properties are developed consistent to the Bloomington Community Plan's land use designations of industrial and residential. Railroad infrastructure is established to the north and east of the Project Site, constraining any potential expansion of the Project Site by means of a physical barrier. Therefore, no impacts associated with the loss of availability of a locally important mineral resource recovery site as delineated on the General Plan, Bloomington Community Plan or other land use plan would occur.

No Impact.

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

²² ftp://ftp.consrv.ca.gov/pub/dmg/pubs/ofr/OFR_94-08/ (West), Accessed September 3, 2019

²³ ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_206/ (Plate 1), Accessed September 3, 2019

²⁴ ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_206/ (Plate 2), Accessed September 3, 2019

XIII. NOISE

Issues		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
Would the project result in:					
a)	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	Generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

San Bernardino County General Plan, 2007; Submitted Project Materials; Appendix K – *Acoustical Assessment for the Alder Logistics Center Project, Bloomington, California*, Michael Baker International, August 2019

An Acoustical Assessment was completed by Michael Baker International to determine potential impacts to noise associated with the development of the Proposed Project (Appendix K – *Acoustical Assessment for the Alder Logistics Center Project, Bloomington, California*, Michael Baker International, August 2019).

The Proposed Project would not generate a substantial temporary or permanent increase in ambient noise levels in exceed of standards established by the County of San Bernardino or applicable standards of other agencies. The following section calculates the potential noise emissions associated with the construction and operations of the Proposed Project and compares the noise levels to threshold standards.

An off-site traffic noise impact typically occurs when there is a discernable increase in traffic and the resulting noise level exceeds an established noise standard. In community noise considerations, changes in noise levels greater than 3 dB are often identified as substantial, while changes less than 1 dB would not be discernible to residents. In the range of 1 to 3 dB, residents who are very sensitive to noise may perceive a slight change. In laboratory testing situations, humans can detect noise level changes of slightly less than 1 dB. However, this is based on a direct, immediate comparison of two sound levels. Community noise exposures occur over a long period of time and changes in noise levels occur over years (rather than

the immediate comparison made in a laboratory situation). Therefore, the level at which changes in community noise levels become discernible is likely to be some value greater than 1 dB, and 3 dB is the most commonly accepted discernable difference. A 5-dB change is generally recognized as a clearly discernable difference. As traffic noise levels at sensitive uses likely approach or exceed the County's applicable mobile noise source standard (Appendix K, Table 4, pg. 16), a 3-dB increase is used as the significance threshold for the Proposed Project. Thus, the Proposed Project would result in a significant noise impact if a permanent increase in ambient noise levels of 3 dB occurs upon project implementation and the resulting noise level exceeds the County's applicable exterior standard at off-site uses.

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

Construction-Related Impacts

Construction of the Proposed Project would occur over approximately seven months and include demolition, grading, paving, building construction, and architectural coating. Ground-borne noise and other types of construction-related noise impacts would typically occur during excavation activities of the grading phase and the construction phase. Table 12 - *Maximum Noise Levels Generated by Construction Equipment*, indicates the anticipated noise levels of typical construction equipment. The noise levels shown in Table 12 are maximum sound levels (L_{max}), which are the highest individual sound occurring at an individual time period. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

Table 12 - Maximum Noise Levels Generated by Construction Equipment

Equipment Type	Actual L_{max} at 50 feet (dBA)	Actual L_{max} at 65 feet (dBA)
Backhoe	78	76
Bulldozer	82	80
Compactor	82	80
Compressor	78	76
Concrete Mixer	79	77
Concrete Pump	81	79
Crane, Mobile	81	79
Dump Truck	76	74
Excavator	81	79
Generator	81	79
Grader	85	83
Loader	79	77
Paver	77	75
Pump	81	79
Roller	80	78
Tractor	84	82
Flatbed Truck	74	72
Welder	74	72

Notes: dBA = A-weighted decibels, L_{min} = Minimum Sound Level; L_{max} = Maximum Sound Level
Source: Federal Highway Administration, 2006.

Typical construction equipment noise levels provided in Table 12 are projected at the nearest sensitive receptors in relation to the closest construction activity area. The nearest sensitive receptor (i.e. a residential use to the south of the Project Site) property line to the proposed construction area is located approximately 65 feet south of the proposed retention basin. As shown in Table 12, project construction noise levels would range between 72 dBA and 83 dBA at 65 feet.

Although the residential receptors to the south of the Project Site would experience increased noise levels during project construction activities, the County does not have construction noise standards for residential uses. Rather, Section 83.01.080 of the San Bernardino County Code exempts construction activities from the noise standard providing that such activities take place between the hours of 7:00 a.m. to 7:00 p.m. except Sundays and Federal holidays. These permitted hours of construction are included in the San Bernardino County Code in recognition that construction activities undertaken during daytime hours are a typical part of living in an urban environment and do not cause a significant disruption. Construction would occur throughout the Project Site and would not be concentrated or confined in the area directly adjacent to sensitive receptors; therefore, construction noise would be acoustically dispersed throughout the Project Site and not concentrated in one area near adjacent sensitive uses. However, **MM NOI-1** requires several construction noise reduction measures to reduce noise levels at offsite receptors during construction.

Construction Truck Trips

Construction activities would also cause increased noise along access routes to and from the Project Site due to movement of equipment and workers. Demolition of the current buildings on the Project Site would create 10,635 tons of demolished materials which would require approximately 1,052 hauling trips. Grading of the Project Site would require the import of approximately 12,000 cubic yards of soil, which would result in approximately 1,500 soil hauling trips. It is anticipated that a maximum of 159 construction worker trips per day and 63 vendor trips per day would occur during the building phase. As a result, mobile source noise would increase along access routes to and from the Project Site during construction. However, mobile traffic noise from construction trips would be temporary and would cease upon project completion. Additionally, **MM NOI-1** would require haul routes to avoid sensitive receptors to the extent feasible.

Project construction would result in increased noise levels in the project area; however, project construction would be short-term in nature, and would cease upon completion. In addition, upon compliance with the County's allowable construction hours (San Bernardino County Code Section 83.01.080) and implementation of **MM NOI-1**, short-term noise impacts from construction equipment would be less than significant.

Operational-Related Impacts

Off-Site Mobile Noise

Traffic noise levels were modeled at the nearest residential receptors to the Project Site using the Federal Highway Administration (FHWA) Traffic Noise Model (TNM2.5). Traffic along Slover Avenue and Alder Avenue was modeled for Existing and Existing Plus Project conditions in TNM2.5. TNM2.5 considers differences in topography and physical barriers (e.g., buildings, walls, etc.) to model traffic noise levels at discrete receptor locations. TNM2.5 runs were conducted to determine the Proposed Project's off-site mobile noise impacts (if any) at nearby receptors. The Proposed Project would generate 306 trips per day, including 242 trips (79 percent) by automobiles, 11 trips (four percent) by medium trucks, and 38 trips (17 percent) by heavy trucks (Appendix L).

Table 13 - *Existing Traffic Noise Levels*, shows the existing traffic noise levels modeled in TNM2.5. As shown

in Table 13, existing exterior noise levels at the nearest receptors range from 51.3 dBA Ldn to a maximum of 62.2 dBA Ldn, and existing interior noise levels range from 31.3 dBA Ldn to 42.2 dBA Ldn.

Table 13 - Existing Traffic Noise Levels

Receptor No. ¹	Address	Exterior Noise levels (dBA Ldn)	Interior Noise levels (dBA Ldn) ²
SR_1	10349 Alder Ave, Bloomington, CA 92316	51.3	31.3
SR_2	10359 Alder Ave, Bloomington, CA 92316	55.4	35.4
SR_3	10395 Alder Ave, Bloomington, CA 92316	56.1	36.1
SR_4	10431 Alder Ave, Bloomington, CA 92316	58.5	38.5
SR_5	10440 Alder Ave, Bloomington, CA 92316	59.0	39.0
SR_6	10472 Alder Ave, Bloomington, CA 92316	62.2	42.2

dBA = A-weighted decibel; Ldn = day/night average.

Notes:

1. Refer to Appendix A, *Noise Data*, located in Appendix K for receptor locations and detailed modeling outputs.
2. A 20 dBA noise attenuation rate was utilized to determine the interior noise levels for standard construction per the U.S. Department of Housing and Urban Development, *The Noise Guidebook*, March 2009, page 14.

Table 14 - *Existing Plus Project Traffic Noise Levels*, shows the traffic noise levels with implementation of the Proposed Project. Exterior mobile traffic noise levels at the nearest receptors with the Proposed Project would range from 54.6 dBA Ldn to a maximum of 63.8 dBA Ldn, and interior noise levels with the Proposed Project would range from 34.6 dBA Ldn to 43.8 dBA Ldn.

Table 14 - Existing Plus Project Traffic Noise Levels

Receptor No. ¹	Address	Exterior Noise levels (dBA Ldn)	Interior Noise levels (dBA Ldn) ²
SR_1	10349 Alder Ave, Bloomington, CA 92316	54.6	34.6
SR_2	10359 Alder Ave, Bloomington, CA 92316	58.7	38.7
SR_3	10395 Alder Ave, Bloomington, CA 92316	59.4	39.4
SR_4	10431 Alder Ave, Bloomington, CA 92316	60.9	40.9
SR_5	10440 Alder Ave, Bloomington, CA 92316	61.8	41.8
SR_6	10472 Alder Ave, Bloomington, CA 92316	63.8	43.8

dBA = A-weighted decibel; Ldn = day/night average.

Notes:

1. Refer to Appendix A, *Noise Data*, located in Appendix K for receptor locations and for detailed modeling outputs.
2. A 20 dBA noise attenuation rate was utilized to determine the interior noise levels for standard construction per the U.S. Department of Housing and Urban Development, *The Noise Guidebook*, March 2009, page 14.

Table 15 - *Traffic Noise Level Comparison*, compares the Existing traffic noise levels to Existing Plus Project traffic noise levels.

Table 15 - Traffic Noise Level Comparison

Receptor No. ¹	Existing Exterior Noise Levels (dBA L _{dn})	Existing Plus Project Exterior Noise levels (dBA L _{dn})	Difference (dBA L _{dn}) ²
SR_1	51.3	54.6	+3.3
SR_2	55.4	58.7	+3.3
SR_3	56.1	59.4	+3.3
SR_4	58.5	60.9	+2.4
SR_5	59.0	61.8	+2.8
SR_6	62.2	63.8	+1.6

dBA = A-weighted decibel; L_{dn} = day/night average; **bold** text indicates a difference in noise level in exceedance of 3 dBA.

Notes:

1. Refer to Appendix A, *Noise Data* located within Appendix K of this environmental document's appendices, for receptor locations and for detailed modeling outputs.

As shown in Table 15, the Proposed Project would cause a perceptible increase in traffic noise levels (i.e., a noise level increase would be greater than 3.0 dBA) at receptors SR_1 through SR_3. However, the "Existing Plus Project Exterior Noise Levels" at receptors SR_1 through SR_3 would not exceed the County's residential exterior noise standards for mobile noise (i.e., 60 dBA CNEL). Receptors SR_4 through SR_6 would exceed the County's residential exterior noise standard of 60 dBA CNEL under the "Existing Plus Project Exterior Noise Levels" scenario, however, receptors SR_4 through SR_6 would experience an imperceptible increase in traffic noise (i.e., less than 3.0 dBA) under Existing Plus Project conditions. The maximum modeled interior noise level would be 43.8 dBA CNEL, which is below the County's allowable exterior the interior standard of 45 dBA CNEL. Therefore, potential impacts associated with operational, project-related traffic noise would be less than significant.

On-Site Operational Noise

Slow-moving trucks, mechanical equipment, parking lot activities, and back-up alarms for trucks would generate noise during on-site operations. The operations would be typical of a warehouse/distribution center use.

Slow-Moving Trucks

On-site truck operations would be considered a mobile noise source subject to the County's noise regulations. It is anticipated that most operations would be conducted during daytime business hours (assumed to be 7:00 AM to 6:00 PM); however, some degree of operation would take place between 6:00 PM and 7:00 AM. Therefore, this analysis assumes the Proposed Project would operate 24-hours per day, seven days per week as a worst-case scenario. The predominant noise source during on-site operations would be from on-site truck movements and idling.

The Proposed Project would generate 306 average daily trips (ADT) including up to 64 truck trips per day, including 8 trucks during the AM peak hour and 9 truck trips during the PM peak hour. (Appendix L). Slow movements from these trucks can generate a maximum noise level of approximately 79 dBA at 50 feet. For the purposes of this analysis, the distance to the nearest receptor was measured from the closest on-site truck-movement area (located approximately 217 feet north of the southern project site boundary) to the closest outdoor "outdoor environment" of the receptor being analyzed. The nearest sensitive receptor (i.e., a residence to the south of the Project Site) would be located approximately 262 feet south of slow-moving trucks at the Project Site. At this distance, on-site noise levels from slow-moving trucks would be

approximately 64.6 dBA which is below the County's 65 dBA CNEL maximum allowable noise limit for residential uses for adjacent mobile noise sources. Interior noise levels from slow-moving trucks at the nearest residence would be attenuated by 20 dBA, decreasing interior noise levels to approximately 44 dBA, which is below the County's allowable interior standard of 45 dBA CNEL. In addition, it should be noted that slow-moving truck noise levels (64.6 dBA exterior and 44.6 dBA at the nearest receptor) would be much lower in the CNEL noise scale (i.e., the noise metric used by the County to evaluate mobile noise impacts) which represents a time-weighted 24-hour average noise level based on A-weighted decibels. Slow-moving truck noise level would not exceed the County's applicable noise standards at the nearest off-site receptor. Therefore, potential impacts associated with operational noise due to on-site slow-moving trucks would be less than significant.

Mechanical Equipment

HVAC units would be installed as part of the Proposed Project. HVAC systems can result in noise levels of approximately 52 dBA Leq at 50 feet from the source. At the time of this analysis, the exact location of HVAC units is unknown. However, based on the site plan, the closest potential location of HVAC units on-site to a sensitive receptor (i.e., residential uses to the east) would be approximately 120 feet. At this distance, HVAC noise levels would be approximately 44 dBA. HVAC noise levels would not exceed the County's exterior noise standards for stationary noise sources of 55 dBA Leq (daytime) and 45 dBA Leq (nighttime), or interior noise standard of 45 dBA CNEL as a result of on-site HVAC units. Therefore, potential noise impacts from mechanical equipment would be less than significant.

Parking Areas

Passenger vehicle parking areas on-site include a 78-space main surface parking lot in the southwestern portion of the Project Site and a 36-space lot in the western portion of the Project Site. Traffic associated with parking lots is typically not of enough volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL (or Ldn) scale. However, the instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys may be an annoyance to adjacent noise-sensitive receptors. Estimates of the maximum noise levels associated with parking lot activities are shown in Table 16, *Typical Noise Levels Generated by Parking Lots*.

Table 16 - Typical Noise Levels Generated by Parking Lots

Noise Source	Maximum Noise Levels at 50 Feet from Source
Car Door Slamming	61 dBA Leq
Car Starting	60 dBA Leq
Car Idling	53 dBA Leq

Source: Kariel, H. G., *Noise in Rural Recreational Environments*, Canadian Acoustics 19(5), 3-10, 1991.

As shown in Table 16, parking lot noise levels range between 53 dBA and 61 dBA at 50 feet. The property line of the nearest sensitive receptor (i.e., a residence) is located approximately 65 feet south of the proposed main surface parking area on the Project Site. At this distance, parking lot noise levels would range between 51 dBA and 59 dBA. According to San Bernardino County Code Section 83.01.080, stationary noise exceeding 65 dBA for a cumulative period of five minutes in any hour would exceed the County's noise standard. As parking lot noise is temporary and short in duration, it is not anticipated the parking lot activities shown in Table 16 would exceed five minutes in duration. Therefore, potential impacts associated with parking lot noise would be less than significant.

Back-Up Alarms

The Proposed Project would also include a 37-space trailer parking area in the southern portion of the Project Site. Medium and heavy-duty trucks reversing into trailer parking stalls and loading docks would

produce noise from back-up alarms (also known as back-up beepers). Back-up beepers produce a typical volume of 97 dBA at one meter from the source. The property line of the nearest sensitive receptor (i.e., a residence) would be located approximately 160 feet south of the trailer parking stalls where trucks would be reversing/parking. At this distance, exterior noise levels from back-up beepers would be approximately 54.8 dBA, which is below the County's 55 dBA Leq stationary noise source standard for residential uses (Appendix K, Table 3, pg. 15). In addition, maximum interior noise levels from back-up beepers would be less than 45 dBA (the County's interior noise standard) with windows open and 35 dBA with windows closed at the nearest receptor. For the purpose of this analysis, nighttime noise levels were analyzed at the interior of the nearest residence (where residents may be sleeping), approximately 220 feet south of the proposed trailer parking stalls. At this distance, exterior noise levels from back-up beepers would be approximately 51.3 dBA, and interior noise levels would be 41.3 dBA with windows open and 31.3 dBA with windows closed. The anticipated nighttime noise levels from back-up beepers would not exceed the County's 55 dBA Leq exterior noise standard for stationary sources or 45 dBA CNEL interior noise standard at the nearest residential receptors. Therefore, noise impacts from back-up beepers associated with the Proposed Project would be less than significant.

Mitigation Measures:

MM NOI-1: Prior to the issuance of a grading permit, the Property Owner/Developer shall include a note on the plans that the Property Owner/Developer and Construction Contractor shall comply with the following noise reduction and notification measures:

- Construction contracts shall specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuation devices.
- The Property Owner/Developer shall send a notice at least 15 days prior to commencement of construction of each phase, regarding the construction schedule of the Proposed Project, to property owners and occupants located within 200 feet of the project boundary. The Property Owner/Developer shall post a sign on the Project Site containing contact information for a Noise Disturbance Coordinator, legible at 50 feet. All notices and signs shall be reviewed and approved by the County of San Bernardino Community Development Director (or designee), prior to mailing or posting and shall indicate the dates and duration of construction activities, as well as provide a contact name and a telephone number where residents can inquire about the construction process and register complaints.

The Construction Contractor shall provide evidence that a construction staff member will be designated as a Noise Disturbance Coordinator and will be present on-site during construction activities. The Noise Disturbance Coordinator shall be responsible for responding to any local complaints about construction noise. When a complaint is received, the Noise Disturbance Coordinator shall notify the County within 24-hours of the complaint and determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall implement reasonable measures to resolve the complaint, as deemed acceptable by the Community Development Director (or designee). All notices that are sent to residential units immediately surrounding the construction site and all signs posted at the construction site shall include the contact name and the telephone number for the Noise Disturbance Coordinator.

- Prior to issuance of any grading or building permit, the Property Owner/Developer shall demonstrate to the satisfaction of the Community Development Director (or Designee) that construction noise reduction methods shall be used where feasible. These reduction methods include shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and electric air compressors and similar power tools.

- The Property Owner/Developer shall design construction haul routes to avoid noise sensitive uses (e.g., residences, convalescent homes, etc.), to the extent feasible.
- The Construction Contractor shall place stationary construction equipment such that emitted noise is directed away from sensitive noise receivers.
- Construction activities shall not take place outside of the allowable hours specified by the San Bernardino County Code Section 83.01.080 (from 7:00 a.m. to 7:00 p.m. on weekdays, except Sundays and Federal holidays).

Less Than Significant Impact with Mitigation.

b) Generation of excessive ground borne vibration or ground borne noise levels?

Short-Term Construction Impacts

Project construction can generate varying degrees of ground borne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Ground borne vibrations from construction activities rarely reach levels that damage structures.

The Federal Transit Administration (FTA) has published standard vibration velocities for construction equipment operations. Construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. For example, buildings that are constructed with typical timber frames and masonry show that a vibration level of up to 0.2 inch-per-second PPV is considered safe and would not result in any construction vibration damage. This evaluation uses the Federal Transit Administration (FTA) architectural damage criterion for continuous vibrations at non-engineered timber and masonry buildings of 0.2 inch-per-second peak particle velocity (PPV) and human annoyance criterion of 0.4 inch-per-second PPV in accordance with California Department of Transportation (Caltrans) guidance. The FTA has published standard vibration velocities for construction equipment operations. The vibration levels produced by construction equipment is shown in Table 17 - *Typical Vibration Levels for Construction Equipment*.

Table 17 - Typical Vibration Levels for Construction Equipment

Equipment	Approximate peak particle velocity at 25 feet (inches/second) ¹	Approximate peak particle velocity at 65 feet (inches/second) ¹
Large Bulldozer	0.089	0.024
Loaded Trucks	0.076	0.020
Small Bulldozer	0.003	0.001
Vibratory Roller	0.210	0.056
Jackhammer	0.035	0.009

Notes:
 1. Calculated using the following formula:
 $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$
 where: PPV (equip) = the peak particle velocity in in/sec of the equipment adjusted for the distance
 PPV (ref) = the reference vibration level in in/sec from Table 7-4 of the FTA *Transit Noise and Vibration Impact Assessment Manual*
 D = the distance from the equipment to the receiver

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

Ground borne vibration decreases rapidly with distance. The nearest structure is located approximately 65 feet south of the of the proposed retention basin construction area. As shown in Table 17, vibration velocities from typical heavy construction equipment used during project construction would range from 0.001 (a small bulldozer) to 0.056 (vibratory roller) inch-per-second peak particle velocity (in/sec PPV) at 65 feet from the source of activity, which would not exceed the FTA’s 0.20 in/sec PPV threshold. Construction vibration would not cause excessive human annoyance as the highest ground borne vibration nearest sensitive receptors (i.e. 0.056 inch-per-second PPV) would not exceed the 0.4 inch- per-second PPV human annoyance criteria. Therefore, potential impacts associated with ground borne vibration or noise impacts would be less than significant.

Less Than Significant Impact.

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

The Proposed Project is not located within an airport land use plan. The closest airport is the Ontario International Airport, located approximately nine miles to the west of the Project Site. The Proposed Project would not expose people residing or working in the area to excessive noise levels. Therefore, no impacts associated with aircraft noise exposure would occur

No Impact.

No significant adverse impacts are identified or anticipated with implementation of MM NOI-1.

XIV. POPULATION AND HOUSING

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

SUBSTANTIATION:

San Bernardino County General Plan, 2007; Submitted Project Materials.

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

The Proposed Project would not induce substantial unplanned population growth in an area, either directly or indirectly. The Proposed Project would generate new employment opportunities in the Bloomington area consistent with the development pattern in San Bernardino County. According to the County General Plan’s *Economic Development Element*, the major employers within the County are colleges and hospitals. The Proposed Project is a warehousing use with ancillary office, which is a typical use associated with the County because of its proximity to Los Angeles and Orange counties.²⁵ Improvements associated with the Proposed Project, such as the completion of the Alder Avenue cul- de-sac, would not result in unplanned population growth because they would not create an extension of any public road, or create road connectivity not previously available. Therefore, potential impacts associated with substantial unplanned population growth would be less than significant.

Less than Significant Impact.

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

The Project Site is currently developed with a food processing (pickling) plant and construction storage and contains one residential dwelling unit historically associated with the property; however, the single residence is ancillary to the primary use of the lot which is the food processing plant. The Proposed Project would involve the demolition of the existing development on the Project Site, and construction of a 174,780 square-foot warehouse building with ancillary office. Therefore, no impacts associated with the displacement of substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere, would occur.

No Impact.

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

²⁵ <http://www.sbcounty.gov/Uploads/lus/GeneralPlan/FINALGP.pdf> (page IX-4), Accessed September 3, 2019

XV. PUBLIC SERVICES

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

SUBSTANTIATION:

San Bernardino County General Plan, 2007; Submitted Project Materials

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

i. *Fire Protection:*

Fire protection services are provided by the Central Valley Fire Protection District within the Bloomington Community Plan area, as shown in Figure 8-1 - *Fire Districts* of the community plan. The San Bernardino County Fire Department (SBCFD) provides administration and support for these fire districts and other services such as hazardous materials regulation, dispatch communication and disaster preparedness. The County Fire Department provides services through the Valley Division of the department. There are two fire stations located within the Bloomington plan area: Valley Division Station 76 located at 10174 Magnolia, and Valley Division Station 77 located at 17459 Slover. Another agency that provides fire protection services and/or fire related information for the Bloomington Community Plan area is the California Department of Forestry and Fire Protection (CDF).

The Project Site is located in the SBCFD's Division 1 area and the nearest fire station is station no. 77 located at 17459 Slover Avenue, approximately .5 miles southwest.²⁶ The Proposed Project would comply with the California Fire Code and California Building Code (CBC), including project features that aid in fire safety and support fire suppression activities, such as fire sprinklers, paved access, and required aisle widths. The Proposed Project would not result in the need to construct a new fire station or physically alter an existing station. Therefore, potential impacts associated with fire protection would be less than significant.

Less than Significant Impact.

²⁶<https://www.google.com/maps/d/u/0/viewer?mid=1gXRGFAud9BV92Yhqvv7Y0yrfQ-I&ll=34.06682883535032%2C-117.40342790719131&z=15> Accessed September 3, 2019

ii. Police Protection

The San Bernardino County Sheriff's Department provides police protection services to San Bernardino County, including the Bloomington community area. The closest sheriff station to the Project Site is the Fontana Patrol Station located at 17780 Arrow Boulevard in the City of Fontana, approximately 2.2 miles north.²⁷ The Proposed Project involves the construction of a warehouse building with ancillary office use, and is not anticipated to generate significant police calls which would warrant construction of a new police station or expansion of an existing station. Additionally, the station is composed of one secretary, five clerks, one motor pool assistant, one Sheriff's Service Specialist, twenty-seven deputy positions, five detectives, seven sergeants, one lieutenant and one captain. Fontana deputies enjoy a close working relationship with the surrounding agencies of Fontana Police, Rialto Police, Rancho Cucamonga Police, and Riverside Sheriff. The Fontana Patrol Station is also served by volunteer groups, to allow for quicker response times.²⁸ Therefore, potential impacts associated with police protection would be less than significant.

Less Than Significant Impact.

iii. Schools

The Project Site is located within the Colton Joint Unified School District. The nearest schools are Sierra Academy, a private elementary school located approximately 0.37 miles to the west, and Bloomington High School located approximately 0.28 miles to the southeast of the Project Site; however, the Proposed Project involves the construction of a warehouse building with ancillary office use and involves no residential dwelling units. Property Owner/Developer would be required to pay school impact fees as levied by the district, which would provide funding for school facilities. Since the Proposed Project does not propose new housing, any potential impacts would be considered incremental and can be offset through the payment of the appropriate development impact fees. The Proposed Project would not result in substantial adverse physical impacts related to schools. Therefore, potential impacts associated with schools would be less than significant.

Less Than Significant Impact.

iv. Parks/Other Public Facilities

The Bloomington park district manages parks within the community plan area. Local recreation facilities include Ayala Park, Kessler Park, and two mini-parks located on the southeast and southwest sides of Cedar Avenue and Valley Boulevard. Residents expressed the desire for continued development of parks and recreation facilities within the plan area. Residents indicated there is a need for a youth center and additional neighborhood park sites with active recreation facilities.

The Proposed Project consists of a 174,7800 square-foot warehouse use with ancillary office, wholly located on the Project Site. The nearest parks are Sycamore Hills Park located approximately 0.75 miles to the southwest, and Ayala Park located approximately 0.75 miles to the northeast of the Project Site. The Proposed Project does not involve the construction, expansion or direct need of/for park or other public facilities because the Proposed Project would not generate any new residential dwelling units. Additionally, impacts from employees would be less than significant because the Proposed Project is a warehouse use with ancillary office, where people associated with the use would be expected to work at the Project Site. Probable use of a government facility associated with the Proposed Project, such as a park, would be limited in time to employee break periods, such as lunch. Therefore, potential impacts associated with parks and other public facilities would be less than significant.

Less Than Significant Impact.

Initial Study P201900293

Lake Creek Industrial, LLC

APN: 0252-131-03; 0252-131-04; 0252-131-36; 0252-131-41; 0252-131-43

November 2019

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

²⁷ <https://www.google.com/maps/@34.0819222,-117.4436611,14z> Accessed September 3, 2019

²⁸ <http://wp.sbcounty.gov/sheriff/patrol-stations/fontana/> Accessed September 3, 2019

XVI. RECREATION

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

SUBSTANTIATION:

San Bernardino County General Plan, 2007; Submitted Project Materials

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

As stated above in Section XV.a.iv., the nearest recreational facilities are Sycamore Hills Park located approximately 0.75 miles to the southwest, and Ayala Park located approximately 0.75 miles to the northeast of the Project Site. Local recreation facilities in the Bloomington community include Ayala Park, Kessler Park, and two mini-parks located on the southeast and southwest sides of Cedar Avenue and Valley Boulevard. Residents expressed the desire for continued development of parks and recreation facilities within the plan area. Residents indicated that there is a need for a youth center and additional neighborhood park sites with active recreation facilities. Under the forthcoming County Wide Plan for the Bloomington community, goals surrounding the construction and maintenance of a community recreation center including a community swimming pool would be included and potentially create more recreation opportunities in the future¹.

The Proposed Project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated because the Proposed Project would not generate any new residential dwelling units. Additionally, impacts from employees would be less than significant because the Proposed Project is a warehouse use with ancillary office, where people associated with the use would be expected to work at the Project Site. Probable use associated with the Proposed Project would be limited in time to employee break periods, such as lunch. Therefore, potential impacts associated with an increase use of neighborhood and regional parks would be less than significant.

Less than Significant Impact.

¹ http://countywideplan.com/wp-content/uploads/2019/05/00_Bloomington_CAG_2019DRAFT.pdf
 (pg. 20) Accessed October 15, 2019

Initial Study P201900293

Lake Creek Industrial, LLC

APN: 0252-131-03; 0252-131-04; 0252-131-36; 0252-131-41; 0252-131-43

November 2019

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

The Proposed Project consists of a 174,7800 square-foot warehouse use with ancillary office, wholly located on the Project Site. The Proposed Project does not include recreational facilities or require the construction or expansion of recreation facilities. Therefore, no impacts associated with recreational facilities which may have an adverse physical effect on the environment would occur.

No Impact.

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

XVII. TRANSPORTATION

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

SUBSTANTIATION:

San Bernardino County General Plan, 2007; Submitted Project Materials; Appendix L – *Alder Logistics Center – Trip Generation Memorandum*, Translutions, Inc., November 2018

A trip generation impact memorandum was completed by Translutions, Inc., to determine potential impacts to traffic associated with the development of the Proposed Project (Appendix L – *Alder Logistics Center – Trip Generation Memorandum*, Translutions, Inc., November 2018).

a) *Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

Project Trip Generation

Total trip generation for the Proposed Project are based on trip generation rates for Land Use 150 - "Warehousing" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition). Typically, in the Inland Empire, traffic generated by warehousing projects is further classified into automobile and truck traffic. The Fontana Truck Trip Generation Study (August 2003) is used to identify the vehicle mix for such facilities. Based on the Truck study, of the total trip generation, approximately 20.43% are trucks and the remaining 79.57% is automobile traffic. The Truck study classifies trucks based on axle-type, which shows that approximately 17% of the truck traffic is comprised of 2-axle trucks, 23% of 3- axle trucks, and the remaining 60% of 4+-axle trucks.

Trip generation rates for Land Use 150 – “Warehousing” from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition) have been used to identify total vehicle trips, as shown Table 18 – *Project Trip Generation*.

Table 18 - Project Trip Generation

Land Use	Units	Peak Hour						Daily
		AM Peak Hour			PM Peak Hour			
		In	Out	Total	In	Out	Total	
Total Vehicle Rates								
Trip Generation Rates ¹ Per TSF		0.131	0.039	0.170	0.051	0.139	0.190	1.740
PCE Inbound/ Outbound Splits		77%	23%	100%	27%	73%	100%	50%/50%
Passenger Car Equivalent Rates Calculations								
Passenger Cars								
Recommended Mix (%) ²		79.57%	79.57%	79.57%	79.57%	79.57%	79.57%	79.57%
PCE Factor ³		1.0	1.0	1.0	1.0	1.0	1.0	1.0
PCE Rates		0.613	0.031	0.135	0.041	0.110	0.151	1.385
2-Axle Trucks								
Recommended Mix (%) ²		3.46%	3.46%	3.46%	3.46%	3.46%	3.46%	3.46%
PCE Factor ³		1.5	1.5	1.5	1.5	1.5	1.5	1.5
PCE Rates		0.007	0.002	0.009	0.003	0.007	0.010	0.090
3-Axle Trucks								
Recommended Mix (%) ²		4.64%	4.64%	4.64%	4.64%	4.64%	4.64%	4.64%
PCE Factor ³		2.0	2.0	2.0	2.0	2.0	2.0	2.0
PCE Rates		0.012	0.004	0.016	0.005	0.013	0.018	0.161
4-Axle Trucks								
Recommended Mix (%) ²		12.33%	12.33%	12.33%	12.33%	12.33%	12.33%	12.33%
PCE Factor ³		3.0	3.0	3.0	3.0	3.0	3.0	3.0
PCE Rates		0.048	0.014	0.063	0.019	0.051	0.070	0.644
Warehouse Net PCE Rate		0.680	0.051	0.223	0.067	0.182	0.249	2.280
Total Project Trip Generation (Trips, By Vehicle Type)								
Warehouse	174.78 TSF							
Passenger Cars		18	6	24	7	20	27	242
2-Axle Trucks		1	1	2	1	1	2	11
3-Axle Trucks		1	1	2	0	2	2	15
4+ Axle Trucks		3	1	4	2	3	5	38
Total Vehicles		23	9	32	10	26	36	306
Total Project Trip Generation (Passenger Car Equivalent Trips, By Vehicle Type)								
Passenger Cars		18	6	24	7	20	27	242
Truck PCE								
2-Axle Trucks		1	2	3	1	2	3	17
3-Axle Trucks		2	2	4	0	4	4	30
4+ Axle Trucks		9	3	12	6	9	15	114
Total Truck PCE		12	7	19	7	15	22	161
Total PCE		30	13	43	14	35	49	403

Since automobile and truck traffic behave differently in a traffic stream of mixed traffic in terms of acceleration, deceleration, and maneuvering, the concept of passenger car equivalents (PCE) is applied to convert trucks to equivalent passenger cars. San Bernardino County Transportation Authority (SBCTA) guidelines recommends using a PCE conversion factor of 1.5 passenger cars per 2-axle truck, 2.0 per 3-axle truck, and 3.0 per 4 (or more)-axle truck. Applying these PCE rates to the forecast truck types, the Proposed Project is forecast to generate 43 PCE trips during the AM peak hour, 49 PCE trips during the PM peak hour, and 403 daily PCE trips. The PCE trip generation for the Proposed Project is also shown on Table 18. Since the trip generation of the Proposed Project is less than 50 trips during any peak hour, potential impacts associated with traffic would less than significant.

Project Trip Distribution

Based on other traffic studies in the area prepared by Translutions, Inc., it is anticipated that 50% of the trips would travel east on Slover Avenue and the remaining 50% would travel west on Slover Avenue. Truck traffic is anticipated to travel on Cedar Avenue and Sierra Avenue to the I-10 freeway. According to the County's adopted Transportation Impact Study Guidelines, areas requiring transportation impact studies include all intersections where a proposed project would add 50 or more trips during any peak hour and roadway segments adjacent to the project if directed by the County or if a project generates 100 or more trips without consideration of pass-by trips during any peak hour. The County has not directed the Applicant to provide a transportation impact study which focuses on any roadway segments, as the Proposed Project trip generation is less than 50 PCE trips during any peak hour; therefore, all intersections would have less than 50 peak hour project PCE trips, and the Proposed Project would not require a transportation impact study².

Therefore, the Proposed Project generates minimal trips, with an anticipated 32 trips during the AM peak hour, 36 trips during the PM peak hour, and 306 daily trips. Of these, automobile trips are forecast to account for 24 trips during the AM peak hour, 27 trips during the PM peak hour, and 242 daily trips. The Proposed Project does not conflict with the County's Congestion Management Program (CMP) and does not proposed changes to the County's LOS standards. Based on the thresholds identified in the plans, ordinances, and policies in San Bernardino County, as well as the Proposed Project's consistency with adopted plans and policies related to non-motorized travel in this area, potential impacts associated with the conflict with a program, plan, ordinance or policy addressing the circulation system would be less than significant.

Less Than Significant Impact.

² <https://cms.sbcounty.gov/Portals/50/transportation/Traffic-Study-Guidelines.pdf?ver=2019-10-03-155637-153> (pgs. 5 and 7) Accessed October 14, 2019

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

On September 27, 2013, SB 743 was signed into law. According to the legislative intent of SB 743, changes to California Environmental Quality Act (CEQA) practice were necessary to balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions. SB 743 requires that by July 1, 2020, all jurisdictions must adopt new VMT thresholds for determining CEQA compliance as well as adopt updated Traffic Impact Study Guidelines to provide direction in assessing the potential transportation impacts of proposed development projects, General Plan Amendments, and changes in zoning districts. The County has adopted Transportation Impact Study Guidelines as of July 9, 2019. For VMT, projects which serve the local community and have the potential to reduce VMT should not be required to complete a VMT assessment. These types of projects include:

- K-12 schools
- Local-serving retail less than 50,000 sq. ft.
- Local parks
- Day care centers
- Local serving gas stations
- Local serving banks
- Student housing projects
- Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS Page 19 of 26
- Projects generating less than 110 daily vehicle trips

The County has identified that vehicle level of service (LOS) is still of value to the residents of San Bernardino County. The General Plan includes policies that address LOS and identify LOS standards for which County infrastructure will strive to maintain. Therefore, County projects will also be required to complete a transportation impact study (TIS), in addition to VMT assessment, to demonstrate consistency with the General Plan. The San Bernardino County Transportation Analysis Model (SBTAM) is currently the most appropriate travel demand model to use in San Bernardino County. As a result, the County has created Transportation Impact Study Guidelines, to provide a general guide in assessing the potential transportation impacts of proposed development projects, General Plan Amendments and changes in zoning in the County of San Bernardino.

As stated above in Section XVII.a., according to the County's adopted Transportation Impact Study Guidelines, areas requiring transportation impact studies include all intersections where a proposed project would add 50 or more trips during any peak hour and roadway segments adjacent to the project if directed by the County or if a project generates 100 or more trips without consideration of pass-by trips during any peak hour. The County has not directed the Applicant to provide a transportation impact study which focuses on any roadway segments, as the Proposed Project trip generation is less than 50 PCE trips during any peak hour; therefore, all intersections would have less than 50 peak hour project PCE trips and the Proposed Project would not require a transportation impact study.

A key element of SB 743 is the elimination of automobile delay and level of service as the sole basis of determining CEQA impacts. The most recent CEQA guidelines, released in December 2018, recommend VMT as the most appropriate measure of project transportation impacts. However, SB 743 does not prevent a city or county from continuing to analyze delay or LOS as part of other plans (i.e., the general plan), studies, or ongoing network monitoring. The following recommendations assist in determining VMT impact thresholds and mitigation requirements for various land use projects' Transportation Impact Studies.

CEQA Guidelines Section 15064.3 subdivision (b) has been included in the 2018 CEQA Guidelines as part of the implementation of SB 743 which requires local jurisdictions to use Vehicle Miles Travelled (VMT) instead of Level of Service (LOS) methodologies for the purpose of determining the significance of traffic impacts under CEQA. Also, as part of the implementation of SB 743 local jurisdiction are given until July 1, 2020 to develop and implement thresholds of significance criteria and methodologies for evaluating VMT under the new SB 743 requirements. Therefore, impacts with respect to CEQA Guidelines Section 15064.3(b) are less than significant.

Less Than Significant Impact.

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

The Proposed Project involves the construction of a 174,780 square foot warehouse building with ancillary office, including 114 parking spaces, 24 loading docks, and public right-of-way improvements including the completion of the cul-de-sac bulb on Alder Avenue. Design of driveways, circulation areas, and parking stalls for the Proposed Project would be based on the County Development Code, including Chapter 83.05 – *Dedication and Installations of Street and Trail Improvements* and Chapter 83.11 – *Parking and Loading Standards*, which sets the standard for such design. It is not anticipated that traffic hazards would increase as a result of the Proposed Project, as the completion to the public right-of-way would be to current standards.

Additionally, similar and compatible uses in the vicinity include the industrial use located directly east, across Alder Avenue, and west of the Project Site. Therefore, potential impacts associated with a substantial increase in hazards due to a design feature or incompatible use would be less than significant.

Less Than Significant Impact.

d) Result in inadequate emergency access?

The Proposed Project includes improvement to the public right-of-way but would not result in adverse impacts to emergency access to the Project Site or within the surrounding area. Design of driveways, circulation areas, and parking stalls for the Proposed Project are based on the County Development Code, including Chapter 83.05 – *Dedication and Installations of Street and Trail Improvements* and Chapter 83.11 – *Parking and Loading Standards*, which sets the standard for such design. Additionally, there are two access points proposed for the Project Site, both located off Alder Avenue, which is the Project Site's only public street frontage. Therefore, potential impacts associated with inadequate emergency access would be less than significant.

Less Than Significant Impact.

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

XVIII. TRIBAL CULTURAL RESOURCES

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

SUBSTANTIATION:

San Bernardino County General Plan, 2007; Cultural Historical Resources Information System (CHRIS), South Central Coast Information Center; Submitted Project Materials; Appendix D – *Cultural and Paleontological Records Searches and Built Environment Evaluation Memorandum, Alder Logistics Center Project, Bloomington, San Bernardino County, California*, VCS Environmental, July 2019, Appendix M – *AB52 Tribal Consultation Correspondence, Sagecrest Planning+Environmental*, October 2019

A Cultural and Paleontological Records Searches and Built Environment Evaluation Memorandum was completed by VCS Environmental to determine potential impacts to paleontological and cultural resources associated with the development of the Proposed Project (Appendix D – *Cultural and Paleontological Records Searches and Built Environment Evaluation Memorandum, Alder Logistics Center Project, Bloomington, San Bernardino County, California*, VCS Environmental, July 2019).

Effective July 1, 2015, Assembly Bill 52 (AB52) requires meaningful consultation with California Native American Tribes on potential impacts associated with tribal cultural resources, as defined in §21074. A tribe must submit a written request to the relevant lead agency if it wishes to be notified of projects within its traditionally and culturally affiliated area. The lead agency must provide written, formal notification to the tribes that have requested it within 14 days of determining that a project application is complete or

deciding to undertake a project. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the Proposed Project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation. Consultation concludes when either 1) the parties agree to mitigation measures to avoid a significant effect, if one exists, on a tribal cultural resource, or 2) a party, acting in good faith and after reasonable effort, concludes that agreement cannot be reached. AB 52 also addresses confidentiality during tribal consultation per Public Resources Code §21082.3(c). The County of San Bernardino has received a notification requests from [XX] Native American tribes, who were notified of the Proposed Project in accordance with AB52. Copies of the correspondence is included in Appendix M – *AB52 Tribal Consultation Correspondence*.

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

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

The Project Site is a previously disturbed and developed area, with no historical structures located on the Project Site. The records search resulted in no identification of any cultural resources within the Project Site (Appendix D). The existing development on-site was evaluated to determine whether they qualify for listing as historic resources, and none of the existing built structures are eligible. The closest designated historical resource to the Project Site is a property listed on the OHP Historic Property Directory; a small historic-era home on 9995 Alder Avenue, approximately 2,000 feet north of the Project Site. The development on the Project Site would not result in adverse impacts to the resource due to intervening topography and existing development between the Project Site and the historic resource. Therefore, potential impacts to the significance of a historical resource would be less than significant.

Less Than Significant Impact.

ii. *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?*

Assembly Bill 52 (AB 52), signed into law in 2014, amended CEQA and established new requirements for tribal notification and consultation. AB 52 applies to all projects for which a notice of preparation or notice of intent to adopt a negative declaration/mitigated negative declaration is issued after July 1, 2015. AB 52 also broadly defines a new resource category of tribal cultural resources and established a more robust process for meaningful consultation that includes:

- Prescribed notification and response timelines;
- Consultation on alternatives, resource identification, significance determinations, impact evaluation, and mitigation measures; and
- Documentation of all consultation efforts to support CEQA findings.

A tribe must submit a written request to the relevant lead agency if it wishes to be notified of projects within its traditionally and culturally affiliated area. The lead agency must provide written, formal notification to the tribes that have requested it within 14 days of determining that a project application is complete or deciding to undertake a project. The tribe must respond to the lead agency within 30 days of

receipt of the notification if it wishes to engage in consultation on the Proposed Project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation. Consultation concludes when either 1) the parties agree to mitigation measures to avoid a significant effect, if one exists, on a tribal cultural resource, or 2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. AB 52 also addresses confidentiality during tribal consultation per Public Resources Code §21082.3(c).

On August 20, 2019, the County provided written notification of the Project in accordance with AB 52 to all the Native American tribes that requested to receive such notification from the County and were listed on the NAHC list provided as a part of Appendix M. Of the tribes notified, the Gabrieleno Band of Mission Indians – Kizh Nation, requested formal government-to-government consultation under AB 52. The County met with the Gabrieleno Band of Mission Indians – Kizh Nation representatives on October 2, 2019. The County sent recommended mitigation measures to the Gabrieleno Band of Mission Indians – Kizh Nation on October 21, 2019. Consultation with the Gabrieleno Band of Mission Indians – Kizh Nation was concluded on October 21, 2019. As a result of these consultations, with implementation of **MM TCR-1** through **MM TCR-7**, and **MM CUL-1**, AB52 consultation with the Gabrieleno Band of Mission Indians, Kizh Nation have been concluded and potential impacts associated with Tribal Cultural Resources would be less than significant.

Less Than Significant Impact With Mitigation Incorporated.

Mitigation Measures:

MM TCR-1: Retain a Native American Monitor/Consultant: Prior to the issuance of a grading permit, the Property Owner/Developer shall retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the NAHC's Tribal Contact list for the area of the project location. This list is provided by the NAHC. The monitor/consultant will only be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.

MM TCR-2: Unanticipated Discovery of Tribal Cultural and Archaeological Resources: Prior to the issuance of a grading permit, the Property Owner/Developer shall include the following note on the plans: Ongoing during construction, upon discovery of any archaeological resources, the Construction Contractor shall cease construction activities in the immediate vicinity of an unanticipated find until it can be assessed by a qualified archaeologist and tribal monitor/consultant approved by the Gabrieleño Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the Property Owner/Developer regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. Work may continue on other parts of the Project Site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource", time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources.

MM TCR-3: Public Resources Code Sections 21083.2(b) for unique archaeological resources. Prior to the issuance of a grading permit, the Property Owner/Developer shall include the following note on the plans: Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin 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, they shall be offered to a local school or historical society in the area for educational purposes.

MM TCR-4: Resource Assessment & Continuation of Work Protocol: Prior to the issuance of a grading permit, the Property Owner/Developer shall include the following note on the plans: Upon discovery, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 150 feet and place an exclusion zone around the burial. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).

MM TCR-5: Kizh-Gabrieleno Procedures for burials and funerary remains: Prior to the issuance of a grading permit, the Property Owner/Developer shall include the following note on the plans: If the Gabrieleno Band of Mission Indians – Kizh Nation is designated MLD, the following treatment measures shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. These remains are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.

MM TCR-6: Treatment Measures: Prior to the issuance of a grading permit, the Property Owner/Developer shall include the following note on the plans: Prior to the continuation of ground disturbing activities, the Property Owner/Developer shall arrange a designated site location within the footprint of the Project Site for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific

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study or the utilization of any invasive diagnostics on human remains.

Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

MM TCR-7: Professional Standards: Prior to the issuance of a grading permit, the Property Owner/Developer shall include the following note on the plans: Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.

No significant adverse impacts are identified or anticipated with implementation of MM TCR-1 through MM TCR-7 and MM CUL-1.

XIX. UTILITIES AND SERVICE SYSTEMS

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

SUBSTANTIATION:

County of San Bernardino General Plan 2007; Submitted Project Materials; Appendix F - *Updated Geotechnical Investigation Proposed Alder Logistics Center*, Southern California Geotechnical, November 2018; Appendix G - *Updated Geotechnical Investigation Proposed Alder Logistics Center, Results of Additional Infiltration Testing*, Southern California Geotechnical, January 2019

A geotechnical investigation was completed by Southern California Geotechnical to determine potential impacts to geology and soils associated with the development of the Proposed Project (Appendix F - *Updated Geotechnical Investigation Proposed Alder Logistics Center*, Southern California Geotechnical, November 2018).

A percolation test was completed to determine suitability for the proposed septic system associated with the development of the Proposed Project (Appendix G - *Updated Geotechnical Investigation*

Proposed Alder Logistics Center, Results of Additional Infiltration Testing, Southern California Geotechnical, January 2019).

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

As stated in Section VII(e), most of the Bloomington community area has been developed with septic tanks and leachfield systems, with few properties within the area having direct hook up to the City of Rialto sewer system. The current site is developed with two existing septic systems located in the western and eastern portions of the Project Site. The Proposed Project would result in the removal of the existing septic systems and include the addition of a new septic system in the southeastern portion of the Project Site. The new septic system would consist of one sewer septic tank and six sewer seepage pits. The seepage pits are expected to extend to depths of 20 to 25± feet below the existing site grades and the bottom of the sewer septic tank would be approximately 5 feet below the existing site grades.

The percolation results outlined in Appendix G show rates from Project Site test locations within the limits provided in the San Bernardino County Department of Environmental Health Services standards, Soil Percolation (PERC) Test Report Standards: Suitability of Lots and Soils for Use of Leachlines or Seepage Pits, published by the San Bernardino County Department of Environmental Health Services, revised June 2017. Therefore, no impacts associated with the new wastewater septic system would occur.

As stated in Section X(c)(i)-(iii), the Proposed Project involves improvements to the Project Site and Alder Street terminus, resulting in improved stormwater drainage. Both an on-site detention basin and weir would be constructed as a part of the Proposed Project to account for storm water runoff and drainage. The Proposed Project would result in a reduction in peak flow rate and volume than assumed existing levels due to on-site detention of water runoff. Therefore, no impacts associated with stormwater drainage would occur.

Other utilities, such as electrical power would be connected to existing infrastructure in the area, consistent with County and provider regulations. Therefore, potential impacts associated with the relocation or construction of utility systems would be less than significant.

Less Than Significant Impact.

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

As stated in Section X(b), the Proposed Project does not propose the use of local groundwater supplies or the construction of any groundwater wells. Water would be provided by the West Valley Water District, which has issued an adequate service certification for water for the Proposed Project. The West Valley Water District stated it is financial and physically feasible to install water service facilities that would provide adequate source, storage and distribution line capacities for each proposed service connection that would satisfy the domestic water service and fire protection requirements of the proposed use. Therefore, potential impacts associated with sufficient water supplies available to serve the Proposed Project and reasonably foreseeable future development during normal, dry and multiple dry years would be less than significant.

Less Than Significant Impact.

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

The Proposed Project received "onsite sewage disposal certifications" from the Division of Environmental Health Services, which finds the septic system shall be certified by a qualified professional to ensure the system functions properly, meets code requirements, and has required capacity. Therefore, potential impacts associated with the wastewater treatment provider's inability to serve the Project and/or has inadequate capacity to serve the Project's projected demand would be less than significant.

Less Than Significant Impact.

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

According to the 2012 San Bernardino Countywide Integrated Waste Management Plan²⁹, the Countywide disposal system consists of nine landfills and twenty-one transfer stations, which includes five limited volume transfer operations (LVTO), four transfer station operations owned and operated by the County of San Bernardino Solid Waste Management Division, and three privately owned landfills and eight privately owned transfer stations. The County of San Bernardino continues to have disposal capacity available for solid waste generated, but not diverted, in excess of 15 years as required under Public Resources Code Section 41701. The systemwide characteristics indicate that the County has an estimated calculated site-life of 63- years of refuse capacity. The nearest landfill to the Project Site is the Mid-Valley Landfill, located at 2390 Alder Avenue in Rialto. According to the Waste Management Plan, the Mid-Valley Landfill has a permitted site life until 2033, but life span would be based on remaining capacity which is constrained by the permitted footprint. The rates according to the Waste Management Plan result in a remaining capacity of 46,705,231 tons, and an annual total tonnage of 682,032. Since the Proposed Project is consistent with the General Plan land use designation of regional industrial, the Proposed Project is consistent with the assumed buildout and the solid waste generated from the Proposed Project can be accommodated by the Mid-Valley Landfill.

Additionally, demolition of the existing development on the Project Site would require a building permit through the County, which includes the requirement to provide a construction waste management plan to insure consistency with federal, state, and local waste requirements.

Therefore, potential impacts associated with 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 would be less than significant.

Less Than Significant Impact.

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

The Proposed Project would comply with all applicable federal, state, and local requirements related to solid waste. The Proposed Project would be subject to the building permit process, which requires a construction waste management plan for demolition of existing structures, and compliance with

²⁹ <http://cms.sbcounty.gov/Portals/50/solidwaste/SWAT/Engineering/CIWMP%20-%20Five-Year%20Review%20Report%20-%20Nov%202012.pdf?ver=2017-04-21-153351-130> Accessed September 5, 2019

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the County's Development Code Chapter 84.19 –*Recycling Facilities* and Chapter 84.24 – *Solid Waste/Recyclable Materials Storage*. The Proposed Project's operations would be subject to service and requirements of the County of San Bernardino Solid Waste Management Division and the County's Development Code. Therefore, potential impacts associated with noncompliance of federal, state, and local management and reduction statutes and regulations related to solid waste would be less than significant.

Less Than Significant Impact.

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

XX. WILDFIRE

	Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SUBSTANTIATION:					
County of San Bernardino General Plan 2007; Submitted Project Materials					

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

Residents' primary concerns regarding safety in their community revolve around fire protection and the need for improved evacuation routes. Within the Bloomington Community Plan area, the following roadways have been designated as potential evacuation routes: Valley Boulevard, Slover Avenue and the San Bernardino Freeway (I-10). This does not mean that other roadways within the community cannot be used as evacuation routes. Specific evacuation routes would be designated by evacuation authorities during an emergency in order to respond to the specific needs of the situation and circumstances surrounding the disaster. This would be communicated to residents at the time of the emergency and would be handled in accordance with the evacuation procedures contained within the County Emergency Management Plan. The County Emergency Management Plan details preparedness and emergency management systems among other topics.⁴

⁴ http://cms.sbcounty.gov/portals/58/Documents/Emergency_Services/Emergency-Operations-Plan.pdf Accessed

The Project Site is located within a Local Responsibility Area but is not designated within a High Fire Hazard Severity Zone⁵. The Proposed Project would involve the construction of two access driveways off Alder Avenue and completion of the Alder Avenue terminus as a part of the proposed development. Specifications for the proposed improvements would be subject to County requirements, including Chapter 83.09 – *Infrastructure Improvement Standards*, and Chapter 83.12 – *Road System Design Standards* to ensure that adequate dimensions for emergency vehicles is met. The proposed access to the Project Site would be required to meet standards that allow emergency response vehicles, such as firetrucks, to service the entire development. Fire plan check would be required through the County's fire department to ensure adequate service is provided. Additionally, the Proposed Project would be subject to review and compliance with the County's Building Code to ensure structural integrity of all proposed buildings.

The Proposed Project would not impair the evacuation routes detailed in the Bloomington Community Plan as it is not located on these evacuation routes, and because the proposed use is consistent with the General Plan land designation. The Proposed Project would not compromise the County's Emergency Management Plan because it would be developed in conformance with the required standards set forth by the County's Zoning Ordinance, with the exception of the requested variance for a reduction in the front yard setback which would not adversely impact emergency management personnel or actions, fire code regulations, and building code. These standards ensure project elements such as access, structural integrity, and clearances around structures are met so that they do not impact emergency response. Therefore, potential impacts to an adopted emergency response plan or emergency evacuation plan would be less than significant.

Less Than Significant Impact.

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

A combination of climate, topography, vegetation, and development patterns creates high fire hazard risks throughout the County, especially in the many areas of wildland/urban intermix located in foothills and mountainous areas countywide. As development encroaches upon wildland areas, the potential for disastrous loss of watershed, structures, and life (human and wildlife) increases. Establishment of a coordinated program to condition development in some of these areas has been adopted through the Fire Safety Overlay provisions of the County Development Code. Continuous evaluation and application of Hazard Overlays and accompanying policies and standards for adequate services, facilities, mapping, and developmental regulation are required as pressure for development increases countywide. Included in developmental regulation are requirements for minimum road widths (to provide adequate access for both fire-fighting equipment and evacuating residents) and clearance around structures to prevent the rapid spread of fire from one structure to another.

The Project Site is not located within the designated Fire Safety Overlay and is not located in an area where wildland and urban areas intermix. The Project Site is in a developed portion of the Bloomington community area, and is surrounded by existing development, including railroad infrastructure to the north and west, with the I-10 freeway to the north beyond the railroad. Additionally, while the Project Site is located within a Local Responsibility Area, it is not designated within a High Fire Hazard Severity Zone. The Proposed Project would be subject to the standards and requirements set forth in the

California Fire Code and California Building Code. Therefore, no impacts associated with exacerbating wildfire risk would occur.

No Impact.

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

As stated above in Section XX(a) and (b), the Project Site is located within a Local Responsibility Area but is not designated within a High Fire Hazard Severity Zone. The Proposed Project would involve the construction of two access driveways off Alder Avenue and completion of the Alder Avenue terminus as a part of the proposed development; however, specifications for the proposed improvements would be subject to County requirements, including Chapter 83.09 – *Infrastructure Improvement Standards*, and Chapter 83.12 – *Road System Design Standards* and would follow the design criteria outlined in Appendix D so that temporary environmental impacts would be less than significant. Additionally, fire plan check would be required through the County's fire department to ensure adequate service is provided. Therefore, potential impacts associated with the exacerbation of fire risk or result in temporary or ongoing impacts to the environment would be less than significant.

Less Than Significant Impact.

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

The Project Site is not located within any of the identified hazard zones, as outlined on the County's Hazard Overlay Maps.⁶ These maps denote areas associated with dam inundation, flood zone risk, noise hazards, fire risk, and airport safety. The Project Site is also relatively flat, with no significant slopes or natural water features on-site. The Project Site is not located in an area the County identifies as having geological hazards, such as landslides.⁷ Therefore, no impacts associated with the exposure of people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes would occur.

No Impact.

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

⁶ http://www.sbcounty.gov/Uploads/lus/HazMaps/EHFHB_20100309.pdf Accessed September 4, 2019

⁷ <http://www.sbcounty.gov/Uploads/lus/GeoHazMaps/FH29C.pdf> Accessed September 4, 2019

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

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

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

The Proposed Project would be consistent with local policies and ordinances related to biological resources. Appendix C details the Proposed Project’s impacts on biological resources, all of which would be less than significant. The Proposed Project includes a project design feature which would ensure that the Proposed Project would not substantially reduce the habitat of wildlife species or cause wildlife population to drop below self-sustaining levels. The Proposed Project would not degrade the quality of the environment, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal.

According to the cultural resources assessment prepared for the Proposed Project, no cultural resources have been recorded within the Project Site, and the Project Site does not contain any resources that are important to major periods of California history or prehistory. However, cultural resources have been previously documented outside of the boundaries of the Project Site but within the one-half mile search

radius, including the Union Pacific Railroad and a historic-era structure. Although the Project Site doesn't contain any documented cultural resources, there remains the possibility that undiscovered, buried resources (including archaeological and tribal cultural resources) might be encountered during construction. Incorporation of **MM CUL-1, MM GEO-1, and MM TCR-1 – MM TCR-7** would reduce any potential impacts to any undiscovered resources to less than significant and ensure that the Proposed Project would not eliminate important examples of the major periods of California history or prehistory.

Less Than Significant Impact with Mitigation Incorporated.

Mitigation Measures: MM CUL-1, MM GEO-1 and MM TCR-1 – MM TCR-7

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

The Proposed Project would result in potentially significant project-specific impacts to cultural resources, noise, tribal cultural resources, and geological/soils impacts. However, all mitigation measures have been identified that would reduce these impacts to less than significant levels. The Noise Impact Analysis of this document considered cumulative impacts in its analyses, and mitigation measures would be required to reduce cumulative impacts associated with noise. No additional mitigation measures would be required to reduce cumulative impacts to less than significant levels.

Less Than Significant Impact with Mitigation Incorporated.

Mitigation Measures: MM CUL-1, MM GEO-1, MM NOI-1, and MM TCR-1 – MM TCR-7

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

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

Less Than Significant Impact.

Mitigation Measures: No additional mitigation measures would be required.

No significant adverse impacts are identified or anticipated with implementation of MM GEO-1, and MM NOI-1, and MM TCR-1- MM TCR-7.

REFERENCES

GENERAL REFERENCES

The following documents were used as information sources during preparation of this document. Except as noted, they are available for public review at the County of San Bernardino Land Use Services Department, 385 N. Arrowhead Avenue, 1st Floor, San Bernardino, CA 92415-0182.

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California Department of Conservation, San Bernardino County Williamson Act FY 2015/2016 (sheet 2 of 2), 2016 California Department of Conservation, San Bernardino County Important Farmland 2016 (sheet 2 of 2), 2016 ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/sbd16_so.pdf Accessed August 30, 2019

California Department of Conservation, Updated Mineral Land Classification Map for Portland Cement Concrete-Grade Aggregate in the San Bernardino Production-Consumption (P-C) Region, San Bernardino and Riverside Counties, California, (Plate 1 and Plate 2), 2008

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November 13, 2008 https://osfm.fire.ca.gov/media/6783/fhszl_map62.pdf Accessed September 4, 2019

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<https://calepa.ca.gov/SiteCleanup/CorteseList/> Accessed September 5, 2019

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Appendix B - *Alder Logistics Center Project Health Risk Assessment*, Michael Baker International, August 21, 2019

Appendix C – Alder Logistics Center Project – General Biological Resources Assessment, NOREAS Environmental Engineering and Science, May 2019

Appendix D – Cultural and Paleontological Records Searches and Built Environment Evaluation Memorandum, Alder Logistics Center Project, Bloomington, San Bernardino County, California, VCS Environmental, July 2019

Appendix E – Alder Logistics Center Project – Energy Analysis Technical Memorandum, Michael Baker International, August 2019

Appendix F - Updated Geotechnical Investigation Proposed Alder Logistics Center, Southern California Geotechnical, November 2018

Appendix G – Updated Geotechnical Investigation Proposed Alder Logistics Center, Results of Additional Infiltration Testing, Southern California Geotechnical, January 2019

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Appendix I – Preliminary Drainage Study Report for County Project No. P201900293 – Alder Avenue Industrial, SB&O Inc., Planning, Engineering, and Surveying, May 2019

Appendix J – Preliminary Water Quality Management Plan for County Project No. P201900293 – Alder Avenue Industrial, SB&O Inc., Planning, Engineering, and Surveying, May 2019

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Appendix K – Acoustical Assessment for the Alder Logistics Center Project, Bloomington, California,

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