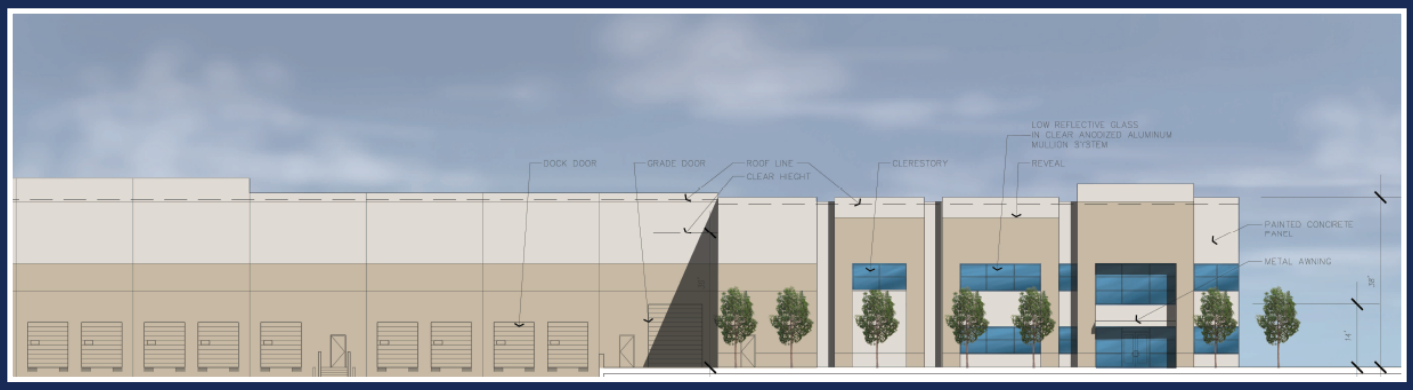
Slover Distribution Center

DRAFT
Environmental Impact Report

State Clearinghouse No. 2015121102



November 2017

Lead Agency:
San Bernardino County
Land Use Services Department

Consultant:
Michael Baker International

SLOVER DISTRIBUTION CENTER

Draft

ENVIRONMENTAL IMPACT REPORT

SCH No. 2015121102

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

Consultant:
Michael Baker International
3536 Concours, Suite 100
Ontario, CA 91764
Contact: Christine Donoghue

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SECTION 1.0
EXECUTIVE SUMMARY

INTRODUCTION

The project involves implementation of the proposed Slover Distribution Center (including construction, operation, and maintenance), as well as approval of a General Plan Amendment, a Conditional Use Permit, and a Tentative Parcel Map. This section summarizes the proposed project components and provides an overview of the analysis contained in *Section 4.0, Environmental Analysis*. The California Environmental Quality Act (CEQA) requires that this section summarize (1) areas of controversy, (2) significant impacts, (3) unavoidable significant impacts, (4) alternatives to the project, and (5) mitigation measures.

PROJECT LOCATION AND SETTING

PROJECT LOCATION

The project site is located in San Bernardino County in the unincorporated community of Bloomington. Bloomington is generally just north and south of Interstate 10 (I-10), between the City of Fontana to the north and west, the City of Rialto to the northeast, and north of Riverside County. The project site is located on the south side of Slover Avenue, extending from Laurel Avenue east to Locust Avenue. Refer to Exhibits 3.0-1, Regional Vicinity Map, and 3.0-2, Project Vicinity Map.

SETTING

The project site is 17.34 acres, with the majority of the site vacant; approximately 1 acre of the site is occupied by a single-family residence. Refer to Exhibit 3.0-3, *Project Footprint*. The vacant areas are open fields that contain annual grassland. The project site is disturbed, having been subject to previous development, grading, and weed abatement. The vacant areas of the site feature a concrete slab, refuse, and soil mounds. The site is generally flat with a slight decline in elevation from the north side at 1,077 feet above mean sea level (amsl) to the southern edge of the site at 1,067 amsl. The residential portion of the site is fenced and includes a single-family home, mature trees and landscaping, and one or more sheds or containers.

The project site consists of five parcels: four vacant parcels (APNs 0256-041-01, -02, -03, -47) and one parcel (APN 0256-041-48) with a single-family residence that would be demolished. Refer to Exhibit 3.0-4, *Existing Parcels*.

PROJECT UNDER REVIEW

The project comprises the following elements:

1. General Plan Amendment to change the existing land use designation from Bloomington/Residential with a 20,000-acre minimum lot size, additional agricultural overlay (BL/RS-20M-AA), and Bloomington/Single Residential with a 1-acre minimum lot size, additional agricultural overlay (BL/RS-1-AA) to Bloomington/Community Industrial (BL/IC) on approximately 17.34 acres
2. Conditional Use Permit (CUP) to construct a 344,000-square-foot high-cube industrial warehouse building, associated office facilities, and site improvements
3. Tentative Parcel Map to combine the five existing parcels into one lot
4. Environmental Impact Report (EIR) certification

The project is also subject to the review and requirements of the following County departments:

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

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

- State Water Resources Control Board – National Pollutant Discharge Elimination System (NPDES) Construction General Permit

The project would include the construction of a single 36-foot-high, 344,000-square-foot high-cube distribution building on an approximately 17.34-acre property, with associated facilities and improvements such as a guard booth, parking, landscaping, and a detention basin. All existing structures on the project site would be demolished prior to construction.

One detention basin would be located near the project's southeastern boundary along Locust Avenue. Landscaping would be provided in and around the site's perimeter and would represent approximately 16 percent of the site coverage, or approximately 19 percent including the infiltration basin. All parking and site paving would be concrete and asphalt.

Project main access (Driveway 2) would be from Slover Avenue, with additional access points for automobiles located on-site from Laurel Avenue (Driveway 1) and Locust Avenue (Driveway 3). A total of 224 automobile parking stalls would be constructed for employee parking. Approximately 49 dock doors and 48 trailer stalls would be provided and limited to the northern portion of the project site; refer to Exhibit 3.0-9, *Truck Ingress*, and Exhibit 3.0-10, *Truck Egress*.

The project is anticipated to be developed in one phase. Should the project be approved, construction is anticipated to commence in 2018 and be completed in 2019.

The project is described in greater detail in *Section 3.0, Project Description*. The Draft EIR will be considered by both the County's Planning Commission and the Board of Supervisors.

AREAS OF CONTROVERSY

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

A total of 11 written comment letters were received during the Notice of Preparation (NOP) comment period. Comment letters were received from agencies, organizations, and individuals. Overall issues raised during the NOP review period in submitted letters and at the public scoping meeting and potentially related to the scope of the Draft EIR are summarized below.

- Regulatory agency guidance regarding the consideration and analysis of impacts (health risk assessment, biological resources, traffic)
- Requests for project information, data, reports, analysis, notices, or the Draft EIR
- Recommendations for study: Draft EIR, land use analysis, all drainage design to be approved by the San Bernardino County Flood Control District through permit process
- Recommendation for a cultural resources study with a 1-mile radius
- Concerns regarding the following subjects:
    - Truck circulation, traffic impacts on neighborhoods, pedestrian safety, truck on-street parking, roadway maintenance
    - Air quality impacts on schools, diesel pollution to residences from construction and operation

- Notices not sent out in Spanish to community residents
- Noise, both from construction and operational
- Light pollution
- Proximity of project to school and residences
- Chemical hazards
- Aesthetics and views affected

UNAVOIDABLE SIGNIFICANT IMPACTS

CEQA Guidelines Section 15126(b) requires an EIR to discuss the significant environmental effects of a proposed project that cannot be avoided if the project is implemented, including those which can be mitigated but not reduced to a less than significant level. These impacts are referred to as the significant and unavoidable impacts of a project. More information on these impacts is found in Section 4.0 of this Draft EIR. Based on the analysis, the project would have significant and unavoidable impacts to air quality and to traffic and circulation, as identified below.

- The project would conflict with or obstruct implementation of the applicable air quality plan (see *Section 4.1, Air Quality*).
- The project would adversely affect intersection operation at the following locations, including congestion management plan (CMP) facilities: Slover Avenue/Linden Avenue, and I-10 eastbound and westbound ramps at Cedar Avenue (see *Section 4.8, Traffic and Circulation*).

ALTERNATIVES TO THE PROJECT

This subsection summarizes the project alternatives described in *Section 8.0, Alternatives*, which contains a detailed discussion. The CEQA Guidelines (Section 15126.6(e)(2)) require that the alternatives discussion include an analysis of the "No Project" alternative. Pursuant to CEQA, the "No Project" alternative refers to the analysis of existing conditions (i.e., implementation of current plans) and what would reasonably be expected to occur in the foreseeable future if the project was not approved. The analysis conducted for the No Project alternative assumes two different No Project alternatives: (1) maintaining the project site in its existing conditions (No Build); and (2) assuming buildout of the project site under the existing General Plan land use designation. Potential environmental impacts associated with the four alternatives are compared below to assess impacts from the project. These alternatives include Alternative 1, No Project Alternative – (No Build) Existing Conditions; Alternative 2, No Project

Alternative – General Plan; Alternative 3, Commercial Use Alternative; and Alternative 4, Alternative Project Site. Refer to Table 1.0-1, *Comparison of Alternatives*, for a comparison of the alternatives to the proposed project. In reviewing the three alternatives, it was determined that the resource areas eliminated from further discussion during the Initial Study process were also not considered to be impacted significantly by the three alternatives. Therefore, this alternatives analysis focuses on the resource areas analyzed in detail in the Draft EIR.

Table 1.0-1: Comparison of Alternatives and Environmental Considerations

Topic	Alternative 1: No Project Alternative	Alternative 2: No Project Alternative – General Plan	Alternative 3: Commercial Use Alternative	Alternative 4: Alternative Project Site
Air Quality	<	>	>	=
Biological Resources	=	=	=	=
Cultural Resources	=	=	=	=
Greenhouse Gas Emissions	<	<	=	=
Hydrology and Water Quality	<	=	=	=
Land Use and Planning	<	<	=	=
Noise	<	>	<	>
Traffic and Circulation	<	<	>	=
Achieves Project Objectives	No (0 out of 7)	No (3 out of 7)	No	Yes

Notes:
= Impact is equivalent to impact of proposed project (neither environmentally superior nor inferior).
< Impact is less than impact of proposed project (environmentally superior).
> Impact is greater than impact of proposed project (environmentally inferior).

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

Table 1.0-2: Project Objectives Consistency Analysis

Project Objective	Alternative 1: No Project Alternative	Alternative 2: No Project Alternative – General Plan	Alternative 3: Commercial Use Alternative	Alternative 4: Alternative Project Site
	Consistent?	Consistent?	Consistent?	Consistent?
Objective 1: Implement County of San Bernardino's desire to create a revenue-generating use that capitalizes on nearby transportation corridors and truck routes, stimulates employment, and responds to current market opportunities.	No	Yes	Yes	Yes
Objective 2: Provide a new land use that is in support of the County of San Bernardino's upcoming General Plan review to promote the Bloomington area.	No	No	Yes	Yes
Objective 3: Provide infrastructure and landscaping improvements to three streets in the immediate vicinity to enhance aesthetics.	No	Yes	Yes	Yes
Objective 4: Reduce existing blight and the opportunity for criminal activity and provide for a range of potential light industrial, manufacturing, and warehouse uses.	No	No	No	Yes
Objective 5: Facilitate goods movement for the benefit of local and regional economic growth.	No	No	No	Yes
Objective 6: Provide new development that will generate a positive fiscal balance for the County and the Bloomington area moving forward.	No	Yes	Yes	Yes
Objective 7: Provide additional temporary and permanent employment opportunities while improving the local balance of housing and jobs.	No	No	Yes	Yes

ALTERNATIVE 1: NO PROJECT ALTERNATIVE – (NO BUILD) EXISTING CONDITIONS

DESCRIPTION

Alternative 1, the No Project Alternative, assumes that the proposed project improvements would not be implemented, and no industrial development would occur on the project site. Therefore, the alternative assumes that in the future, 16.34 acres would remain vacant and the

existing residence on the 1-acre residential property located on the southeast corner of the site would not be demolished.

SUMMARY

Overall impacts would be reduced compared to the proposed project. However, the alternative fails to meet all seven of the project objectives. Therefore, Alternative 1 has been rejected as a feasible alternative because it fails to meet any of the project objectives.

ALTERNATIVE 2: NO PROJECT ALTERNATIVE – GENERAL PLAN

DESCRIPTION

The purpose of Alternative 2, the No Project Alternative – General Plan, is to evaluate the impacts of the reasonably foreseeable future use of the project site, if it is developed under the existing General Plan land use designation. Therefore, Alternative 2 assumes that the proposed project improvements would not be implemented, and no industrial development would occur on the project site. A land use designation of Bloomington/Single Residential with a 1-acre minimum lot size-additional agricultural overlay (BL/RS-1-AA) applies to the portion of the site with the existing residential lot. A land use designation of Bloomington/Residential with a 20,000-square-foot minimum lot size with an additional agricultural overlay (BL/RS 20M-AA) applies to the balance of the project site, totaling approximately 16.34 acres (see Exhibit 3.0-5, *General Plan Land Use and Zoning*, in Section 3.0, *Project Description*).

Thus, under Alternative 2, the existing single-family residence would remain, and the balance of the site would be developed with residential uses featuring 20,000-square-foot minimum lot sizes. Based on the size and configuration of the site, up to a maximum of 31 residential units could be constructed on 14.24 acres of the property and will be assumed for analysis purposes. The remaining 1.76 acres would be needed for internal circulation and other infrastructure (utilities, detention basin, etc.).

SUMMARY

Alternative 2's construction related impacts would be similar to the proposed project. However, Alternative 2 would have a much lower trip generation than the proposed project, and thus, less traffic-related air quality, greenhouse gas, and traffic related impacts. However, Alternative 2 would place residential uses in an industrial corridor subject to emissions from Slover Avenue, a nearby distribution center, the railway, and Interstate 10. Thus, the residential use associated with Alternative is not compatible from an air quality perspective. The alternative would not require a General Plan Amendment or zone change.

However, Alternative 2 would not meet all of the project objectives. Because this alternative would involve less square footage with regard to the structures that would be developed and involves a different type of development (residential versus commercial), Alternative 2 is also likely to have incrementally less economic benefits, such as less tax revenue and no long-term employment. Thus, Alternative 2 would result in a lesser economic return compared to the proposed project. However, it would utilize the same development footprint, as well as a similar commitment of resources and investment for development.

With consideration of the above information, Alternative 2 has been rejected because it fails to provide the same degree of achievement of the project objectives compared to the proposed project. Alternative 2 would only meet three out of the seven project objectives.

ALTERNATIVE 3: COMMERCIAL USE ALTERNATIVE

DESCRIPTION

Alternative 3, the Commercial Use Alternative, assumes that the entire 17.34-acre site would be developed with commercial uses instead of industrial uses. As with the proposed project, the existing single-family residence located on the 1-acre residential property would be demolished to accommodate the new commercial uses. Based on the size and configuration of the project site, for analysis purposes, it is assumed that the project site may support up to 230,000 square feet of commercial use comprising 200,000 square feet of retail use and 30,000 square feet of restaurant use.

It should be noted that in reviewing Alternative 3, it was determined that the resource areas eliminated from further analysis during the Initial Study process were also not considered to be impacted significantly. Therefore, this alternatives analysis focuses on the resource areas analyzed in detail in the Draft EIR. The topics eliminated from discussion include aesthetics, agriculture and forestry resources, geology and soils, hazardous materials, mineral resources, population and housing, public services, geology and soils, and utilities and service systems.

SUMMARY

Both Alternative 3 and the project would conflict with the air quality management plan, resulting in a significant and unavoidable impact pertaining to the General Plan Amendment. This alternative would not reduce significant impacts to land use compared to the proposed project. Overall impacts would not be reduced under Alternative 3, and would result in greater traffic impacts.

With consideration of the above information, Alternative 3 has been rejected because it fails to provide the same degree of achievement of the project objectives compared to the proposed project. Alternative 3 would only meet five out of the seven project objectives.

ALTERNATIVE 4: ALTERNATIVE PROJECT SITE

DESCRIPTION

The alternative site for Alternative 4 is located on the southeastern cover of Cedar Avenue and Santa Ana Avenue in the Bloomington Community; see Exhibit 8-1, in Section 8.0, *Alternatives to the Proposed Project*. Under Alternative 4, the proposed project would be developed at this alternative location and would have the same key features and a similar layout to that of the proposed project.

The alternative site is approximately 17 acres, rectangular in shape, and generally disturbed and level. The alternative site exhibits evidence of previous grading and weed abatement activity on a relatively flat site with minimal shrubs, trees, or plants. Surrounding land uses include residential to the north, residential and commercial to the east, vacant land to the south, and vacant land and commercial uses to the west. Because the site has no structures on it, no demolition would be needed.

Project access from I-10 would be from Cedar Avenue. Direct access to the site would be from driveways on Santa Ana Avenue and Cedar Avenue. Based on a preliminary review of site conditions, it is expected that development of the alternative site would involve comparable levels of grading, excavation, and dirt hauling.

SUMMARY

As discussed above, both Alternative 4 and the proposed project would conflict with the air quality management plan, resulting in a significant and unavoidable impact related to the General Plan Amendment. This alternative would not reduce significant impacts compared to the proposed project, and overall impacts would not be reduced under Alternative 4.

With consideration of the above information, Alternative 4 has been rejected because it would not result in any environmental benefits compared to the proposed project. Alternative 4 would meet all of the project objectives, similar to the proposed project; see Table 8.0-2, *Project Objectives Consistency Analysis*.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The CEQA Guidelines require that an environmentally superior alternative be identified; that is, an alternative that would result in the fewest or least significant environmental impacts. If the No Project Alternative is the environmentally superior alternative, CEQA Guidelines Section 15126.6(e)(2) requires that another alternative that could feasibly attain most of the project objectives be chosen as the environmentally superior alternative.

Alternative 1, the No Project Alternative, is the environmentally superior alternative. However, in accordance with CEQA Guidelines Section 15126.6(e)(2), a secondary alternative must be chosen if the No Project Alternative is environmentally superior. Therefore, Alternative 2, the Commercial Use Alternative, is the environmentally superior alternative. Alternative 2 reduces or avoids most of impacts associated with the proposed project regarding, GHG emissions, and traffic and circulation. Alternative 2 would result in reduced GHG emissions and traffic impacts from trips compared to the proposed project, but would place residential uses in an industrial corridor and near existing source of air emissions. In addition, Alternative 3 would not meet all the project objectives.

SUMMARY TABLE

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

Table 1.0-3: Environmental Impact Summary

Impact Question	Significance	Mitigation Measure
Aesthetics *(refer to Section 6.0, Effects Found Not to Be Significant)*		
Would the project have a substantial adverse effect on a scenic vista?	Less than significant	No mitigation is necessary.
Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No impact	No mitigation is necessary.
Would the project substantially degrade the existing visual character or quality of the site and its surroundings?	Less than significant	No mitigation is necessary.
Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Less than significant	No mitigation is necessary.
Agricultural and Forestry Resources *(refer to Section 6.0, Effects Found Not to Be Significant)*		
Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	No impact	No mitigation is necessary.
Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?	Less than significant	No mitigation is necessary.
Would the project conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220 (g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	No impact	No mitigation is necessary.

Impact Question	Significance	Mitigation Measure
Would the project result in the loss of forestland or conversion of forestland to non-forest use?	No impact	No mitigation is necessary.
Would the project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forestland to non-forest use?	No impact	No mitigation is necessary.
Air Quality *(refer to Section 4.1, Air Quality)*		
Would the project violate air quality standards or contribute substantially to an existing or projected air quality violation during project construction?	Less than significant	No mitigation is necessary.
Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation during project operations?	Less than significant	No mitigation is necessary.
Would the project conflict with or obstruct implementation of the applicable air quality plan?	Significant and unavoidable	No feasible mitigation.
Would the project expose sensitive receptors to substantial pollutant concentrations?	Less than significant with mitigation	**MM AIR-1** Prior to the issuance of a certificate of occupancy, the project applicant shall demonstrate to the satisfaction of the San Bernardino County Land Use Services Director that the following measures would be implemented during project operations. ▪ The proposed warehouse shall be constructed with the appropriate infrastructure to facilitate sufficient electric charging for trucks to plug in, in anticipation of future technology that allows trucks to operate partially on electricity. ▪ At least 3 percent of all vehicle parking spaces (including for trucks) shall include electric vehicle charging stations.

Impact Question	Significance	Mitigation Measure
		▪ Legible, durable, weatherproof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum, each sign shall include (1) instructions for truck drivers to shut off engines when not in use; (2) instructions for drivers of diesel trucks to restrict idling to no more than 5 minutes; and (3) telephone numbers of the building facilities manager and CARB to report violations. ▪ All service equipment (e.g., forklifts) used within the site shall be electric or powered by compressed natural gas. ▪ To promote alternative fuels and help support "clean" truck fleets, the developer/successor-in-interest shall provide building occupants with information related to the SCAQMD's Carl Moyer Program, or other such programs that promote truck retrofits or "clean" vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. Tenants shall be notified about the availability of (1) alternatively fueled cargo handling equipment; (2) grant programs for diesel-fueled vehicle engine retrofit and/or replacement; (3) designated truck parking locations in the project vicinity; (4) access to alternative fueling stations proximate to the site that supply compressed natural gas; and (5) the US Environmental Protection Agency's SmartWay program.
Would the project create objectionable odors affecting a substantial number of people?	Less than significant	No mitigation is necessary.
Would the project would result in a cumulatively considerable net increase of any criteria pollutant for which the project	Significant and unavoidable	No feasible mitigation.

Impact Question	Significance	Mitigation Measure
region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		
Biological Resources *(refer to Section 4.2, Biological Resources)*		
Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	Less than significant with mitigation	**MM BIO-1** Prior to any site preparation or ground disturbance, written confirmation of US Fish and Wildlife Service's (USFWS) concurrence that Delhi sands flower-loving fly is presumed to be absent from the project site shall be provided to the Planning Department. **MM BIO-2** Preconstruction Clearance Surveys. Burrowing owl and nesting bird preconstruction clearance surveys shall be conducted prior to project implementation. The first survey shall be conducted 14–30 days prior to the commencement of ground-disturbing activities, and the second survey shall be conducted 24 hours prior to ground-disturbing activities. If no active avian nests and no burrowing owls are found during the clearance surveys, no additional mitigation will be required. All suitable habitat within 500 feet of the project site shall be thoroughly surveyed for the presence of nesting avian species. The biologist conducting the clearance survey shall document a negative survey with a report indicating that no impacts to burrowing owl or active avian nests will occur from project implementation. If an active avian nest is discovered during the preconstruction clearance survey, construction activities might have to be rerouted, a no-work buffer might have to be established around the nest, or construction may be delayed until the nest is inactive. It is recommended that a biological monitor be present to delineate the

Impact Question	Significance	Mitigation Measure
		boundaries of the buffer area if an active nest is observed and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the biologist has determined that young birds have successfully fledged or the nest has otherwise become inactive, a monitoring report shall be prepared and submitted to the County for review and approval prior to initiating construction activities within the buffer area. The monitoring report shall summarize the results of the nest monitoring, describe construction restrictions currently in place, and confirm that construction activities can proceed within the buffer area without jeopardizing the survival of the young birds. Construction within the designated buffer area shall not proceed until authorization is received from the California Department of Fish and Wildlife (CDFW). If burrowing owls are found occupying the project site at the time of the preconstruction survey, a burrowing owl relocation plan will need to be prepared, approved by the CDFW, and implemented prior to ground-disturbing activities.
Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	No impact	No mitigation is necessary.
Would the project have a substantial adverse effect on federally protected wetlands as defined by Clean Water Act Section 404 (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	No impact	No mitigation is necessary.

Impact Question	Significance	Mitigation Measure
Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Less than significant	No mitigation is necessary.
Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Less than significant	No mitigation is necessary.
Would the project conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	No impact	No mitigation is necessary.
Would the project result in cumulative impacts to biological resources?	Less than significant with mitigation	Refer to Mitigation Measure BIO-2.
Cultural Resources *(refer to Section 4.3, Cultural Resources)*		
Would the project cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?	Less than significant	No mitigation is necessary.
Would the project cause a substantial adverse change in the significance of an archaeological resource as defined in CEQA Guidelines Section 15064.5?	Less than significant with mitigation	**MM CR-1** If previously undocumented cultural resources are identified during project development, construction in this area shall cease. A qualified cultural resource professional shall be contacted to assess the nature and significance of the find and to divert and/or halt construction, if necessary.
Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, or	Less than significant	No mitigation is necessary.

Impact Question	Significance	Mitigation Measure
contain rock formations indicating potential paleontological resources?		
Would the project disturb any human remains, including those interred outside of formal cemeteries?	Less than significant	No mitigation is necessary.
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: • *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?* • *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?*	Less than significant with mitigation	**MM TCR-1** Archaeological monitoring will be conducted during ground disturbance activities including but not limited to grubbing, trenching, and mass grading. Monitoring shall be conducted for buried tribal cultural resources, to past the previous ground disturbance depth, and to a depth determined to be appropriate by the archaeologist. The archaeologist has the discretion to conduct intermittent monitoring or discontinue monitoring when sufficient monitoring has been conducted, depending on the construction activities being conducted (e.g., fine grading state, no new areas to be excavated, etc.). Should tribal cultural resources be exposed, the project archaeologist would contact the San Manuel Tribal Historic Preservation Officer (THPO) to coordinate treatment and disposition of resources. Alternatively, the applicant may establish in advance of construction, a treatment and disposition plan with the San Manuel THPO which establishes the handling, treatment, and ultimate disposition of any tribal cultural resources unearthed during project construction.
Would the project result in cumulative impacts to cultural resources?	Less than significant with mitigation	Refer to Mitigation Measures MM CR-1 and TCR-1**.**

Impact Question	Significance	Mitigation Measure
Geology and Soils *(refer to Section 6.0, Effects Found Not to Be Significant)*		
Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides?	Less than significant	No mitigation necessary.
Would the project result in substantial soil erosion or the loss of topsoil?	Less than significant	No mitigation necessary.
Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	Less than significant	No mitigation necessary.
Would the project be located on expansive soil, creating substantial risks to life or property?	Less than significant	No mitigation is necessary.
Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	Less than significant	No mitigation is necessary.
Greenhouse Gas Emissions *(refer to Section 4.4, Greenhouse Gas Emissions)*		
Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less than significant	No mitigation is necessary.

Impact Question	Significance	Mitigation Measure
Would the project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less than significant with mitigation	**MM GHG-1** The energy efficiency features listed in Table 4.4-2 or any other combination of measures from the County's Screening Table for GHG Reduction Measures for Commercial Development that achieves 100 or more points shall be employed. All features shall be incorporated into construction plans and specifications, development agreements, and/or other mechanisms that demonstrate the applicant and/or builder is legally bound to implement them.
Would the project generate greenhouse gas emissions that, when combined with other related cumulative projects, could have a significant impact on global climate change?	Less than significant	No mitigation is necessary.
Hazards and Hazardous Materials *(refer to Section 6.0, Effects Found Not to Be Significant)*		
Would the project create a significant hazard to the public or the environment through the routine transport, storage, use, and disposal of hazardous materials?	Less than significant	No mitigation is necessary.
Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Less than significant	No mitigation is necessary.
Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses?	Less than significant	No mitigation is necessary.
Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Less than significant	No mitigation is necessary.

Impact Question	Significance	Mitigation Measure
Would the project result in a safety hazard for people residing or working in the project area, if the project is located within an airport land use plan or within 2 miles of a public airport or public use airport where such a plan has not been adopted?	No impact	No mitigation is necessary.
For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	No impact	No mitigation is necessary.
Would the project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	Less than significant	No mitigation is necessary.
Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas and where residences are intermixed with wildlands?	No impact	No mitigation is necessary.
Hydrology and Water Quality *(refer to Section 4.5, Hydrology and Water Quality)*		
Would the project violate any water quality standards or waste discharge requirements?	Less than significant	No mitigation is necessary.
Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a new deficit in aquifer volume or a lowering of the local groundwater table level?	Less than significant	No mitigation is necessary.
Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	Less than significant	No mitigation is necessary.

Impact Question	Significance	Mitigation Measure
Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	Less than significant	No mitigation is necessary.
Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	Less than significant	No mitigation is necessary.
Would the project would otherwise substantially degrade water quality?	Less than significant	No mitigation is necessary.
Would the project place housing within a 100-year flood hazard area as mapped on the applicable FEMA Flood Zone Map?	No impact	No mitigation is necessary.
Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	No impact	No mitigation is necessary.
Would the project result in inundation by seiche, tsunami, or mudflow?	No impact	No mitigation is necessary.
Would the project create cumulative hydrology or water quality impacts?	Less than significant	No mitigation is necessary.
Land Use and Planning *(refer to Section 4.6, Land Use and Planning)*		
Would the project physically divide an established community?	Less than significant	No mitigation is necessary.
Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific	Less than significant	No mitigation is necessary.

Impact Question	Significance	Mitigation Measure
plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?		
Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?	No impact	No mitigation is necessary.
Would the project create cumulative land use impacts?	Less than significant	No mitigation is necessary.
Mineral Resources *(refer to Section 6.0, Effects Found Not to Be Significant)*		
Would the project result in the loss of availability of a known mineral source that would be of value to the region and the residents of the state?	No impact	No mitigation is necessary.
Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	No impact	No mitigation is necessary.
Noise *(refer to Section 4.7, Noise)*		
Would the project result in exposure of people to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less than significant with mitigation	**MM NOI-1** Prior to grading permit issuance, the project applicant/contractor shall demonstrate, to the satisfaction of the San Bernardino County Planning Division, that the project complies with the following: ▪ Construction operations shall not occur between 7:00 PM and 7:00 AM Monday through Saturday, or at any time on Sundays or on federal holidays. The hours of construction, including noisy maintenance activities and all spoils and material transport, shall be restricted to the hours between 7:00 AM and 7:00 PM Monday through Saturday. ▪ Construction contracts shall specify that all construction equipment, fixed or mobile, shall be equipped with properly

Impact Question	Significance	Mitigation Measure
		operating and maintained mufflers and other state-required noise attenuation devices. ▪ The project applicant/contractor shall utilize construction noise reduction methods to minimize construction noise at sensitive receptors in the project area. These reduction methods include shutting off idling equipment, maximizing the distance between construction equipment staging areas and occupied residential areas, and using electric air compressors and similar power tools. ▪ During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.
Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Less than significant	No mitigation necessary.
Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Less than significant with mitigation	Refer to Mitigation Measure MM NOI-1.
Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	Less than significant	No mitigation necessary.
For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No impact	No mitigation necessary.
Would the project be located in the vicinity of a private airstrip and expose people residing or working in the project area to excessive noise levels?	No impact	No mitigation necessary.

Impact Question	Significance	Mitigation Measure
Would traffic generated by the proposed project combined with other related cumulative projects significantly contribute to existing traffic noise in the area or exceed the County's established standards?	Less than significant	No mitigation necessary.
Population and Housing *(refer to Section 6.0, Effects Found Not to Be Significant)*		
Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Less than significant	No mitigation is necessary.
Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	Less than significant	No mitigation is necessary.
Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Less than significant	No mitigation is necessary.
Public Services *(refer to Section 6.0, Effects Found Not to Be Significant)*		
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection, police protection, schools, parks, or other public facilities?	Less than significant	No mitigation is necessary.

Impact Question	Significance	Mitigation Measure
Recreation *(refer to Section 6.0, Effects Found Not to Be Significant)*		
Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	No impact	No mitigation is necessary.
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?	No impact	No mitigation is necessary.
Traffic and Circulation *(refer to Section 4.8, Traffic and Circulation)*		
Would the project conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	Significant and unavoidable[1]	**MM TR-1** Intersection Improvements ▪ At the Slover Avenue and Sierra Avenue intersection, the project applicant shall be responsible for restriping the northbound dedicated right turn lane to a shared through/right turn lane. This improvement shall be implemented prior to project operation. ▪ The project applicant is required to contribute to the fair share improvement of a traffic signal at the Slover Avenue and Linden Avenue intersection. **MM TR-2** Construction Traffic Management Plan

[1] The identified significant and unavoidable impacts are a result of freeway ramp impacts located in the vicinity of the project site. The County has no control over the impacts to the freeway ramps since the freeway and ramps are under Caltrans jurisdiction. However, according to SANBAG, the I-10/Cedar Avenue interchange improvements are fully funded and expected to be built by year 2020. With completion of these improvements, no significant impacts are expected to occur under Horizon Year 2038 conditions since the intersections at the I-10/Cedar Avenue interchange are forecast to operate at acceptable levels of service with the improvements. Nonetheless, Mitigation Measures MM TR-1 and MM TR-2 have been imposed in order to further mitigate any temporary construction and operational impacts.

Impact Question	Significance	Mitigation Measure
		Prior to construction, the project applicant shall prepare a Construction Traffic Management Plan indicating how traffic will be managed during all phases of construction. The plan shall be submitted to the County Traffic Engineer for review and approval, and shall include the following items: ▪ Work shall be performed between the approved work hours. ▪ Trucks shall only travel on a County-approved construction route. ▪ Truck queuing/staging shall not be allowed on public or private streets. ▪ Limited queuing may occur on the construction site itself. The plan shall be monitored for effectiveness and be modified in conjunction with the County Traffic Engineer if need to improve safety and/or efficiency.
Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	Significant and unavoidable	Refer to Mitigation Measures TR-1 and TR-2.
Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	No impact	No mitigation is necessary.
Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less than significant	No mitigation is necessary.
Would the project result in inadequate emergency access?	Less than significant with mitigation	Refer to Mitigation Measure TR-2.
Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian	Less than significant	No mitigation is necessary.

Impact Question	Significance	Mitigation Measure
facilities, or otherwise decrease the performance or safety of such facilities?		
Would the project contribute to significant cumulative traffic impacts?	Significant and unavoidable	Refer to Mitigation Measure TR-1.
Utilities and Service Systems *(refer to Section 6.0, Effects Found Not to Be Significant)*		
Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Less than significant	No mitigation is necessary.
Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Less than significant	No mitigation is necessary.
Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Less than significant	No mitigation is necessary.
Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Less than significant	No mitigation is necessary.
Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Less than significant	No mitigation is necessary.
Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	Less than significant	No mitigation is necessary.

Impact Question	Significance	Mitigation Measure
Would the project comply with federal, state, and local statutes and regulations related to solid waste?	Less than significant.	No mitigation is necessary.

Section 2.0
Introduction

SLOVER DISTRIBUTION CENTER
Draft
ENVIRONMENTAL IMPACT REPORT

PURPOSE OF THE EIR

This Draft Environmental Impact Report (Draft EIR) addresses the environmental effects of the proposed Slover Distribution Center Project (project). The California Environmental Quality Act (CEQA) requires that government agencies consider the environmental consequences of projects over which they have discretionary approval authority.

The County of San Bernardino (County) is the lead agency under CEQA and has determined that an Environmental Impact Report (EIR) is required for the proposed Slover Distribution Center Project (State Clearinghouse No. 2015121102). An EIR is an informational document that provides both government decision-makers and the public with an analysis of the potential environmental consequences of a proposed project in their jurisdiction. This Draft EIR has been prepared in accordance with the requirements of CEQA as set forth in Public Resources Code Section 21000 et seq., the CEQA Guidelines, and 14 California Code of Regulations Section 15000 et seq. (CEQA Guidelines).

- This EIR addresses the project's environmental effects, in accordance with CEQA Guidelines Section 15168. As referenced in CEQA Guidelines Section 15121(a), the primary purposes of an EIR are to:
- Inform decision-makers and the public generally of the significant environmental effects of a project;
- Identify possible ways to minimize the significant effects of a project; and
- Describe reasonable alternatives to a project.

This document analyzes the project's environmental effects to the degree of specificity appropriate to the current proposed actions, as required by CEQA Guidelines Section 15146. The analysis considers the activities associated with the project to determine the short- and long-term effects associated with their implementation. This EIR also considers the project's direct and indirect impacts, and the cumulative impacts associated with other past, present, and reasonably foreseeable future projects.

Where potentially significant impacts are identified, the EIR specifies mitigation measures that are required to be adopted as conditions of approval or may be incorporated into the project to avoid or minimize the significance of impacts resulting from the project. In addition, this EIR is

the primary reference document in the formulation and implementation of the project's Mitigation Monitoring and Reporting Program (MMRP).

The EIR and the proposed project will be reviewed by the County's Regional Planning Commission (Planning Commission). The project will be considered by the Board of Supervisors, after a recommendation is made by the Planning Commission. A decision to approve the project would be accompanied by specific, written findings, in accordance with CEQA Guidelines Section 15091 and a specific, written statement of overriding considerations, in accordance with CEQA Guidelines Section 15093.

PROPOSED PROJECT

The project would include the development of a 344,000-square-foot high-cube warehouse facility. The building would be approximately 45 feet in height and would also include associated truck and passenger vehicle parking, fences, gates, and hardscape areas, as well as some ornamental trees and vegetation.

The project would require a General Plan Amendment to change the land use district, and a Conditional Use Permit.

Refer to Section 3.0, *Project Description,* for an expanded discussion.

EIR SCOPE, ISSUES, AND CONCERNS

PROJECT BACKGROUND

In 2015, the County prepared an Initial Study for the project in compliance with the California Environmental Quality Act pursuant to Public Resources Code Section 21000, et seq., and the State CEQA Guidelines (California Code of Regulations Section 15000, et seq.). Although the Initial Study identified potentially significant impacts, the County determined that revisions to the project plans would avoid or mitigate the effects to a point where no significant effects would occur, and that there was no substantial evidence that the project, as revised, would have a significant effect on the environment. Accordingly, the County elected to prepare a Mitigated Negative Declaration (MND) for the project. The County circulated the MND for the project on December 28, 2015 (State Clearinghouse No. 2015121102).

During the public review process, the County received comment letters outlining perceived inadequacies in the MND relating to the County's environmental analysis of the project. Notwithstanding the County's and the applicant's opinion that the previously prepared MND was adequate and fully complied with CEQA, the County has elected to prepare an Environmental Impact Report for the project.

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

1. Distributed a Notice of Preparation (NOP) for the proposed project to request input from interested parties on the scope of the evaluation to be undertaken in the Draft EIR.
2. Held a public scoping meeting to request input from interested parties on the scope of the evaluation to be undertaken in the Draft EIR.

NOTICE OF PREPARATION OF ENVIRONMENTAL IMPACT REPORT

In accordance with CEQA Guidelines Section 15082, the NOP was distributed to initiate the County's CEQA review process for the project, identify and seek public input for the project's potential environmental effects, and identify a date for the project's public scoping meeting. See Appendix A for the NOP. The NOP was distributed on January 12, 2017, and identified a public review period through February 10, 2017, in compliance with the State's mandatory 30-day public review period.

The NOP identified the following environmental issues as having a "potentially significant impact" to be addressed in the Draft EIR:

- air quality, greenhouse gas emissions
- health risks
- hazards, hazardous materials
- land use, planning
- noise
- traffic

SCOPING MEETING

A scoping meeting was held to discuss the proposed project on January 25, 2017, from 6:00 to 8:00 p.m. at the Bloomington Senior Center located at 18313 Valley Boulevard. A presentation was provided, including an overview of the project and the environmental planning process. Following the presentation, participants were encouraged to submit oral or written comments to County staff in an effort to further refine the intended scope of the EIR.

Approximately 10 individuals attended the scoping meeting. A summary of the meeting is included in Appendix A.

SCOPING RESULTS

A total of 11 written comment letters were received in response to the NOP. Comment letters were received from agencies, organizations, and individuals. Overall issues raised during the NOP review period in submitted letters and at the public scoping meeting and potentially related to the scope of the Draft EIR are summarized as follows:

- Concern regarding adverse air quality effects to nearby sensitive receptors (school, church, and adjacent residential development) during project construction and operation.
- Concern regarding impacts to biological resources, including burrowing owl (*Athene cunicularia*).
- Concern regarding impacts to local residential and school traffic and safety as a result of project operations.
- Concern regarding noise impacts due to the daily operations and truck traffic associated with project operations.
- Potential land use and planning impacts as a result of conflicts between the site's existing very low density residential designation and the project's proposed industrial uses.
- Concern regarding impacts to aesthetics, light, and glare, including the project's operational impacts to distant scenic views, visual character of the site and its surroundings, and adverse light and glare impacts.
- Concern regarding impacts in regard to wastewater discharge and water quality.
- These issues have been considered in this EIR, where applicable. Also see Appendix A for a summary of the scoping meeting and the written scoping comments.
- Based on consideration of the available technical reports and scoping comments, this Draft EIR has been prepared at the project level under CEQA Guidelines Section 15162 to assess and document the environmental impacts of the proposed project, with the following topics evaluated in detail:
    - Air Quality
    - Biological Resources
    - Cultural Resources
    - Greenhouse Gas Emissions
    - Hydrology and Water Quality
    - Land Use and Planning
    - Noise
    - Traffic and Circulation
- This Draft EIR serves as the primary environmental compliance document for entitlement decisions regarding the proposed project considered by the County and the other regulatory agencies.

ENVIRONMENTAL REVIEW PROCESS

This Draft EIR, with an accompanying Notice of Completion (NOC), is being circulated to the State Clearinghouse, trustee agencies, responsible agencies, other government agencies, and interested members of the public for a 45-day review period in accordance with CEQA Guidelines Sections 15087 and 15105. The review period for this Draft EIR will begin the day the document is released for public review and will end 45 calendar days later. During this period, public agencies and members of the public may submit written comments on the analysis and content of the Draft EIR. Further, the County will hold a public meeting on the Draft EIR during the review period identified above. All interested parties are invited to attend the public hearing to provide either verbal or written comments on this Draft EIR. In reviewing a Draft EIR, readers should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and on ways in which the significant effects of the proposed project might be avoided or mitigated.

Comment letters should be sent to:

Slover Distribution Center EIR
Attn: Jim Morrissey
RE: Slover Distribution Center EIR
San Bernardino County Land Use Services Department
385 North Arrowhead Avenue, First Floor
San Bernardino, CA 92415-0187
Email: Jim.Morrissey@lusd.sbcounty.gov

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

Concurrent with the County's consideration of the Final EIR, the Board of Supervisors will also consider the merits of the proposed project itself. This consideration may render a request to revise the proposed project, or an approval or denial. If the proposed project is approved, the Board of Supervisors may require mitigation measures specified in this Draft EIR as conditions of proposed project approval. Alternatively, the Board of Supervisors could require other mitigation measures deemed to be effective mitigations for the identified impacts, or it could find that the mitigation measures cannot be feasibly implemented. For any identified significant impacts for which no mitigation measure is feasible, or where mitigation would not reduce the impact to a less than significant level, the Planning Commission will be required to adopt a

finding that the impacts are considered acceptable because specific overriding considerations indicate that the proposed project's benefits outweigh the impacts in question, in accordance with CEQA Guidelines Section 15093.

REPORT ORGANIZATION

The Draft EIR is organized as follows:

- **Section 1.0, Executive Summary**. Summarizes the description and background of the proposed project, addresses the format of this Draft EIR, discusses alternatives, and includes the potential environmental impacts and any mitigation measures identified for the proposed project.
- **Section 2.0, Introduction.** Describes the purpose of the Draft EIR, background of the proposed project, the NOP and scoping process, the use of incorporation by reference, and the Final EIR certification.
- **Section 3.0, Project Description.** Describes the proposed project, the objectives of the proposed, the proposed project area and location, approvals anticipated to be included as part of the proposed project, the necessary environmental clearances for the proposed project, and the intended uses of the EIR.
- **Section 4.0, Environmental Analysis.** Contains a detailed environmental analysis of the existing (baseline) conditions, potential project impacts, recommended mitigation measures, and possible unavoidable adverse impacts for the following environmental issue areas:
    - Air Quality (Section 4.1)
    - Biological Resources (Section 4.2)
    - Cultural Resources (Section 4.3)
    - Greenhouse Gas Emissions (Section 4.4)
    - Hydrology and Water Quality (Section 4.5)
    - Land Use and Planning (Section 4.6)
    - Noise (Section 4.7)
    - Transportation and Circulation (Section 4.8)
- **Section 5.0, Other CEQA Required Topics.** Summarizes the project's significant and unavoidable impacts, energy conservation, and significant irreversible environmental changes.

- **Section 6.0, Effects Found Not to Be Significant.** Summarizes effects found not to be significant or less than significant, or less than significant with mitigation, based on information contained in the Initial Study previously prepared for the proposed project.
- **Section 7.0, Growth-Inducing Impacts.** Analyzes the potential environmental consequences of the foreseeable growth and development that could be induced by implementation of the proposed project.
- **Section 8.0, Alternatives to the Proposed Project.** Analyzes any alternatives to the proposed project and their potential environmental effects.
- **Section 9.0, References.** Identifies reference resources utilized during the preparation of the EIR.
- **Section 10.0, Organizations and Persons Consulted.** Identifies the lead agency, preparers of the EIR, and all federal, state, and local agencies, and other organizations and individuals consulted during the preparation of the EIR.
- **Appendices.** Contain the project's technical documentation.

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

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

CEQA Required Section	Location in Draft EIR
Table of Contents (Section 15122)	Table of Contents
Summary (Section 15123)	Section 1.0
Introduction	Section 2.0
Project Description (Section 15124)	Section 3.0
Environmental Setting (Section 15125)	Sections 3.0 and 4.0
Significant Environmental Effects of the Proposed Project (Section 15126(a))	Section 4.0
Mitigation Measures (Section 15126 (e))	Section 4.0
Cumulative Impacts (Section 15130)	Section 4.0
Significant Unavoidable Environmental Effects of the Proposed Project (Section 15126(b))	Section 5.0
Significant Irreversible Environmental Changes of the Proposed Project (Section 15126(c))	Section 5.0
Effects Found Not to Be Significant (Section 15128)	Section 6.0
Growth-Inducing Impacts of the Proposed Project (Section 15126 (d))	Section 7.0
Alternatives to the Proposed Project (Section 15126(f))	Section 8.0
Organizations and Persons Consulted (Section 15129)	Section 10.0
Technical Appendices and other materials, including the Initial Study, Notice of Preparation, and comment letters	Appendices

Based on significance criteria, the effects of the proposed project have been categorized as either less than significant or potentially significant. Mitigation measures are recommended for potentially significant impacts in order to avoid or lessen those impacts. In the event the proposed project results in significant impacts even after implementation of all feasible mitigation measures, the decision-makers are able to approve the proposed project based on a Statement of Overriding Considerations. This determination would require the decision-makers to discuss how the benefits of the proposed project outweigh identified unavoidable impacts.

The CEQA Guidelines provide in part the following:

a. CEQA requires that the decision-makers balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve the project. If the benefits of the project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."

b. Where the decision of the public agency allows the occurrence of significant effects that are identified in the Final EIR but are not mitigated, the agency must state in writing the reasons to support its action based on the Final EIR and/or other information in the record. This statement may be necessary if the agency also makes the finding under Section 15091(a)(2) or (a)(3) of the CEQA Guidelines.

c. If an agency makes a Statement of Overriding Considerations, the statement should be included in the record of the project approval and should be mentioned in the Notice of Determination (CEQA Guidelines Section 15093).

INCORPORATION BY REFERENCE

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

County of San Bernardino General Plan (adopted March 13, 2007). The County of San Bernardino General Plan is a long-range policy-planning document that defines the framework by which the county's physical and economic resources are to be managed over time. The goals and policies contained in the General Plan are intended to guide the County's decision-makers. The following seven State-mandated elements are included in the General Plan: Land Use, Circulation, Housing, Conservation, Open Space, Safety, and Noise. In addition, the County chose to address Economic Development, which is an optional element. Information contained in the General Plan was incorporated herein, because it is the primary source for County policies, objectives, and countywide planning analysis.

County of San Bernardino General Plan Final EIR (SCH No. 2005101038) (February 2007). The General Plan EIR was prepared to assess the potential environmental impacts associated with the proposed General Plan. The EIR summarizes potential environmental impacts associated with implementation of the County's General Plan, including growth-inducing and cumulative impacts. Information from the General Plan EIR is incorporated herein, since it contains

intensive information pertaining to impacts associated with the implementation of County policies and objectives.

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

Initial Study for the Slover Distribution Center (prepared December 2015, not adopted). The San Bernardino County Land Use Services Department prepared an Initial Study/Mitigated Negative Declaration (IS/MND) for the proposed project in December 2015. However, through the public review process, it was determined that the project necessitated preparation of a project EIR in conformance with CEQA Guidelines Section 15161 and thus the IS/MND was never formally certified. The Slover Distribution Center IS/MND evaluated the project's potential to impact 18 environmental topic areas. Where applicable, information regarding the project's location, environmental setting, and existing technical analyses has been incorporated into this document.

Section 3.0
Project Description

SLOVER DISTRIBUTION CENTER
Draft
ENVIRONMENTAL IMPACT REPORT

SECTION 3.0
PROJECT DESCRIPTION

The County of San Bernardino (County), as the lead agency under the California Environmental Quality Act (CEQA), has prepared this Environmental Impact Report (EIR) for the proposed Slover Distribution Center Project.

The following project description is provided in conformance with CEQA Guidelines Section 15124. It discusses the geographic setting, project location, project setting, current county land use and official land use districts, project objectives, and discretionary actions required to implement the project. This information will be the basis for analyzing the project's impacts on the existing physical environment in Section 4.0 of this EIR.

PROJECT LOCATION, SETTING, AND SURROUNDING LAND USES

PROJECT LOCATION

The project site is located in San Bernardino County in the unincorporated community of Bloomington. Bloomington is generally just north and south of Interstate 10 (I-10), between the City of Fontana to the north and west, the City of Rialto to the northeast, and north of Riverside County. The project site is located on the south side of Slover Avenue, extending from Laurel Avenue east to Locust Avenue. Refer to Exhibits 3.0-1, *Regional Vicinity Map,* and 3.0-2, *Project Vicinity Map.*

SETTING AND EXISTING CONDITIONS OVERVIEW

The project site is 17.34 acres, with the majority of the site vacant, and approximately 1 acre of the site is occupied by a single-family residence. Refer to Exhibit 3.0-3, *Project Footprint*. The vacant areas are open fields that contain annual grassland. The project site is disturbed, having been subject to previous development, grading, and weed abatement. The vacant areas of the site feature a concrete slab, refuse, and soil mounds. The site is generally flat with a slight decline in elevation from the north side at 1,077 feet above mean sea level (amsl) to the southern edge of the site at 1,067 amsl. The residential portion of the site is fenced and includes a single-family home, mature trees and landscaping, and one or more sheds or containers.

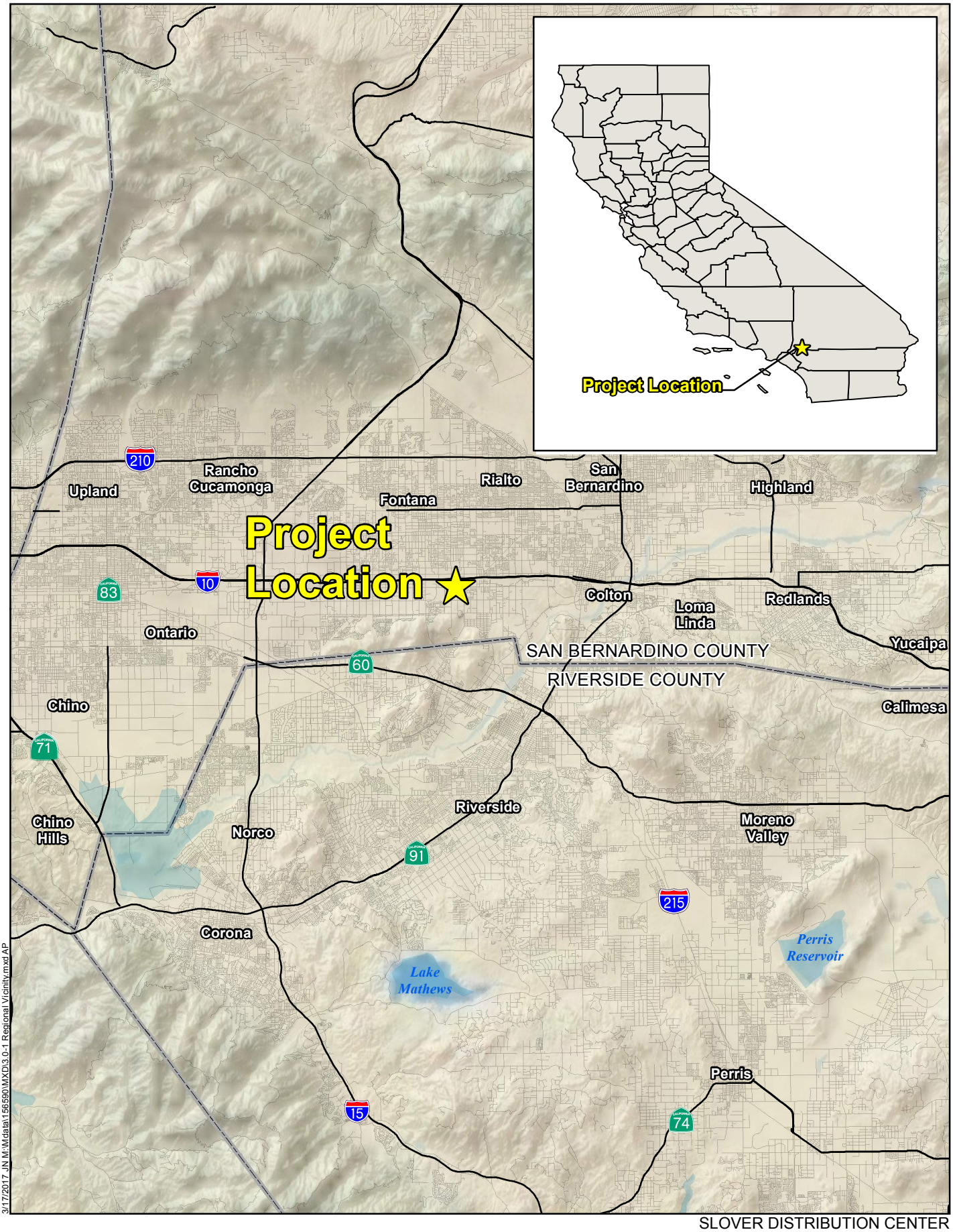
The project site consists of five parcels: four vacant parcels (APNs 0256-041-01, -02, -03, -47) and one parcel with a single-family residence that would be demolished (APN 0256-041-48). Refer to Exhibit 3.0-4, *Existing Parcels*.

SURROUNDING LAND USES

The existing land use zoning districts on the project site and surrounding parcels are governed by the County's Development Code and General Plan. The project site's current land use zoning district is Bloomington/Single Residential with an agricultural overlay (BL/RS-20M-AA and BL/RS-1AA). Approval of a General Plan Amendment is proposed as part of the project to change the zoning district to Bloomington/Community Industrial (BL/IC). Table 3.0-1, *Project Site Existing Land Use and Land Use District,* summarizes the existing land use and land use zoning districts for the site and adjacent areas; also refer to Exhibit 3.0-5, *General Plan Land Use Map*.

Table 3.0-1: Project Site Existing Land Use and Official Land Use District

Location	Existing Land Use	Land Use Zoning District
Project Site	Vacant land, single-family residence	Single Residential (BL/RS-20M-AA; BL/RS-1-AA)
North	Distribution warehouse, single-family residence	Community Industrial (BL/IC)
South	Single-family residence	Single Residential (BL/RS-20M-AA; BL/RS-1-AA)
East	Church, single-family residence	Single Residential (BL/RS-1AA)
West	Industrial, single-family residence	Community Industrial (BL/IC)



3/17/2017, J:\N_M:\Mdata\156590\MXD\3.0-1 Regional Vicinity.mxd AP

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Michael Baker INTERNATIONAL

0 2.5 5 Miles

Source: ESRI Relief Map, National Highway Planning Network

Regional Vicinity Map

Exhibit 3.0-1

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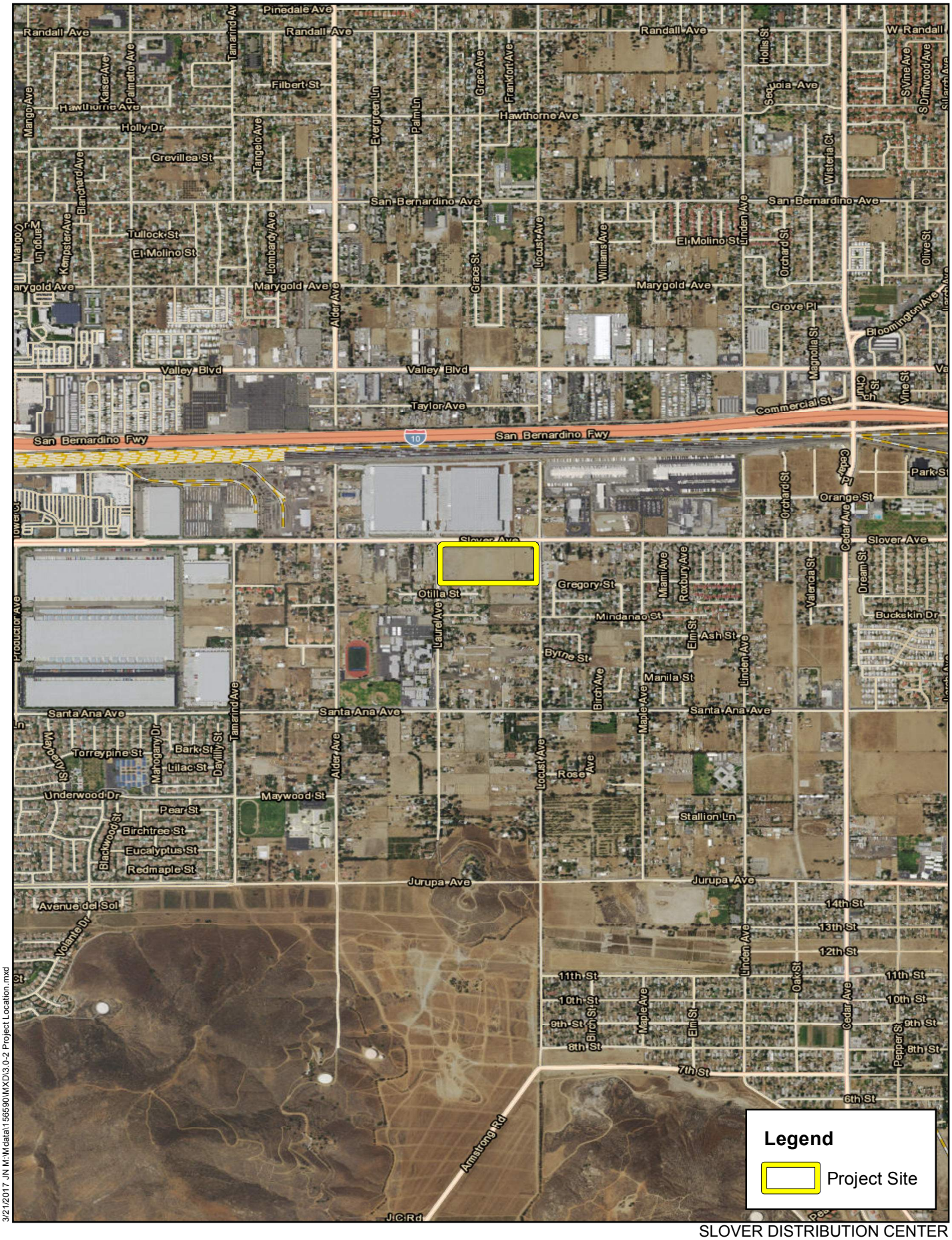

3/21/2017 JN M:\Mdata\156590\MXD\3.0-2 Project Location.mxd

Michael Baker INTERNATIONAL

0 1,000 2,000 Feet

Source: San Bernardino County, ESRI

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Project Vicinity Map

Exhibit 3.0-2

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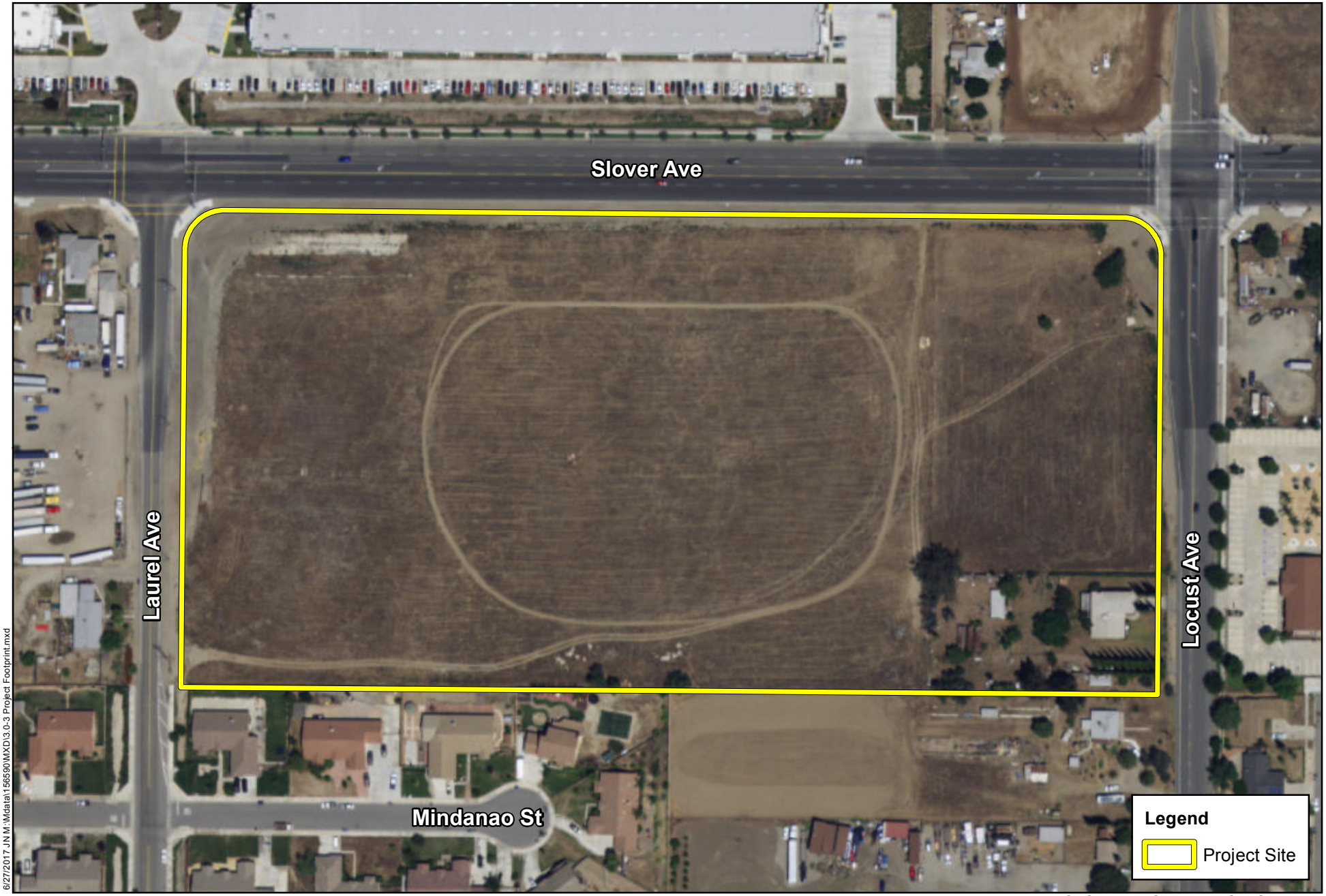

6/27/2017 J:\N M:\Mdata\156590\MXD\3.0-3 Project Footprint.mxd

Michael Baker INTERNATIONAL

0 250 500 Feet

Source: San Bernardino County, Esri World Imagery

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Project Foootprint

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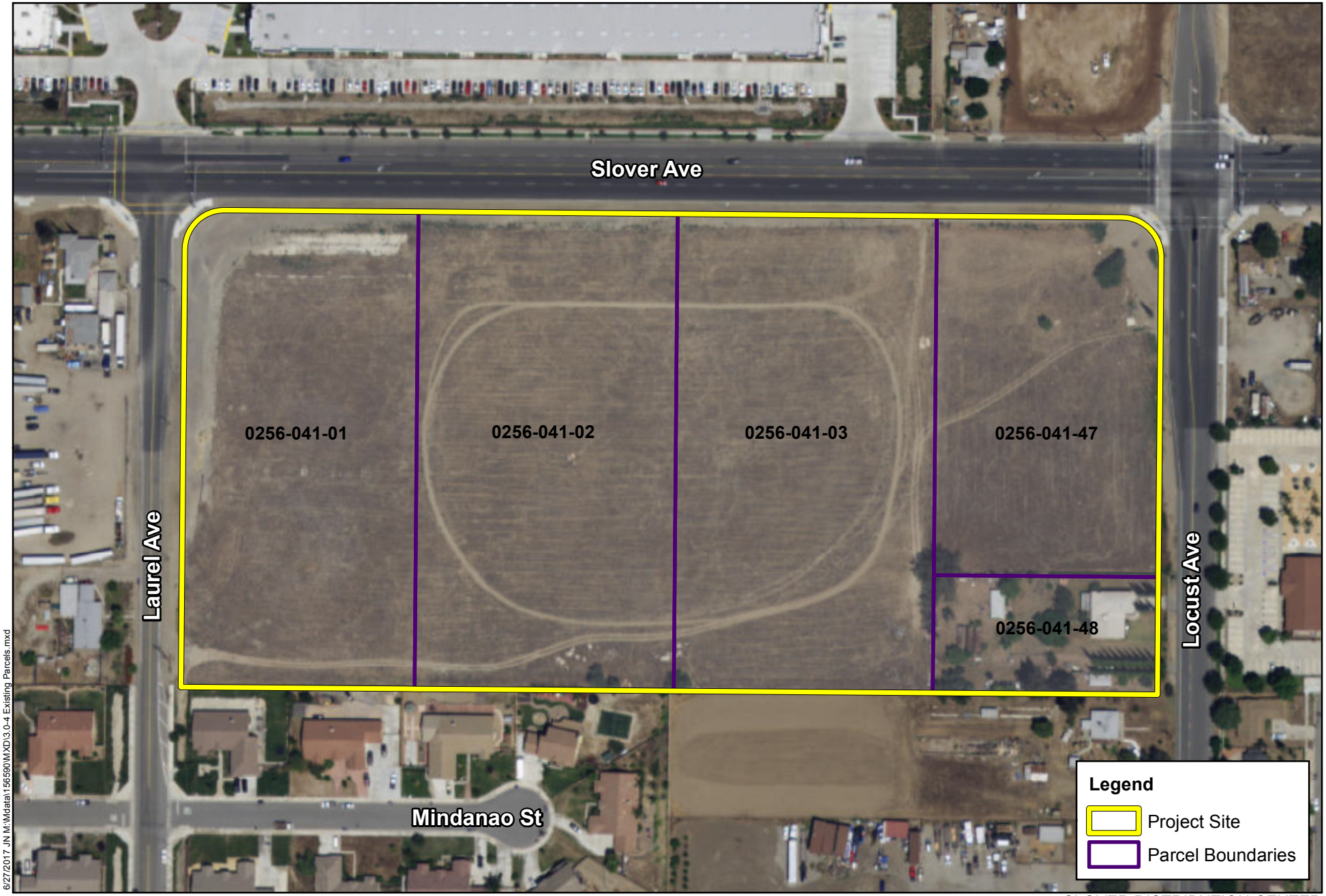

6/27/2017 JN M:\Mdata\156590\MXD\3.0-4 Existing Parcels.mxd

Michael Baker INTERNATIONAL

0 250 500 Feet

Source: San Bernardino County, Esri World Imagery

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Existing Parcels

Exhibit 3.0-4

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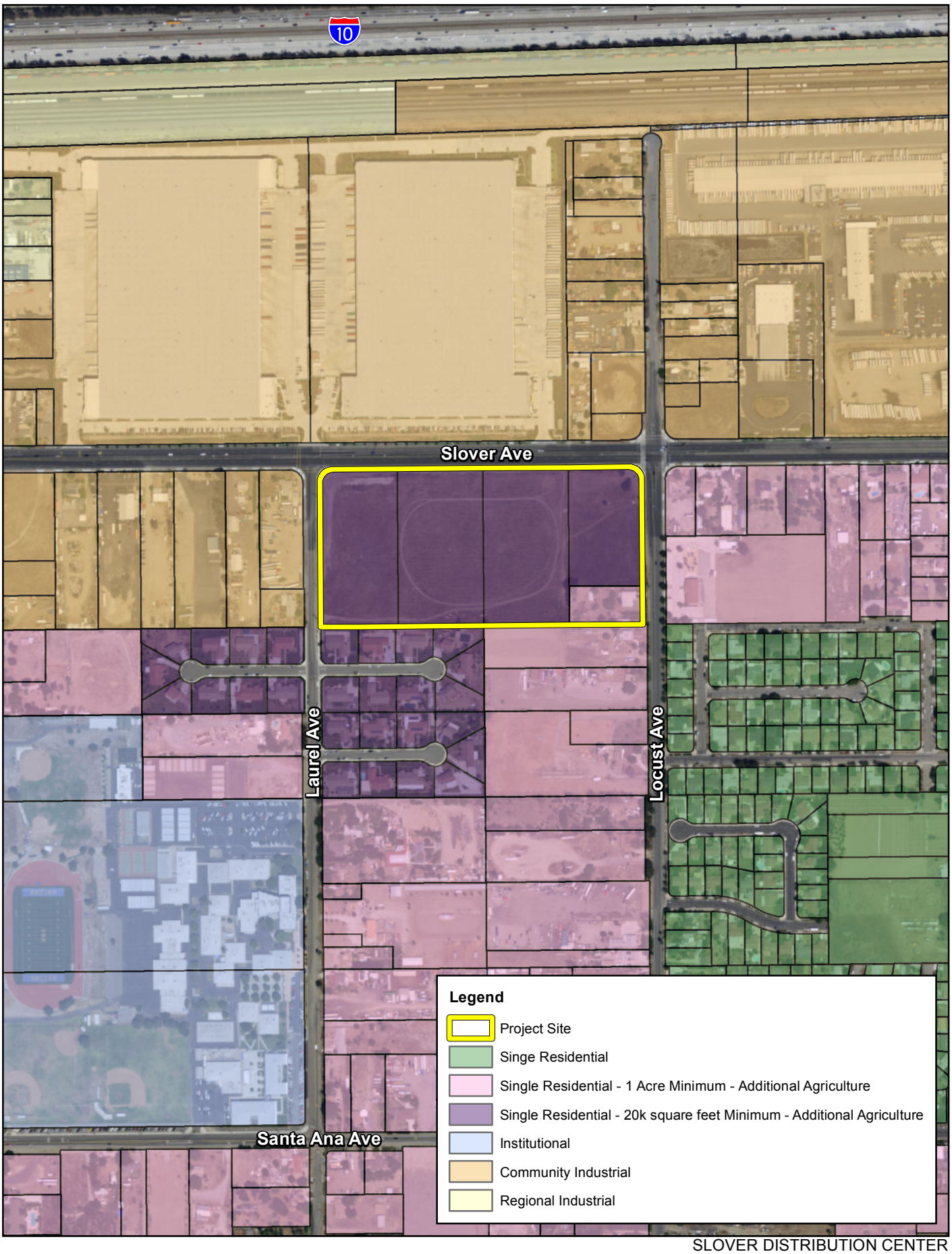

6/27/2017 JN M:\Mdata\156590\MXD\3.0-5 General Land Use Plan.mxd

Michael Baker INTERNATIONAL

0 250 500 1,000 Feet

Source: Esri, San Bernardino County ArcGIS Land Use Services

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General Plan Land Use Zoning

Exhibit 3.0-5

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PROPOSED PROJECT

The project would include the development of a 344,000-square-foot high-cube concrete tilt-up warehouse facility shell building, with no current tenant. The building would be approximately 45 feet in height and be set back from the property line approximately 150 feet on the north, 70 feet on the south, 150 feet on the east, and 80 feet on the west; refer to Exhibit 3.0-6, *Conceptual Site Plan,* for reference to project setbacks, and Exhibit 3.0-7, *Elevations*. The project would include associated facilities and improvements such as offices, landscaping, and an infiltration basin. The project would also include associated truck and passenger vehicle parking, fences, gates, and hardscape areas, as well as ornamental trees and vegetation.

A 26,000-square-foot infiltration basin would be located on the southeast corner of the project site along Locust Avenue. Landscaping would be provided within and around the site in order to create a more aesthetically pleasing view of the project. Landscaping would represent approximately 15.6 percent of the site coverage, or 19 percent with inclusion of the infiltration basin; refer to Exhibit 3.0-8, *Landscape Plan*. The project would install a steel tubular fence along the southern portion of the property. More specifically, the fence would be located just south of the building and just north of the landscaping along the southern property line; refer to Exhibit 3.0-11, *Artist Rendering*.

A total of 224 automobile parking stalls for employees would be located in the north, east, and west portions of the project site. Approximately 49 dock doors and 48 trailer stalls would be provided and limited to the northern portion of the project site; refer to Exhibit 3.0-9, *Truck Ingress*, and Exhibit 3.0-10, *Truck Egress*. Truck access would be limited to Slover Avenue. Automobile access would be via Laurel, Slover, and Locust avenues.

The building would feature up to two offices of approximately 4,000 square feet each, for a total of 8,000 square feet. Office square footage is included in the proposed 344,000 square foot facility. Although the offices' specific locations have not been determined, the site plan shows a tentative location on the opposite ends of the northern portion of the building fronting Slover Avenue.

The project would require the approval of a General Plan Amendment to change the land use zoning district from Bloomington/Single Residential with a 20,000-square-foot minimum lot size, additional agricultural overlay (BL/RS-20M-AA), and Bloomington/Single Residential with a 1-acre minimum lot size, additional agriculture overlay (BL/RS-1-AA) to Bloomington/ Community Industrial (BL/IC) on 17.34 acres. A Conditional Use Permit is required to establish the 344,000-square-foot high-cube warehouse facility as part of the project. A Tentative Parcel Map is required to combine the existing parcels into one lot.

PROJECT CIRCULATION

Project main access (Driveway 2) would be from Slover Avenue, with additional access points for automobiles located on-site from Laurel Avenue (Driveway 1) and Locust Avenue (Driveway 3). Refer to Exhibits 3.0-9 and 3.0-10 for illustrations of truck access. Slover Avenue is a four-way roadway, with no median, which would facilitate truck movement across Slover Avenue at Driveway 1. The project would include street improvements including sidewalks, landscaping, and lighting along the project frontages on Slover, Laurel, and Locust avenues.

PROJECT PHASING AND CONSTRUCTION

The project is anticipated to be developed in one phase. Should the project be approved, construction is anticipated to commence in 2018 and be completed in 2019.

PROJECT OBJECTIVES

A clear statement of project objectives allows the analysis of reasonable alternatives to the project, both on- and off-site, that would feasibly attain most of the basic project objectives while avoiding or substantially lessening the significant effects of the project, which must be analyzed per CEQA Guidelines Section 15126.6.

The proposed project is intended to meet the following objectives:

- **Objective 1:** Implement the County of San Bernardino's desire to create a revenue-generating use that capitalizes on nearby transportation corridors and truck routes, stimulates employment, and responds to current market opportunities.
- **Objective 2:** Provide a new land use that is in support of the County of San Bernardino's upcoming General Plan review to promote the Bloomington area.
- **Objective 3:** Provide infrastructure and landscaping improvements to three streets in the immediate vicinity to enhance aesthetics.
- **Objective 4:** Reduce existing blight and the opportunity for criminal activity and provide for a range of potential light industrial, manufacturing, and warehouse uses.
- **Objective 5:** Facilitate goods movement for the benefit of local and regional economic growth.
- **Objective 6:** Provide new development that will generate a positive fiscal balance for the County and the Bloomington area moving forward.

- **Objective 7:** Provide additional temporary and permanent employment opportunities while improving the local balance of housing and jobs.

DISCRETIONARY ACTIONS AND APPROVALS

This EIR serves as an informational document of use by public agencies, the general public, and decision-makers. This EIR discusses the impacts of development of the proposed project. The EIR will be used by the County Board of Supervisors and responsible agencies in assessing the impacts of the proposed project. The following public entities and/or agencies may use this EIR when considering the project:

San Bernardino County Board of Supervisors

1. General Plan Amendment to change the land use zoning district from Bloomington/ Single Residential with a 20,000-square-foot minimum lot size, additional agricultural overlay (BL/RS-20M-AA) and Bloomington/Single Residential with a 1-acre minimum lot size, additional agriculture overlay (BL/RS-1-AA) to Bloomington/Community Industrial (BL/IC).
2. Conditional Use Permit approval (CUP) to construct a 344,000-square-foot industrial warehouse building and associated facilities and improvements.
3. Approval of a Tentative Parcel Map to combine the 5 existing parcels into one lot.
4. Environmental Impact Report (EIR) certification.

The project is also subject to the review and requirements of the following County departments:

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

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

- Regional Water Quality Control Board – Issuance of Notice of Intent prior to construction and operations related to National Pollutant Discharge Elimination System (NPDES) Construction Permit

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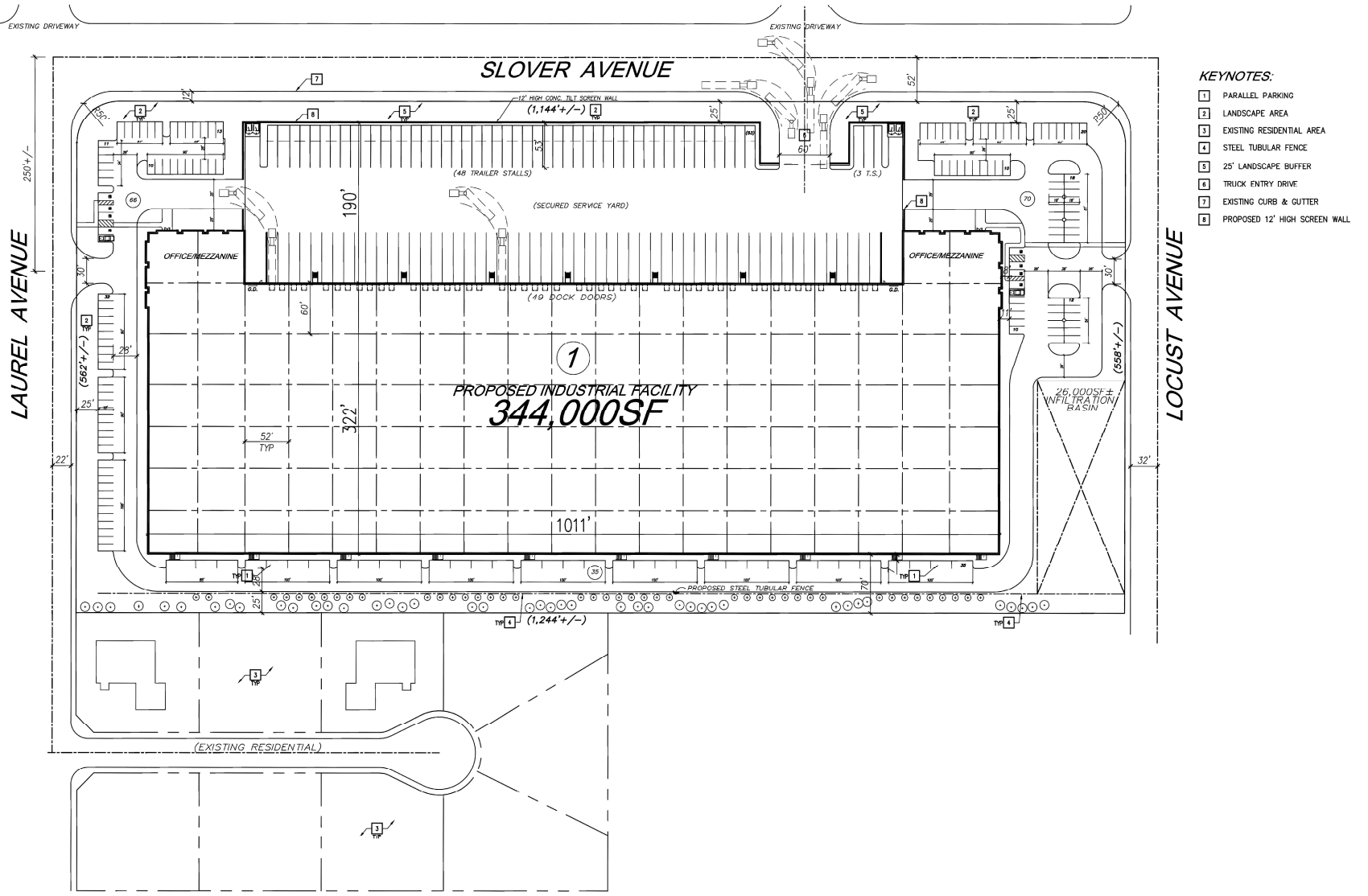

6/27/2017 JN M:\Mdata\156590\MXD\3.0-6 Conceptual Site Plan.mxd

Michael Baker INTERNATIONAL

0 150 300 600 Feet

Source: MacDavid Aubort and Associates Incorporated

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Conceptual Site Plan

Exhibit 3.0-6

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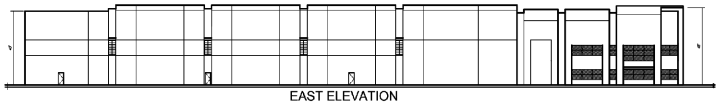

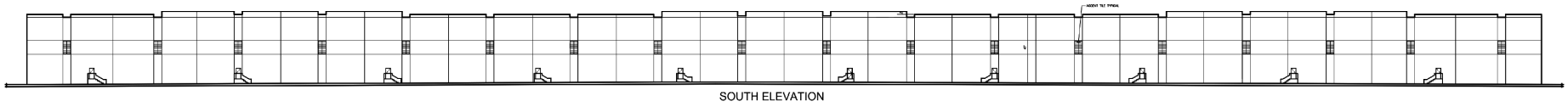

7/13/2017 JN M:\Mdata\156590\MXD\3.0-7 Elevations.mxd

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Elevations

Michael Baker INTERNATIONAL

Not to Scale

Source: MacDavid Aubort and Associates Incorporated

Exhibit 3.0-7

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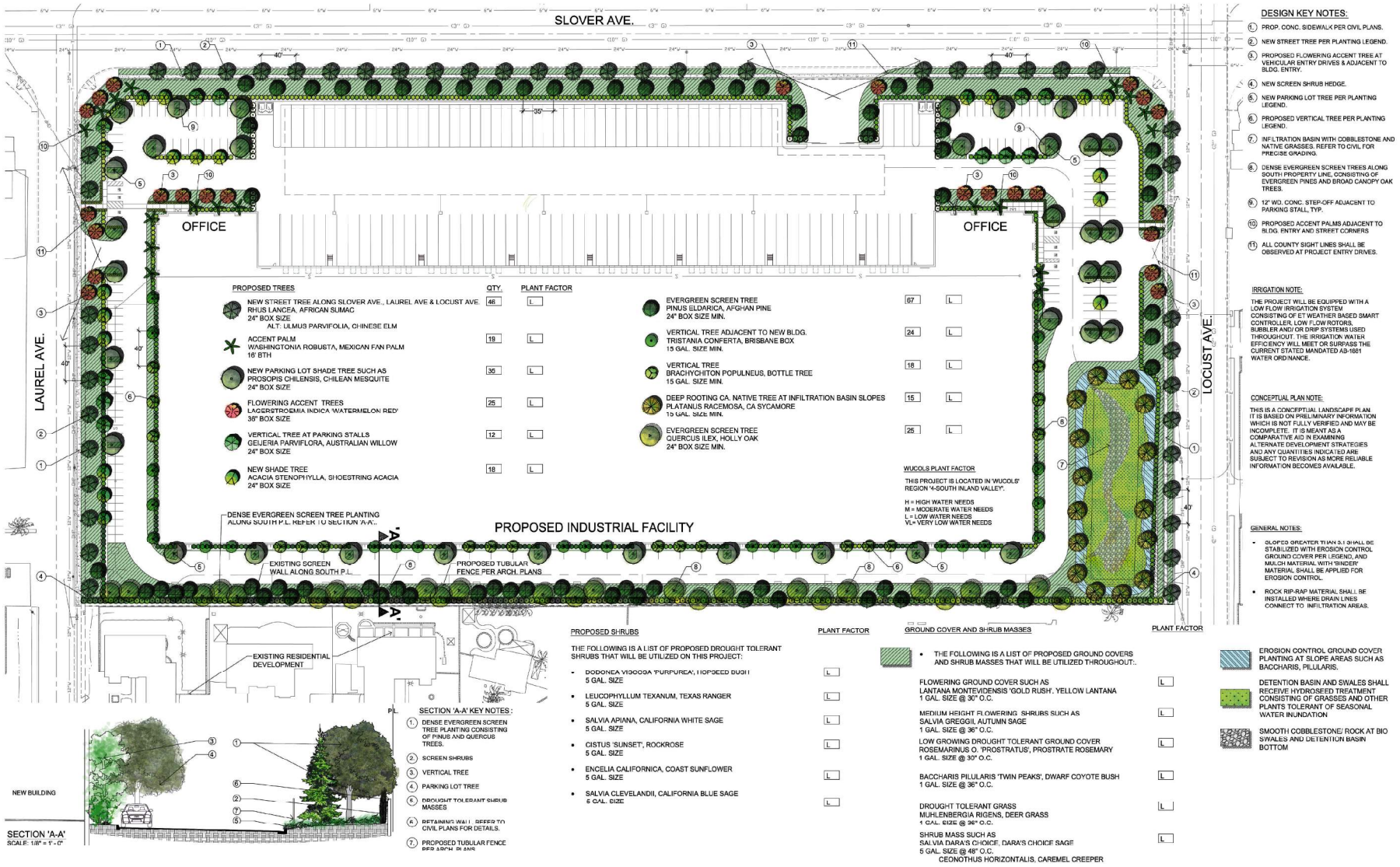

6/27/2017 JN M:\Mdata\156590\MXD\3.0-8 Landscape Plan.mxd

Michael Baker INTERNATIONAL

0 250 500 Feet

Source: MacDavid Aubort and Associates Incorporated, Scott Peterson Landscape Architecture, Inc.

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Landscape Plan

Exhibit 3.0-8

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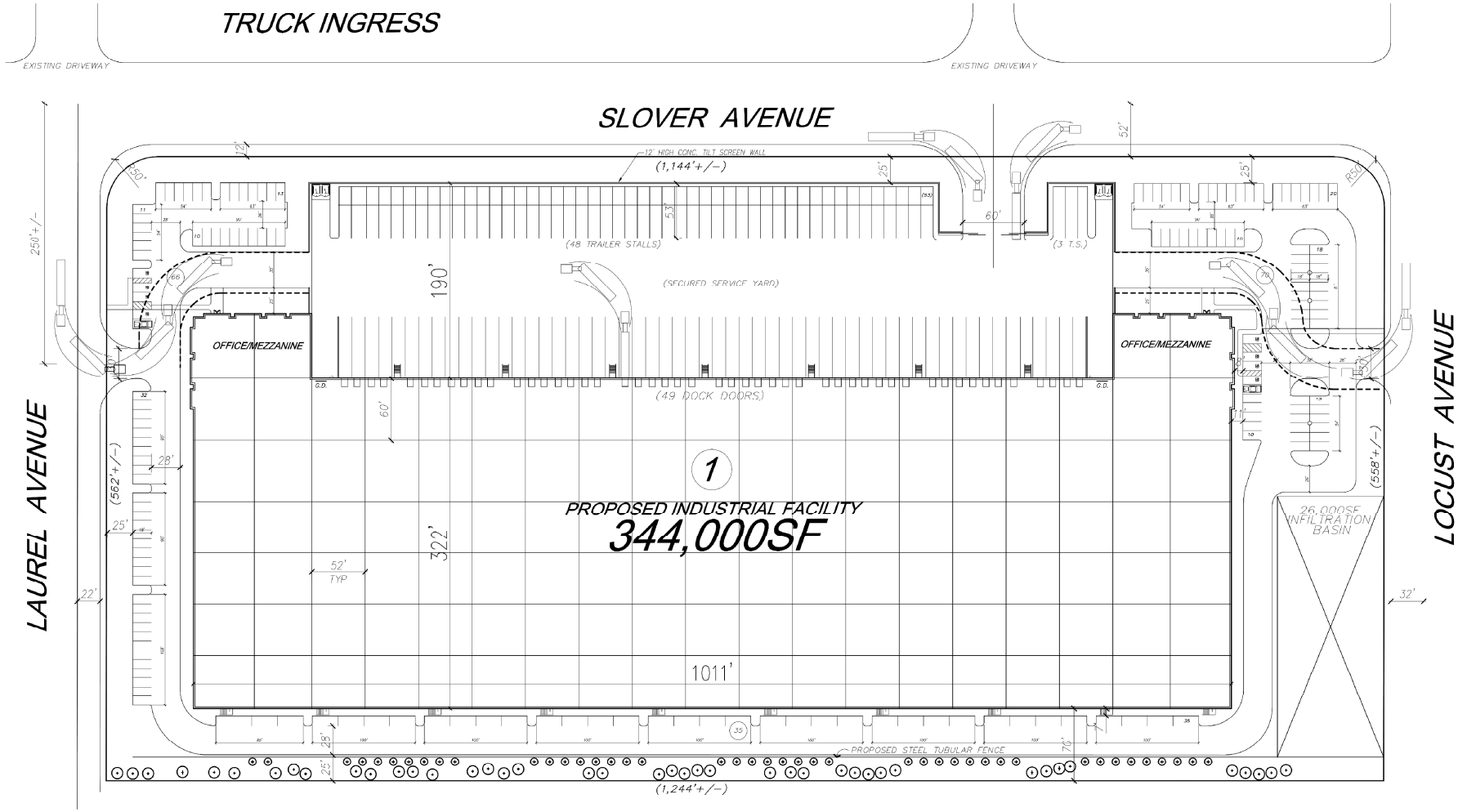

6/27/2017 JN M:\Mdata\156590\MXD\3.0-9 Truck Ingress.mxd

Michael Baker INTERNATIONAL

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Truck Ingress

Exhibit 3.0-9

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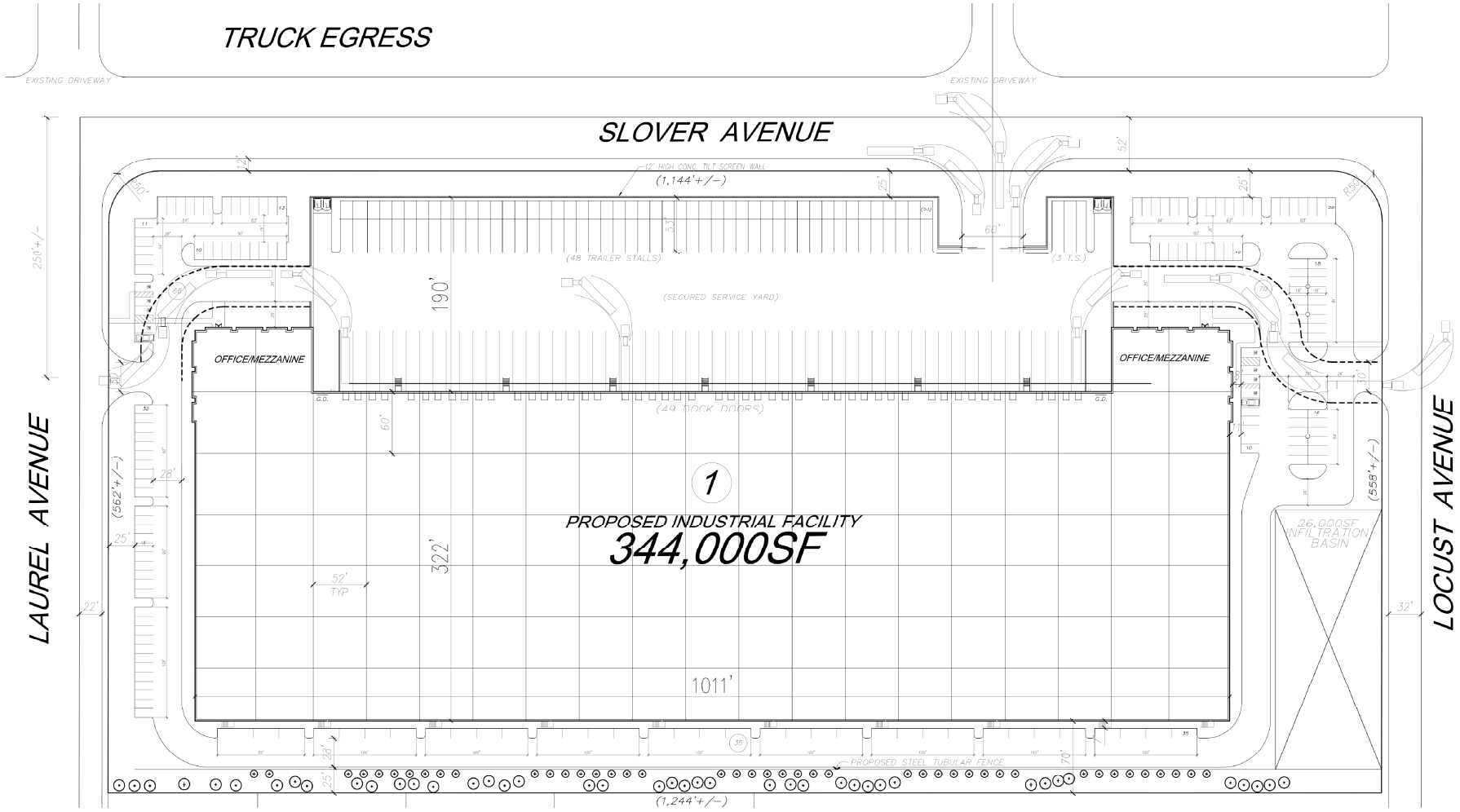

6/27/2017 JN M:\Mdata\156590\MXD\3.0-10 Truck Egress.mxd

Michael Baker INTERNATIONAL

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Truck Egress

Exhibit 3.0-10

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6/27/2017 JN M:\Mdata\156590\MXD\3.0-11 Artist Rendering.mxd

Michael Baker INTERNATIONAL

Not to Scale

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Artist Rendering

Exhibit 3.0-11

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Section 4.0
Environmental Analysis

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ENVIRONMENTAL IMPACT REPORT

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

SECTION CONTENT AND DEFINITION OF TERMS

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

4.1 Air Quality

4.2 Biological Resources

4.3 Cultural Resources

4.4 Greenhouse Gas Emissions

4.5 Hydrology and Water Quality

4.6 Land Use and Planning

4.7 Noise

4.9 Traffic and Circulation

The following environmental issue areas are addressed in Section 6.0, *Effects Found Not to be Significant*.

- Aesthetics, Light and Glare
- Agricultural and Forestry Resources
- Geology and Soils
- Hazardous Materials
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems

Each potentially significant environmental issue is addressed in a separate section of the EIR (4.1 through 4.7) and is organized into the following sections:

Environmental Setting describes the physical conditions that exist at this time and that may influence or affect the issue under investigation.

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

Impact Analysis and Mitigation Measures describes the thresholds that are the basis of conclusions of significance, which are primarily the criteria in the CEQA Guidelines Appendix G Environmental Checklist.

Major sources used in crafting criteria include the CEQA Guidelines; local, state, federal, or other standards applicable to an impact category; and officially established significance thresholds. "An ironclad definition of significant effect is not possible because the significance of any activity may vary with the setting" (CEQA Guidelines Section 15064[b]). Principally, "a substantial, or potentially substantial, adverse change in any of the physical conditions within an area affected by the project, including land, air, water, flora, fauna, ambient noise, and objects of historic and aesthetic significance" constitutes a significant impact (CEQA Guidelines Section 15382).

IMPACTS

The level of significance identifies the impact significance level with implementation of the proposed project. Impacts are classified as potentially significant impact, less than significant impact, or no impact. Project impacts are the potential environmental changes to the existing physical conditions that may occur if the proposed project is implemented.

Evidence, based on factual and scientific data, is presented to show the cause-and-effect relationship between the proposed project and the potential changes in the environment. The exact magnitude, duration, extent, frequency, range, or other parameters of a potential impact are ascertained, to the extent possible, to determine whether impacts may be significant. All of the potential direct and reasonably foreseeable indirect, construction-related (short-term), and operational and maintenance (long-term) effects are considered.

Mitigation measures are those project-specific measures that would be required of the proposed project to avoid a significant adverse impact, to minimize a significant adverse impact, to rectify a significant adverse impact by restoration, to reduce or eliminate a

significant adverse impact over time by preservation and maintenance operations, or to compensate for the impact by replacing or providing substitute resources or environment.[1]

Cumulative Impacts describes potential environmental changes to the existing physical conditions that may occur with the proposed project together with all other reasonably foreseeable, planned, and approved future projects in the region.

Significant and Unavoidable Impacts describes impacts that would be significant but cannot be feasibly mitigated to less than significant; thus, they would be unavoidable. To approve a project with unavoidable significant impacts, the lead agency must adopt a Statement of Overriding Considerations. In adopting such a statement, the lead agency is required to balance the benefits of a project against its unavoidable environmental impacts in determining whether to approve the project. If the benefits of a project are found to outweigh the unavoidable adverse environmental effects, the adverse effects may be considered "acceptable" and the project approved (CEQA Guidelines Section 15093[a]).

CUMULATIVE IMPACT ANALYSIS

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

DEFINITION OF CUMULATIVE IMPACTS

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

> The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness, and should focus on the cumulative impact to which the

[1] The measures presented in this EIR are either "Project Design Features" (those that would be implemented as part of Project design) or mitigation measures (those that would mitigate Project impacts above and beyond any reduction in impacts accomplished by Project design features).

identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact.

METHODOLOGY

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

- The list approach, which entails listing past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or
- The projection approach, which uses a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document that has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

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

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

Each of the cumulative impact categories (EIR Section 4.0) is analyzed and regulated by different agencies and associated regulatory or policy documents, in order to best protect the resource in question. The EIR addresses the proposed project's potentially significant impacts, recommends project-specific mitigation measures, and then also identifies existing or recommended measures to address potential cumulative impacts.

CUMULATIVE PROJECTS

Past projects include those land uses that have been previously developed and comprise the existing environment. Present projects include those projects recently approved or under construction. Probable future projects are those that are reasonably foreseeable, such as those for which an application is on file and in process with a local planning department. The cumulative projects listed in Table 4.0-1, *Cumulative Projects*, have been determined to be reasonably foreseeable and have been developed in consultation with the County Planning Department. These projects are considered in the cumulative impact analysis as appropriate.

Table 4.0-1: Cumulative Projects

No.	Project Name or Number	City	Description	Size
1	West Valley Logistics Center SP	Fontana	Warehouse/High-Cube Warehouse	3,474 KSF
2	Caprock Distribution Center	Rialto	Warehouse	525.11 KSF
3	Bloomington Option C	County	High-Cube Warehouse	676.98 KSF
4	Cedar Avenue Technology Center	County	High-Cube Warehouse	344 KSF
5	APN 0252041580000	County	Church	1,100 seats
6	APN 0257081010000	County	Commercial Retail	8.32 KSF
7	P201400139	County	Gas Station with Convenience Store/Car Wash	6 VFP
8	Agua Mansa High-Cube Warehouse	County	High-Cube Warehouse and Cross-Dock Facility	471.86 KSF
9	Three Makars	County	Single-Family Residential	198 DU

Source: Michael Baker International 2017.

Notes: KSF= thousand square feet; VFP = vehicle fuel pump; DU= dwelling unit

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Section 4.1
Air Quality

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ENVIRONMENTAL IMPACT REPORT

SECTION 4.1
AIR QUALITY

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

ENVIRONMENTAL SETTING

SOUTH COAST AIR BASIN

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

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

AIR POLLUTANTS OF CONCERN

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state laws. These regulated air pollutants are known as "criteria air pollutants" and are categorized into primary and secondary pollutants. Primary air pollutants are those that

are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxide (NO_X), sulfur dioxide (SO_2), coarse particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), lead, and fugitive dust are primary air pollutants. Of these, CO, SO_2, PM_{10}, and $PM_{2.5}$ are criteria pollutants. ROG and NO_X are criteria pollutant precursors and go on to form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere (for example, ozone (O_3) is formed by a chemical reaction between ROG and NO_X in the presence of sunlight). O_3 and nitrogen dioxide (NO_2) are the principal secondary pollutants.

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

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

Pollutant	Major Man-Made Sources	Human Health & Welfare Effects
Carbon Monoxide (CO)	An odorless, colorless gas formed when carbon in fuel is not burned completely; a component of motor vehicle exhaust.	Reduces the ability of blood to deliver oxygen to vital tissues, affecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
Nitrogen Dioxide (NO_2)	A reddish-brown gas formed during fuel combustion for motor vehicles and industrial sources. Sources include motor vehicles, electric utilities, and other sources that burn fuel.	Respiratory irritant; aggravates lung and heart problems. Precursor to ozone and acid rain. Contributes to global warming and nutrient overloading which deteriorates water quality. Causes brown discoloration of the atmosphere.
Ozone (O_3)	Formed by a chemical reaction between volatile organic compounds (VOC) and nitrous oxides (NOx) in the presence of sunlight. VOCs are also commonly referred to as reactive organic gases (ROGs). Common sources of these precursor pollutants include motor vehicle exhaust, industrial emissions, gasoline storage and transport, solvents, paints, and landfills.	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing, and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield. Damages rubber, some textiles, and dyes.
Particulate Matter (PM_{10} & $PM_{2.5}$)	Produced by power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles, and others.	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; aggravated asthma; development of chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility (haze).

Pollutant	Major Man-Made Sources	Human Health & Welfare Effects
Sulfur Dioxide (SO_2)	A colorless, nonflammable gas formed when fuel containing sulfur is burned; when gasoline is extracted from oil; or when metal is extracted from ore. Examples are petroleum refineries, cement manufacturing, metal processing facilities, locomotives, and ships.	Respiratory irritant. Aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid which can damage marble, iron and steel. Damages crops and natural vegetation. Impairs visibility. Precursor to acid rain.
Source: CAPCOA 2013		

AMBIENT AIR QUALITY

CRITERIA AIR POLLUTANT MONITORING DATA

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

Ozone, PM_{10}, and $PM_{2.5}$ are the primary pollutants affecting the South Coast Air Quality Management District. The nearest air quality monitoring site to the project site that monitors ambient concentrations of ozone and airborne particulates is the Fontana-Arrow Highway Monitoring Station (14360 Arrow Highway, Fontana, CA 92335), approximately 5.4 miles northwest of the project site. Table 4.1-2*, Ambient Air Quality Monitoring Data*, summarizes the published data since 2013 for each year that the monitoring data is provided.

Table 4.1-2: Ambient Air Quality Monitoring Data

Pollutant **Standards**	**2013[1]**	**2014[1]**	**2015[1]**
Ozone			
Max 1-hour concentration (ppm)	0.151	0.127	0.133
Max 8-hour concentration (ppm) (state/federal)	0.123 / 0.122	0.106 / 0.105	0.111 / 0.111
Number of days above state 1-hour standard	34	31	36
Number of days above state/federal 8-hour standard	68 / 66	52 / 52	59 / 57
Coarse Particulate Matter			
Max 24-hour concentration (µg/m^3) (state/federal)	86.0 / 90.0	65.0 / 68.0	92.0 / 96.0
Number of days above state/federal standard	90.2 / 0	* / 0	* / *
Fine Particulate Matter			
Max 24-hour concentration (µg/m^3) (state/federal)	43.6 / 43.6	34.9 / 34.9	50.5 / 50.5
Number of days above federal standard	3.0	*	10.4
µg/m^3 = micrograms per cubic meter; ppm = parts per million; * = No data is currently available to determine the value.			
Source: CARB 2015a Note: Measurements taken at the Fontana-Arrow Highway Monitoring Station, 14360 Arrow Highway, Fontana, CA 92335.			

REGIONAL AIR QUALITY IMPROVEMENT

As discussed above, the SCAQMD is the lead agency charged with regulating air quality emission reductions for the entire Basin. The remarkable historical improvement in air quality since the 1970s is the direct result of Southern California's comprehensive, multiyear strategy of reducing air pollution from all sources as outlined in its Air Quality Management Plans (AQMPs) and by utilizing uniform CEQA review throughout the Basin.

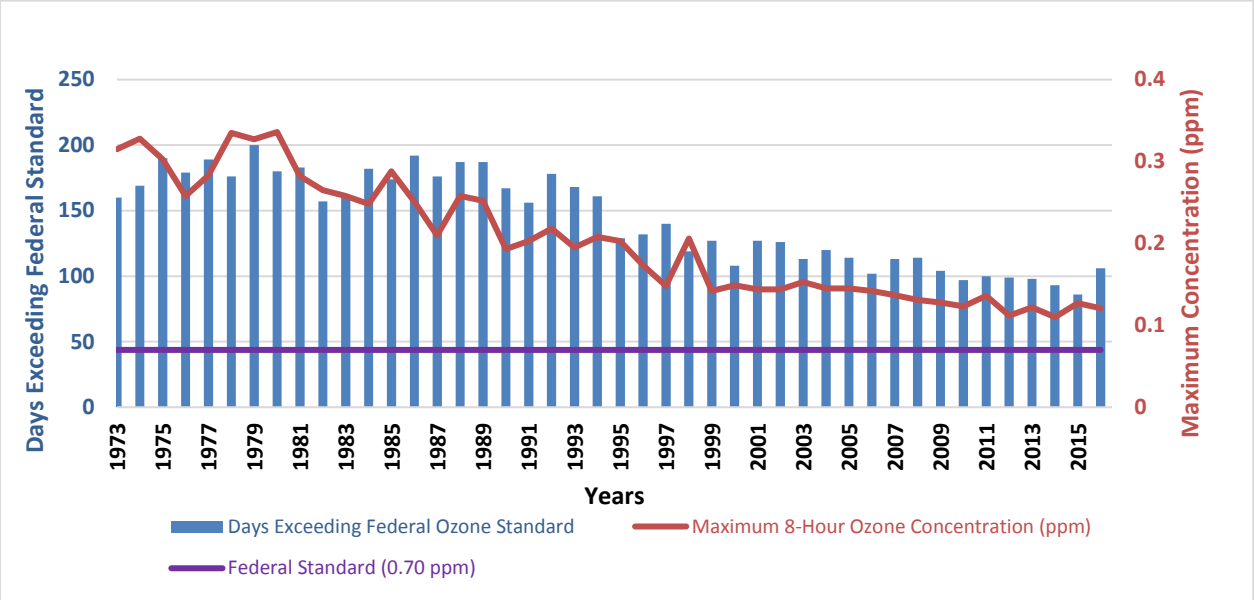
The 2012 AQMP states, "the remarkable historical improvement in air quality since the 1970s is the direct result of Southern California's comprehensive, multiyear strategy of reducing air

pollution from all sources as outlined in its AQMPs."[1] 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. Ozone contour maps show that the number of days exceeding the national 8-hour standard has decreased between 1997 and 2007. In the 2007 period, there was an overall decrease in exceedance days compared with the 1997 period. The overall trends of PM_{10} and $PM_{2.5}$ in the air (not emissions) show an overall improvement since 1975. Direct emissions of PM_{10} have remained somewhat constant in the Basin and direct emissions of $PM_{2.5}$ 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.

Ozone levels in the South Coast Air Basin (SCAB) have decreased substantially over the last 30 years as shown in Exhibit 1. Today, the maximum measured concentrations have decreased by 62 percent, from 0.315 ppm in 1973 to 0.121 ppm in 2016.

[1] SCAQMD, Final 2012 Air Quality Management Plan, February 2013

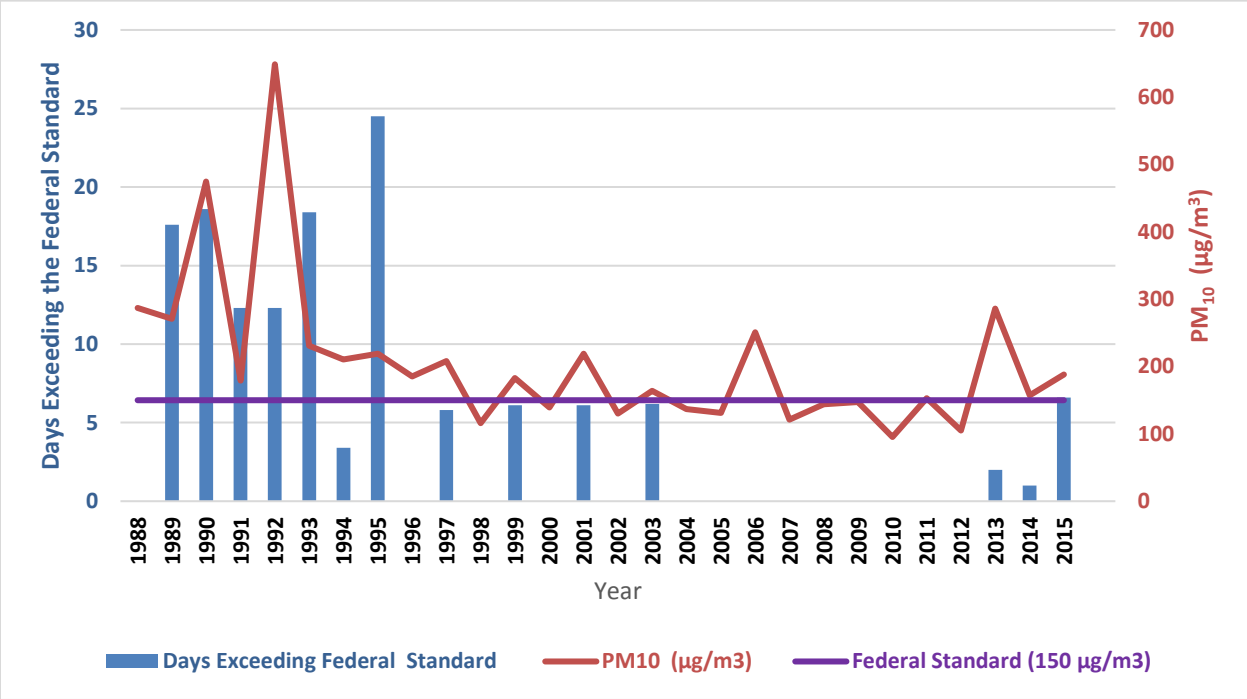
Exhibit 4.1-1: South Coast Air Basin Ozone Trend (1973-2016)



Source: http://www.arb.ca.gov/adam

As with other pollutants, the most recent PM_{10} statistics also show overall improvement as illustrated in Exhibit 2. The 24-hour annual average decreased by 34 percent, from 287 µg/m³ in 1988 to 188 µg/m³ in 2015. Despite the overall decrease, ambient concentrations still exceed the federal standards. Similar to ambient concentrations, the calculated number of days above the 24-hour PM_{10} standards has also shown an overall drop.

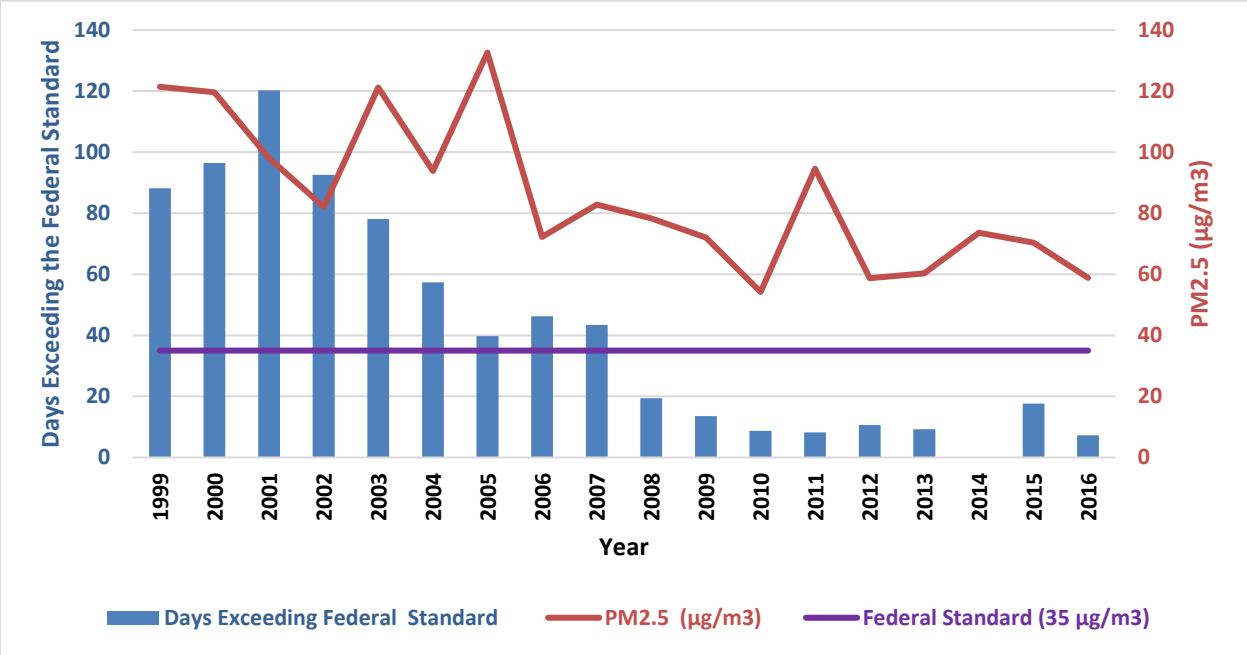
Exhibit 4.1-2: South Coast Air Basin PM10 Trend (1988-2015)



Source: http://www.arb.ca.gov/adam

Exhibit 3 shows the most recent 24-hour average $PM_{2.5}$ concentrations in the SCAB from 1999 through 2016. Overall, the annual average concentrations have decreased by almost 52 percent, from 121.4 µg/m³ in 1999 to 58.8 µg/m³ in 22016. The calculated number of days above the national standard also decreased, from about 88 days in 1999 to about 7 days in 2016. The SCAB is currently designated as nonattainment for the state and national $PM_{2.5}$ standards. Measures adopted as part of the upcoming $PM_{2.5}$ SIP, as well as programs to reduce ozone and diesel PM will help in reducing public exposure to $PM_{2.5}$ in this region.

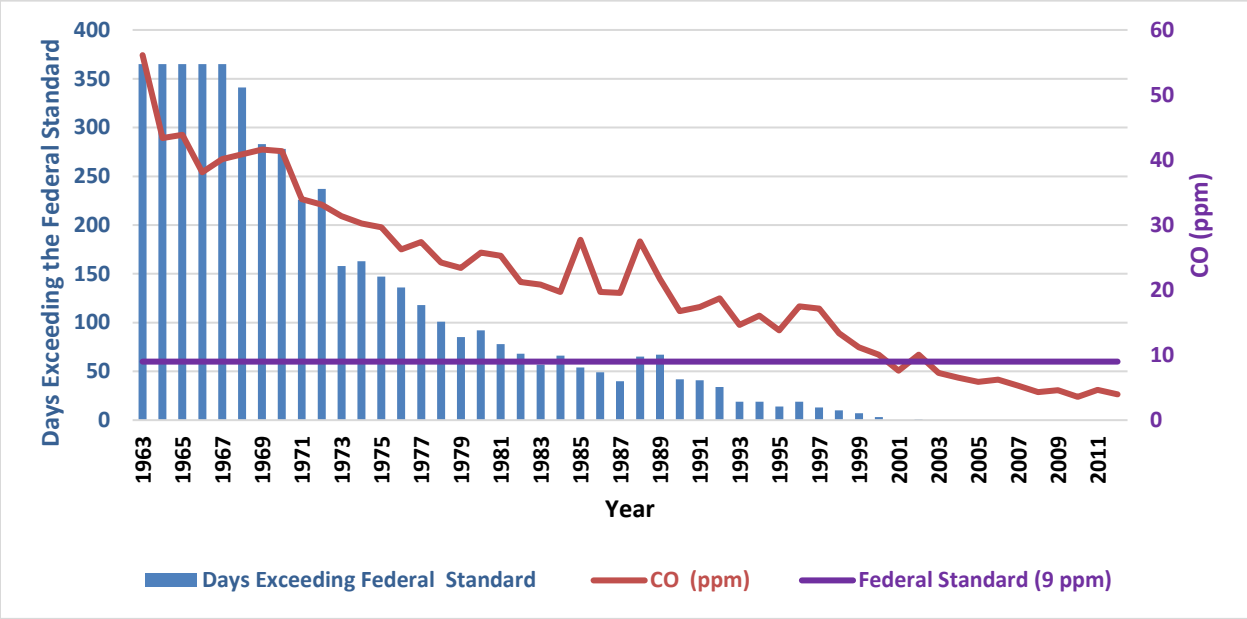
Exhibit 4.1-3: South Coast Air Basin PM2.5 Trend (1999-2016)



Source: http://www.arb.ca.gov/adam

Carbon monoxide concentrations in the SCAB between 1963 and 2012 are shown in Exhibit 4. Carbon monoxide concentrations in the SCAB have decreased markedly—a total decrease of more about 92 percent in the peak 8-hour concentration since 1963. The number of exceedance days has also declined. The entire SCAB is now designated as attainment for both the state and national CO standards. Ongoing reductions from motor vehicle control programs should continue the downward trend in ambient CO concentrations.

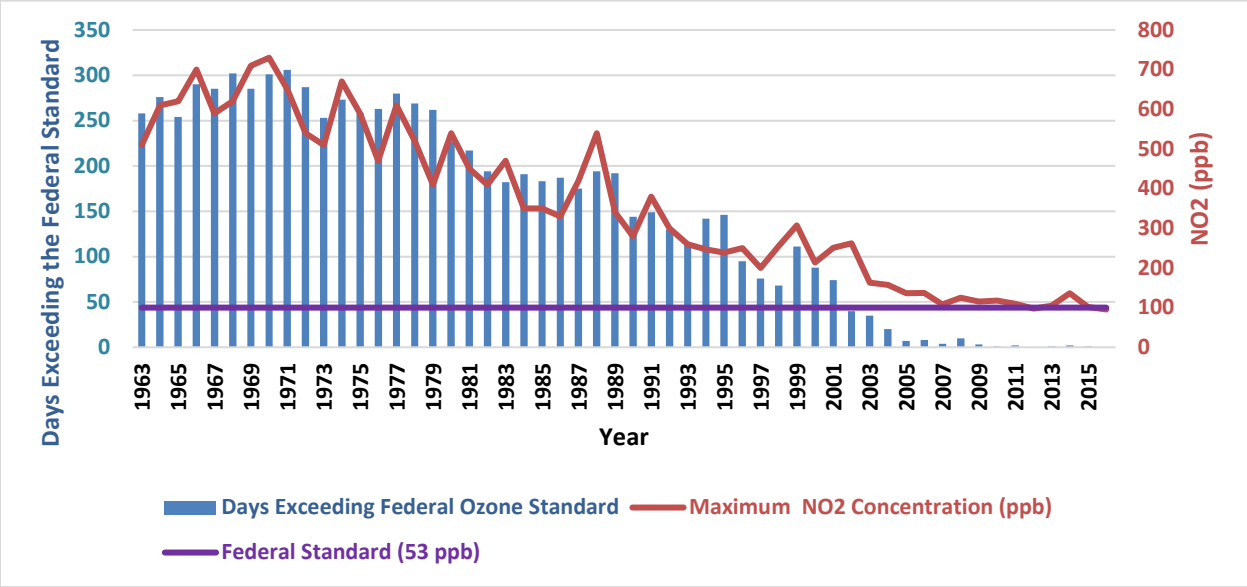
Exhibit 4.1-4: South Coast Air Basin Carbon Monoxide Trend



Source: http://www.arb.ca.gov/adam

The most recent NO_2 data for the SCAB is shown in Exhibit 5. Over the last 50 years, NO_2 values have decreased significantly; the 1-hour average for 2016 was 81 percent lower than what it was during 1963. NO_2 is formed from NOx emissions, which also contribute to ozone. As a result, most of the future emission control measures will be implemented as part of the overall ozone control strategy. Many of these control measures will target mobile sources, which account for more than three-quarters of California's NOx emissions. These measures are expected to bring the South Coast into attainment of the state annual average standard.

Exhibit 4.1-5: South Coast Air Basin Nitrogen Dioxide Trends



Source: http://www.arb.ca.gov/adam

TOXIC AIR CONTAMINANTS

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

There are several types of TACs, with varying degrees of toxicity. Sources of TACs include industrial processes, such as petroleum refining and chrome-plating operations; commercial operations, such as gasoline stations and dry cleaners; and motor vehicle exhaust. Public exposure to TACs can result from emissions from normal operations, as well as from accidental releases of hazardous materials during upset conditions. The health effects associated with TACs are quite diverse and generally are assessed locally, rather than regionally. This is because, unlike criteria pollutants that rise into the atmosphere on a basin-wide basis, TACs are "heavy" pollutants that generally have dispersal ranges very close to the emissions source. TACs can cause long-term health effects such as cancer, birth defects, neurological damage, asthma,

bronchitis, or genetic damage, or short-term acute affects such as eye watering, respiratory irritation (a cough), running nose, throat pain, and headaches.

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

CARB identified diesel particulate matter (DPM) as a TAC. DPM differs from other toxic air contaminants in that it is not a single substance but rather a complex mixture of hundreds of substances. Diesel exhaust is a complex mixture of particles and gases produced when an engine burns diesel fuel. DPM is a concern because it causes lung cancer; many compounds found in diesel exhaust are carcinogenic. DPM includes the particle-phase constituents in diesel exhaust. The chemical composition and particle sizes of DPM vary between different engine types (heavy-duty, light-duty), engine operating conditions (idle, accelerate, decelerate), fuel formulations (high/low sulfur fuel), and the year of the engine (EPA 2002). Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs, headaches, light-headedness, and nausea. DPM poses the greatest health risk among the TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

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

Residential areas are considered sensitive receptors to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Children are considered more susceptible to health effects of air pollution due to their immature immune systems and developing organs (OEHHA 2007). As such, schools are also considered sensitive receptors, as children are present for extended durations and engage in regular outdoor activities. Other land uses considered sensitive receptors include playgrounds, childcare centers, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The nearest residential land uses would be those adjacent to the project site along the boundary, approximately 50 feet to the south. Additionally, the project loading docks, the main source of DPM, are 1,300 feet from Bloomington High School ‘s nearest outdoor area.

REGULATORY FRAMEWORK

FEDERAL AND STATE

AMBIENT AIR QUALITY STANDARDS

The proposed project has the potential to release gaseous emissions of criteria pollutants and dust into the ambient air; therefore, development activities under the proposed project fall under the ambient air quality standards promulgated at the local, state, and federal levels. The federal Clean Air Act of 1971 and the Clean Air Act Amendments (1977) established the national ambient air quality standards (NAAQS), which are promulgated by the US Environmental Protection Agency (EPA). The State of California has also adopted its own California ambient air quality standards (CAAQS), which are promulgated by CARB. Implementation of the project would occur in a portion of San Bernardino County that is under the air quality regulatory jurisdiction of the SCAQMD. The project is therefore subject to the rules and regulations adopted by the air district to achieve the NAAQS and CAAQS. Applicable federal, state, regional, and local laws, regulations, plans, and guidelines relevant to the California Environmental Quality Act (CEQA) review process are summarized below. As shown in Table 4.1-3, *Air Quality Standards*, these pollutants include O_3, CO, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and lead. In addition, the State has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

Table 4.1-3: Air Quality Standards

Pollutant	Averaging Time	California Standards	National Standards
Ozone (O_3)	8 Hour	0.070 ppm (137µg/m^3)	0.070 ppm (137µg/m^3)
	1 Hour	0.09 ppm (180 µg/m^3)	—
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)
	1 Hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)
Nitrogen Dioxide (NO_2)	1 Hour	0.18 ppm (339 µg/m^3)	100 ppb
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	53 ppb (100 µg/m^3)
Sulfur Dioxide (SO_2)	24 Hour	0.04 ppm (105 µg/m^3)	N/A
	3 Hour	—	N/A

Pollutant	Averaging Time	California Standards	National Standards
	1 Hour	0.25 ppm (665 µg/m^3)	75 ppb
Particulate Matter (PM_{10})	Annual Arithmetic Mean	20 µg/m^3	N/A
	24 Hour	50 µg/m^3	150 µg/m^3
Particulate Matter – Fine ($PM_{2.5}$)	Annual Arithmetic Mean	12 µg/m^3	15 µg/m^3
	24 Hour	N/A	35 µg/m^3
Sulfates	24 Hour	25 µg/m^3	N/A
Lead	Calendar Quarter	N/A	1.5 µg/m^3
	30 Day Average	1.5 µg/m^3)	N/A
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	N/A
Vinyl Chloride (chloroethene)	24 Hour	0.01 ppm (26 µg/m^3)	N/A
Visibility-Reducing Particles	8 Hour (10:00 to 18:00 PST)	—	N/A

mg/m^3 = milligrams per cubic meter, ppm = parts per million, ppb = parts per billion, µg/m^3 = micrograms per cubic meter
Source: CARB 2015

AIR QUALITY ATTAINMENT PLANS

The SCAQMD and the Southern California Association of Governments (SCAG) are the agencies responsible for preparing the Air Quality Management Plan (AQMP) for the Basin pursuant to the federal Clean Air Act to reduce emissions of criteria pollutants for which the Basin is in nonattainment. Drafted by the South Coast Air Quality Management District, the 2016 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The 2016 Air Quality Management Plan is a regional and multiagency effort including the SCAQMD, CARB, SCAG, and the EPA. The 2016 AQMP pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's latest Regional Transportation Plan/Sustainable Communities Strategy, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts (SCAQMD 2017). SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans.

The AQMP provides local guidance for the State Implementation Plan, which sets the framework for air quality basins to achieve attainment of the state and federal ambient air

quality standards. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. Areas for which there is insufficient data available are designated unclassified. The attainment status for the western portion of San Bernardino County is shown in Table 4.1-4, *Federal and State Ambient Air Quality Attainment Status for San Bernardino County*. The region is in nonattainment for state ozone, PM_{10}, and $PM_{2.5}$ standards and in nonattainment for federal ozone and PM_{10} standards.

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

Pollutant	Federal	State
8-Hour Ozone (O_3)	Nonattainment	Nonattainment
Coarse Particulate Matter (PM_{10})	Nonattainment	Nonattainment
Fine Particulate Matter ($PM_{2.5}$)	Unclassified/Attainment	Nonattainment
Carbon Monoxide (CO)	Unclassified/Attainment	Attainment
Nitrogen Dioxide (NO_2)	Unclassified/Attainment	Attainment
Sulfur Dioxide (SO_2)	Unclassified	Attainment
Source: CARB 2015c		

TOXIC AIR CONTAMINANT REGULATIONS

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

California regulates TACs primarily through Assembly Bill (AB) 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics "Hot Spot" Information and Assessment Act of 1987). The Tanner Air Toxics

Act sets forth a formal procedure for CARB to designate substances as TACs. Once a TAC is identified, CARB adopts an "airborne toxics control measure" for sources that emit designated TACs. If there is a safe threshold for a substance (a point below which there is no toxic effect), the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate toxics best available control technology to minimize emissions. To date, CARB has established formal control measures for 11 toxic air contaminants, all of which are identified as having no safe threshold.

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

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

California Diesel Risk Reduction Plan

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

Since the initial adoption of the Diesel Risk Reduction Plan, CARB has adopted numerous rules related to the reduction of DPM from mobile sources, as well as the use of cleaner-burning

fuels. Transportation sources addressed by these rules include public transit buses, school buses, on-road heavy-duty trucks, and off-road heavy-duty equipment.

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

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

TOXIC AIR CONTAMINATE (TAC) IMPROVEMENT TRENDS

In 1984, due to public concern for exposure to airborne carcinogens, the CARB adopted regulations to reduce the amount of air toxic contaminant emissions resulting from mobile and area sources, such as cars, trucks, stationary products, and consumer products. According to the Ambient and Emission Trends of Toxic Air Contaminants in California journal article which was prepared for CARB, results show that between 1990 and 2012, ambient concentration and emission trends for the seven TACs responsible for most of the known cancer risk associated with airborne exposure in California have declined significantly (EST 2015). The seven TACs studied shown below include those that are derived from mobile sources: diesel particulate matter (DPM), benzene, and 1,3-butadiene; those that are derived from stationary sources: perchloroethylene and hexavalent chromium; and those derived from photochemical reactions of emitted VOCs: formaldehyde and acetaldehyde. The decline in ambient concentration and emission trends of these TACs are a result of various regulations CARB has implemented to address cancer risk.

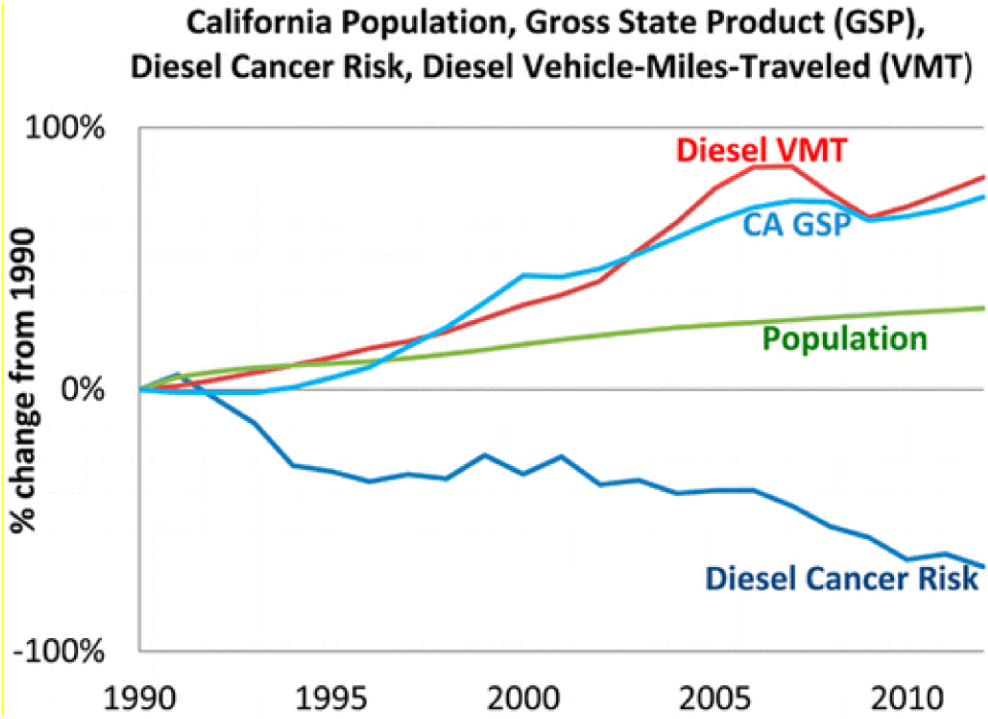
MOBILE SOURCE TACS

The CARB introduced two programs that aimed at reducing mobile emissions for light and medium duty vehicles through vehicle emissions controls and cleaner fuel. Since 1996, light-duty vehicles sold in California are equipped with California's second-generation On-Board Diagnostic (OBD-II) system as a result of about half of total car emissions stemming from emissions control device malfunctions. CARB's phase II Reformulated Gasoline (RFG-2)

regulation, adopted in 1996, also led to a reduction of mobile source emissions. Through such regulations, benzene levels declined 88% from 1990-2012. 1,3-Butadiene concentrations also declined 85% from 1990-2012 as a result of the motor vehicle regulations (EST 2015).

In 2000, CARB's Diesel Risk Reduction Plan (DRRP) recommended the replacement and retrofit of diesel-fueled engines and the use of ultra-low-sulfur (<15ppm) diesel fuel. As a result of these measures, DPM concentrations have declined 68%, even though the state's population increased 31% and the amount of diesel vehicles miles traveled increased 81%, as shown on Exhibit 6. With the implementation of these diesel-related control regulations, ARB expects a DPM decline of 71% for 2000-2020.

Exhibit 4.1-6: Diesel Particulate Matter and Diesel Vehicle Miles Trend



Source: Environmental Science & Technology (2015)

Stationary Source TACs

Various regulations led to a decrease in perchloroethylene and hexavalent chromium, with a 92% and 86% decline, respectively. By 1993, several local air districts required dry cleaning businesses to use a carbon absorber and refrigerated condenser, as well as, dry-to-dry machines and closed-looped machines instead of vented transfer machines. Starting in 2003,

California provided financial incentives for dry cleaners to use other solvents and soon after, the CARB banned the use of perchloroethylene in automotive products, aerosol coatings, and most consumer products. In 2007, CARB's dry-cleaning regulation was amended to require phase-out of perchloroethylene machines by 2023, which would further reduce emissions to minimal levels (EST 2015).

Hexavalent chromium emissions began to decline in 1988 with the ARB-regulated regulations contributing to more than 97% emission reduction within four years. The various regulations include prohibiting the use of hexavalent chromium in cooling towers, in motor vehicle and mobile equipment coatings, and in thermal spraying operations. By 2005, hexavalent chromium emissions were 99.97% less than in 1987, far exceeding expectations. In 2006, hexavalent chromium emissions were further reduced with the 2006 ARB regulation requiring add-on air pollution control devices and chemical fume suppressants.

SECONDARY TACS

Between 1996 and2012, ambient concentrations of formaldehyde and acetaldehyde declined 22% and 21%, respectively. The decline in these TACs are attributed from increasingly stringent motor vehicle exhaust emission standards, vehicle fleet turnover, fuel reformulation, and the switch from MTBE (formaldehyde precursor) to ethanol in gasoline (EST 2015).

As previously discussed, ambient and emissions levels of TACs have reduced significantly from 1990-2012. The overall declining trend in TACs is expected to continue in California from implementation of toxic air controls

DIESEL REGULATIONS

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

Moreover, the average statewide DPM emissions for Heavy Duty Trucks, in terms of grams of DPM generated per mile traveled, will dramatically be reduced due to the aforementioned regulatory requirements.

Diesel emissions identified in this analysis would therefore overstate future DPM emissions since not all the regulatory requirements are reflected in the modeling.

CANCER RISK TRENDS

Based on information available from CARB, overall cancer risk throughout the basin has had a declining trend since 1990. In 1998, following an exhaustive 10-year scientific assessment process, CARB identified particulate matter from diesel-fueled engines as a toxic air contaminant. The SCAQMD initiated a comprehensive urban toxic air pollution study, called MATES-II (for Multiple Air Toxics Exposure Study). Diesel particulate matter accounts for more than 70 percent of the cancer risk.

In 2008 the SCAQMD prepared an update to the MATES-II study, referred to as MATES-III. MATES-III estimates the average excess cancer risk level from exposure to TACs is an approximately 17% decrease in comparison to the MATES-II study.

Nonetheless, the SCAQMD's most recent in-depth analysis of the toxic air contaminants and their resulting health risks for all Southern California was from the MATES IV, which shows that cancer risk has decreased more than 55% between MATES III (2005) and MATES IV (2012) Studies.

MATES-IV study represents the baseline health risk for a cumulative analysis. MATES-IV calculated cancer risks based on monitoring data collected at ten fixed sites within the South Coast Air Basin (SCAB). None of the fixed monitoring sites are within the local area of the project site. However, MATES-IV has extrapolated the excess cancer risk levels throughout the basin by modeling the specific grids. MATES-IV modeling predicted an excess cancer risk of 757.29 in one million for the project area. DPM is included in this cancer risk along with all other TAC sources. DPM accounts for 68% of the total risk shown in MATES-IV. Cumulative project generated TACs are limited to DPM.

LOCAL

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

The SCAQMD is the air pollution control agency for Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino counties. The agency's primary responsibility is ensuring that the NAAQS and CAAQS are attained and maintained in the South Coast Air Basin. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air

pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, and conducting public education campaigns, as well as many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

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

- **Rule 402 (Nuisance)** – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.
- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement best available control measures for all sources and prohibits all forms of visible particulate matter from crossing any property line. Rule 403 is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. Examples of some PM_{10} suppression techniques are summarized below.

    a. Portions of the construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized in a manner acceptable to the County.

    b. All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.

    c. All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.

    d. The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.

e. Where vehicles leave the construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.

f. A wheel washing system will be installed and used to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.

g. Water will be applied to active portions of the site, including unpaved roads, in sufficient quantity.

- **Rule 1113 (Architectural Coatings)** – This rule requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.

SAN BERNARDINO COUNTY GENERAL PLAN

The following goals, policies, and programs from the General Plan Conservation Element are applicable to the proposed project:

Goal CO 4.1	The County will ensure good air quality for its residents, businesses, and visitors to reduce impacts on human health and the economy

IMPACT ANALYSIS AND MITIGATION MEASURES

METHODOLOGY

The proposed project's criteria air pollutant emissions were calculated using CalEEMod, version 2016.3.1 (refer to Appendix B). CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for the use of government agencies, land use planners, and environmental professionals. This model was developed in coordination with the SCAQMD and is the most current emissions model approved for use in California by other air districts. Emissions modeling is based on project-specific data (e.g., size and type of proposed use) and vehicle trip information from the project's traffic impact analysis (prepared by Michael Baker International 2017).

THRESHOLDS OF SIGNIFICANCE

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

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

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

Table 4.1-5: SCAQMD Regional Significance Thresholds

Air Pollutant	Construction Activities	Operations
Reactive Organic Gases (ROG)	75 pounds/day	55 pounds/day
Carbon Monoxide (CO)	550 pounds/day	550 pounds/day
Nitrogen Oxides (NO_x)	100 pounds/day	55 pounds/day
Sulfur Oxides (SO_x)	150 pounds/day	150 pounds/day
Coarse Particulates (PM_{10})	150 pounds/day	150 pounds/day
Fine Particulates ($PM_{2.5}$)	55 pounds/day	55 pounds/day
Source: SCAQMD 1993; $PM_{2.5}$ threshold adopted June 1, 2007		

CARBON MONOXIDE HOT-SPOT ANALYSIS

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

1-hour = 20 parts per million
8-hour = 9 parts per million

The significance of localized impacts depends on whether ambient CO levels in the vicinity of a project are above state and federal carbon monoxide standards. CO concentrations in San Bernardino County no longer exceed the CAAQS/NAAQS criteria, and the Basin has been designated as attainment under the 1-hour and 8-hour standards.

LOCALIZED SIGNIFICANCE THRESHOLDS

In addition to the CO hot-spot analysis, the SCAQMD developed localized significance thresholds (LSTs) for emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ generated at new development sites (off-site mobile source emissions are not included in the LST analysis). LSTs represent the maximum emissions at a project site that are not expected to cause or contribute to an exceedance of the most stringent national or state ambient air quality standard. LSTs are based on the ambient concentrations of that pollutant within the project source receptor area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. The project site is in SCAQMD SRA 34. Table 4.1-6, *Local Significance Threshold (LST) Impacts – Pounds per Day*, shows the

localized significance thresholds for a 1-acre, 2-acre, and 5-acre project site in SRA 34 with sensitive receptors located within 82 feet (25 meters) of a project site.

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

Project Size	NOx	CO	PM_{10}	$PM_{2.5}$
1 Acre (construction/operations)	118/118	667/667	4/1	3/1
2 Acres (construction/operations)	170/170	972/972	7/2	4/1
5 Acres (construction/operations)	270/270	1,746/1,746	14/4	8/2
Source: SCAQMD 2009				

TOXIC AIR CONTAMINANT THRESHOLDS

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

- Any project involving the emission of a carcinogenic or toxic air contaminant identified in SCAQMD Rule 1401 that exceeds the following maximum individual cancer risks:
    - 10 in 1 million when Best Available Control Technology for Toxics (T-BACT) are used, or
    - 1 in 1 million when T-BACT are not used.
- Any project that could accidentally release an acutely hazardous material or routinely release a toxic air contaminant posing an acute health hazard.
- Any project that could emit an air contaminant not currently regulated by a SCAQMD rule but that is on the federal or state air toxics list.

PROJECT IMPACTS AND MITIGATION

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

VIOLATE AIR QUALITY STANDARDS (CONSTRUCTION)

Impact 4.1-1	**The project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation during project construction. Impacts would be less than significant.**

Construction associated with the project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern in the project area include ozone-precursor pollutants (i.e., ROG and NO_x) and PM_{10}. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but have the potential to represent a significant air quality impact.

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

The estimate for construction duration is based on the CalEEMod model defaults, as are the number and types of equipment that would be used. Please refer to specific detailed modeling inputs/outputs, including construction equipment assumptions, in Appendix B.

CONSTRUCTION-RELATED REGIONAL AIR QUALITY IMPACTS

The estimated maximum daily construction emissions are summarized in Table 4.1-7, *Construction-Related Emissions*. Construction is planned to begin in 2018 and conclude in 2019. However, if the construction schedule changes the average daily emissions would remain the same. As previously stated, all construction projects in the South Coast Air Basin are subject to

SCAQMD rules and regulations in effect at the time of construction, including Rule 403 described above. The construction emissions summarized in Table 4.1-7 account for the quantifiable PM-reducing requirements of SCAQMD Rule 403.

Table 4.1-7: Construction-Related Emissions

Construction Activities	Maximum Emissions (pounds per day)[1]					
	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_X)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)
Year 1 (2018)	20.73	68.04	10.80	6.95	64.18	0.14
Year 2 (2019)	19.58	59.89	7.95	3.97	59.70	0.14
Average	20.16	63.97	9.38	5.46	61.94	0.14
SCAQMD Thresholds	*75*	*100*	*150*	*55*	*550*	*150*
Exceed Threshold?	No	No	No	No	No	No

Notes:
1. Emissions calculated using CalEEMod version 2016.3.1. Emission estimates account for the quantifiable PM-reducing requirements of SCAQMD Rule 403, including watering exposed surfaces three times daily, cleaning track out on adjacent streets, covering stock piles with tarps, watering all haul roads twice daily, and limiting speeds on unpaved roads to 15 miles per hour. Site requirements for soil movement will balance (cut versus fill). Architectural coatings are assumed to be applied sporadically throughout the duration of building construction.
2. Refer to Appendix B for daily emission model outputs.

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

CONSTRUCTION-RELATED LOCALIZED AIR QUALITY IMPACTS

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

Table 4.1-8: Equipment-Specific Grading Rates

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Site Preparation	Crawler Tractor	4	0.5	8	2.0
	Rubber-Tired Dozer	3	0.5	8	1.5
				Total Acres Graded per Day	**3.5**
Grading	Crawler Tractor	2	0.5	8	1
	Grader	1	0.5	8	0.5
	Rubber-Tired Dozer	1	0.5	8	0.5
	Scraper	2	1.0	8	2.0
				Total Acres Graded per Day	**4.0**
Source: CalEEMod version 2016.3.1					

For this project, the appropriate source receptor area for the LST is the Central San Bernardino Valley area (SRA 34) since this area includes the project site. Localized significance thresholds apply to CO, NO_2, PM_{10}, and $PM_{2.5}$. The SCAQMD produced look-up tables for projects that disturb areas less than or equal to 5 acres in size in one day. As shown in Table 4.1-8, project construction is anticipated to disturb a maximum of 4.0 acres in a single day. The LST methodology acknowledges that construction activities occur throughout a project site and are not concentrated at the point closest to the sensitive receptors. Therefore, it is important to note that project construction would be anticipated to disturb a maximum of 4.0 acres within 25 meters of a sensitive receptor in a single day, as determined by SCAQMD guidance.

The SCAQMD's methodology clearly states that "off-site mobile emissions from the project should not be included in the emissions compared to LSTs," because LSTs are derived based on the location of the activity and the distance to the nearest exposed individual. Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered. The nearest existing sensitive receptor to the development boundaries is located 50 feet from the proposed development. The SCAQMD methodology explicitly states: "It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters." Therefore, LSTs for receptors at 25 meters (82 feet) are used in this analysis.

Table 4.1-9, *Localized Significance of Emissions*, presents the results of localized emissions during construction activity. The LSTs reflects a maximum disturbance of 4.0 acres daily assumed for the proposed project. As shown in Table 4.1-9, air pollutant emissions resulting from project construction would not exceed the applicable LST; therefore, this impact is less than significant.

Table 4.1-9: Localized Significance of Emissions

LST 5.0 acres/25 meters Central San Bernardino Valley	Nitrogen Oxide (NO_X)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)	Carbon Monoxide (CO)
Maximum Daily Emissions (on-site)	68.04	10.80	6.95	64.18
SCAQMD Localized Threshold	270	14	8	1,746
Significant?	**No**	**No**	**No**	**No**

Source: CalEEMod version 2016.3.1
Note: Emissions projections account for adherence to various components of SCAQMD Rule 403, including application of water on the project site, employment of wheel washing systems, replacement of ground cover in disturbed areas, sweeping adjacent streets daily, and reestablishing vegetation on inactive portions of the site.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

VIOLATE AIR QUALITY STANDARDS (OPERATION)

Impact 4.1-2	**The project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation during project operations. Impacts would be less than significant.**

Operational activities associated with the proposed project will result in emissions of ROG, NO_x, CO, sulfur oxides (SO_X), PM_{10}, and $PM_{2.5}$. Operational emissions would be expected from the following primary sources: vehicles, combustion emissions associated with natural gas and electricity, fugitive dust related to vehicular travel, landscape maintenance equipment, emissions from consumer products, and architectural coatings. The project-related operational

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

At the outset, it is important to note that this air quality assessment likely overstates project air emissions from the project. The project's traffic report used trip rates greater than the trip rates associated with a high cube warehouse. The project applicant chose to use these higher trip rates even though the project would likely be used as a high cube warehouse because the applicant wanted to ensure that the EIR was highly conservative and overstated project impacts as opposed to understating project impacts.

Table 4.1-10: Long-Term Operational Emissions

Source	Pollutant (pounds/day)[1]					
	Reactive Organic Gases (ROG)	**Nitrogen Oxide (NO_X)**	**Coarse Particulate Matter (PM_{10})**	**Fine Particulate Matter ($PM_{2.5}$)**	**Carbon Monoxide (CO)**	**Sulfur Dioxide (SO_2)**
Summer Emissions						
Area Source	7.87	0.00	0.00	0.00	0.08	0.00
Energy Use	0.02	0.19	0.01	0.01	0.16	0.00
Mobile Source	5.33	46.83	11.81	3.39	60.09	0.21
Total	**13.22**	**47.02**	**11.82**	**3.4**	**60.33**	**0.21**
Winter Emissions						
Area Source	7.87	0.00	0.00	0.00	0.08	0.00
Energy Use	0.02	0.19	0.01	0.01	0.16	0.00
Mobile Source	4.89	47.31	11.82	3.39	53.92	0.19
Total	**12.78**	**47.5**	**11.83**	**3.4**	**54.16**	**0.19**
Potentially Significant Impact Threshold (Daily Emissions)	*55*	*55*	*150*	*55*	*550*	*150*
Exceed Daily Threshold?	No	No	No	No	No	No
Source: Emissions calculated using CalEEMod version 2016.3.1. Refer to Appendix B for daily emission model outputs.						

As shown in Table 4.1-10, emissions resulting from project operations would not exceed the SCAQMD regional emissions thresholds for operational activity. Therefore, this impact is less than significant. According to the SCAQMD methodology, LSTs apply to the operational phase of a proposed project if the project includes stationary sources or attracts mobile sources that may spend lengthy periods queuing and idling at the site (e.g., warehouse or transfer facilities).

Since the proposed project is a warehouse, the operational phase LST protocol is applied. LSTs for receptors located at 25 meters for SRA 34 were used in this analysis. The 5-acre LST threshold is used as a more conservative approach, since it discounts the dispersion factor inherent with a bigger site.

The LST analysis only includes on-site sources; however, the CalEEMod model outputs do not separate on- and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in Table 4.1-11, *Localized Significance of Operational Emissions in Maximum Pounds per Day,* include all on-site project-related stationary (area) sources and 10 percent of the project-related mobile sources. Considering that the weighted trip length used in CalEEMod for the project is approximately 14.7 miles, 10 percent of this total would represent an on-site travel distance for each car and truck of approximately 1.5 miles or 7,920 feet; thus, the 10 percent assumption is conservative and would tend to overstate the actual impact. Modeling based on these assumptions demonstrates that even within broad encompassing parameters, project operational-source emissions would not exceed the applicable LSTs.

Table 4.1-11: Localized Significance of Operational Emissions in Maximum Pounds per Day

Activity	Nitrogen Oxide (NO_X)	Carbon Monoxide (CO)	Fine Particulate Matter (PM_{10})	Coarse Particulate Matter ($PM_{2.5}$)
On-Site Emissions	4.68	6.01	1.18	0.34
SCAQMD Localized Screening Threshold (adjusted for 5 acres at 25 meters)	270	1,746	4	2
Exceed SCAQMD Threshold?	No	No	No	No
Source: CalEEMod version 2016.3.1. Refer to Appendix B for model data outputs.				

Table 4.1-11 shows that the maximum daily emissions of these pollutants during operations would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, significant impacts would not occur concerning LSTs during operational activities. A health risk assessment was prepared to further analyze potential health risks generated by project-related activities (please see below). Impacts would be considered less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

CONFLICT WITH AIR QUALITY PLAN

Impact 4.1-3 The project would conflict with or obstruct implementation of the applicable air quality plan. Impacts would be significant.

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

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

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

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

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

Concerning Consistency Criterion No. 2, the Air Quality Management Plan contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The proposed project would change the General Plan designation on the site from Bloomington/Single Residential with a 20,000-square-foot minimum lot size, additional agricultural overlay (BL/RS-20M-AA), and Bloomington/Single Residential with a one-acre minimum lot size, additional agriculture overlay (BL/RS-1-AA) to Bloomington/ Community Industrial (BL/IC) on 17.34 acres. The development density and vehicle trip generation associated with the proposed project are anticipated to be greater than what would occur for the property under the General Plan's current land use designation. This increase in anticipated vehicle trips would result in the generation of air pollutants that potentially exceed the air pollutant inventory and assumptions in the AQMP. Therefore, the proposed project would result in a significant impact relative to the second criterion.

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

Mitigation Measures: No feasible mitigation.

Level of Significance: Significant and unavoidable.

EXPOSE SENSITIVE RECEPTORS

Impact 4.1-4 The project would not expose sensitive receptors to substantial pollutant concentrations. Impacts would be less than significant.

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 day care 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 project site is in an area of single-family homes. The nearest residential land uses would be those abutting the south property line, approximately 50 feet to the south. The Kingdom Hall of Jehovah's Witnesses and single-family residences are located approximately 175 feet to the east, across Locust Avenue. In addition, Bloomington High School is located approximately 1,300 feet to the southwest of the project site, and Bloomington Junior High School is located approximately 1.0-mile northeast of the project site.

CONSTRUCTION-GENERATED AIR TOXICS

Construction-generated DPM emissions contribute to negative health impacts when construction is extended over lengthy periods of time. The use of diesel-powered equipment during construction would be temporary and episodic and would occur over several locations isolated from one another. Furthermore, the proposed project would be subject to and would comply with California regulations limiting idling to no more than 5 minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. Project construction would not be a substantial source of other CARB-identified TACs.

Construction projects contained in a site of less than 5 acres are generally considered to represent less than significant health risk impacts due to (1) limitations on the off-road diesel equipment able to operate and thus a reduced amount of generated DPM, (2) the reduced amount of dust-generating ground disturbance possible compared to larger construction sites, and (3) the reduced duration of construction activities compared to the development of larger sites. For these reasons and because diesel fumes disperse rapidly over relatively short distances, DPM generated by most construction activities, in and of itself, would not be

expected to create conditions where the probability of contracting cancer is greater than 10 in 1 million for nearby receptors. (As shown in Table 4.1-8, project construction is estimated to disturb up to 4 acres daily.) In addition, SCAQMD Rule 403 requires that basic construction mitigation measures be employed during all construction projects, including measures that would substantially reduce nuisance fugitive dust.

Furthermore, as discussed in the LST analysis previously presented, results indicate that the proposed project would not exceed the SCAQMD localized significance thresholds, and a less than significant impact is expected during construction activity. LSTs were developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities. Therefore, sensitive receptors would not be subject to a significant air quality impact during project construction. This impact is less than significant.

CARBON MONOXIDE HOT SPOTS DURING PROJECT OPERATIONS

Carbon monoxide 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 (adversely affecting residents, schoolchildren, hospital patients, the elderly, etc.).

The SCAQMD requires a quantified assessment of CO hot spots when a project increases the volume-to-capacity ratio (also called the intersection capacity utilization) by 0.02 (2 percent) for any intersection with an existing level of service (LOS) D or worse. Because traffic congestion is highest at intersections where vehicles queue and are subject to reduced speeds, these hot spots are typically produced at intersections.

The South Coast Air Basin is designated as an unclassified/attainment area for the federal CO standards and as an attainment area for state standards. There has been a decline in overall CO emissions in the United States even though vehicle miles traveled on US urban and rural roads have increased. On-road mobile source CO emissions declined 24 percent between 1989 and 1998, despite a 23 percent rise in motor vehicle miles traveled over the same 10 years. California trends have been consistent with national trends; CO emissions declined 20 percent in California from 1985 through 1997 while vehicle miles traveled increased 18 percent in the 1990s. Three major control programs have contributed to the reduced per vehicle CO emissions: exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

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

Of these locations, the Wilshire Boulevard/Veteran Avenue intersection in Los Angeles experienced the highest CO concentration (4.6 parts per million [ppm]), which is well below the 35-ppm 1-hour federal standard. The Wilshire Boulevard/Veteran Avenue intersection is one of the most congested intersections in Southern California with an average daily traffic volume of approximately 100,000 vehicles per day. Because CO hot spots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection, it can be reasonably inferred that CO hot spots would not be experienced at any intersections near the project site due to the addition of approximately 1,224 daily trips (Michael Baker International 2017) that would occur because of project implementation. Therefore, impacts would be less than significant in this regard.

OPERATIONAL DIESEL PARTICULATE MATTER

To analyze potential health risks resulting from project-generated DPM, a health risk assessment was prepared (Michael Baker International 2017). The assessment evaluated the increased potential for cancer risk and noncarcinogenic hazards as a result of the proposed project. According to the health risk assessment, the expected annual average diesel $PM_{2.5}$ emission concentrations at a sensitive receptor resulting from operation of the project (250 daily heavy truck deliveries) would be 0.01 µg/m3 (micrograms per cubic meter) at the greatest. This level of concentration would be experienced at the residences directly south of the project site as well as at a residence directly north of the project site across Slover Avenue. 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

Cancer risk calculations for residences are based on 70-, 30-, and 9-year exposure periods. The calculated carcinogenic risk at these locations, of the project are shown in Table 4.1-12, *Maximum Operational Health Risk at Project Vicinity Residences*. As shown, impacts related to cancer risk and $PM_{2.5}$ concentrations from heavy trucks would be less than significant at the nearest residences.

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

Exposure Scenario	Maximum Cancer Risk (risk per million)[1]	Significance Threshold (risk per million)	Exceeds SCAQMD Significance Threshold?
Residence to the North across Slover Avenue			
70-Year Exposure	6.39	10	No
30-Year Exposure	5.38	10	No
9-Year Exposure	3.87	10	No
Residential Neighborhood to the East across Locust Avenue			
70-Year Exposure	3.93	10	No
30-Year Exposure	3.31	10	No
9-Year Exposure	2.38	10	No
Residential Neighborhood to the South adjacent to the Project site			
70-Year Exposure	6.69	10	No
30-Year Exposure	5.63	10	No
9-Year Exposure	4.05	10	No
Residential Neighborhood to the West across Laurel Avenue			
70-Year Exposure	1.47	10	No
30-Year Exposure	1.24	10	No
9-Year Exposure	0.89	10	No
Note: 1. Refer to Appendix B, Health Risk Assessment.			

As noted previously, there is also a public school in the project vicinity. Bloomington High School is located approximately 1,000 feet to the southwest across Laurel Avenue. Based on the outputs from AERMOD, an atmospheric dispersion modeling computer program, the expected annual average diesel $PM_{2.5}$ emission concentrations at the northeastern property line of this school resulting from operation of the project (250 daily heavy truck deliveries) would be 0.001 $\mu g/m^3$. Cancer risk calculations for schools are based on a 9-year exposure period. The calculated carcinogenic risk at Bloomington High School, as a result of the project, is depicted in

Table 4.1-13, *Maximum Operational Health Risk at High School Campus*. As shown, impacts related to cancer risk and $PM_{2.5}$ concentrations from heavy trucks would be less than significant at these sensitive receptors.

Table 4.1-13: Maximum Operational Health Risk at Project Vicinity Schools

Exposure Scenario	Maximum Cancer Risk (risk per million)	Significance Threshold (risk per million)	Exceeds SCAQMD Significance Threshold?
9-Year Exposure: Bloomington High School, southeast of the project site across Orange Street	2.98	10	No
Note: Refer to Appendix B, Health Risk Assessment.			

It is further noted that there are measures currently employed statewide to reduce the risk of impacts of heavy trucks. In 1984, because of public concern for exposure to airborne carcinogens, CARB adopted regulations to reduce the amount of air toxic contaminant emissions resulting from mobile sources, such as trucks. According to CARB, ambient concentration and emission trends for diesel particulate matter declined significantly between 1990 and 2012. These declines are a result of various regulations CARB has implemented to address cancer risk. For instance, in 2000 CARB's Diesel Risk Reduction Plan (DRRP) recommended the replacement and retrofit of diesel-fueled engines and the use of ultra-low-sulfur (<15 ppm) diesel fuel. As a result of these measures, diesel particulate matter concentrations declined 68 percent, even though the state's population increased 31 percent and the amount of diesel vehicles miles traveled increased 81 percent. With the implementation of these diesel-related control regulations, CARB expects a decline in diesel particulate matter of 71 percent between 2000 and 2020.

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 in the population. The calculation of acute noncancer impacts is similar to 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 project would be 0.002 and 0.071, respectively. Therefore, noncarcinogenic hazards are calculated to be within acceptable limits, and a less than significant impact would occur.

As described, noncarcinogenic hazards resulting from the proposed project are calculated to be within acceptable limits. Additionally, impacts related to cancer risk and $PM_{2.5}$ concentrations from heavy trucks would be less than significant at the nearest residential neighborhoods as well as at the school campus. Therefore, impacts related to health risk from heavy trucks would be less than significant.

However, there are sensitive receptors surrounding the project site that are relatively close in proximity. Therefore, while the increased cancer risk from heavy trucks would be below the applicable significance threshold, Mitigation Measure AIR-1 is required to enforce existing regulations and reduce the generation of DPM.

Mitigation Measures:

AIR-1 Prior to the issuance of a certificate of occupancy, the project applicant shall demonstrate to the satisfaction of San Bernardino County Land Use Services that the following measures would be implemented during project operations.

- The proposed warehouse shall be constructed with the appropriate infrastructure to facilitate sufficient electric charging for trucks to plug in, in anticipation of future technology that allows trucks to operate partially on electricity.
- At least 3 percent of all vehicle parking spaces (including for trucks) shall include electric vehicle charging stations.
- Legible, durable, weatherproof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum, each sign shall include (1) instructions for truck drivers to shut off engines when not in use; (2) instructions for drivers of diesel trucks to restrict idling to no more than 5 minutes; and (3) telephone numbers of the building facilities manager and CARB to report violations.

- All service equipment (e.g., forklifts) used within the site shall be electric or powered by compressed natural gas.
- To promote alternative fuels and help support "clean" truck fleets, the developer/successor-in-interest shall provide building occupants with information related to the SCAQMD's Carl Moyer Program, or other such programs that promote truck retrofits or "clean" vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. Tenants shall be notified about the availability of (1) alternatively fueled cargo handling equipment; (2) grant programs for diesel-fueled vehicle engine retrofit and/or replacement; (3) designated truck parking locations in the project vicinity; (4) access to alternative fueling stations proximate to the site that supply compressed natural gas; and (5) the US Environmental Protection Agency's SmartWay program.

Level of Significance: Less than significant impact with mitigation.

OBJECTIONABLE ODORS

Impact 4.1-5	**The project would not create objectionable odors affecting a substantial number of people. Impacts would be less than significant.**

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

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

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

According to the SCAQMD (1993) CEQA Air Quality Handbook, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project does not include any uses identified by the SCAQMD as being associated with odors.

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

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

CUMULATIVE IMPACTS

Impact 4.1-6	**The project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors). Impacts would be significant.**

Projects could contribute to an existing or projected air quality exceedance because the Basin is currently in nonattainment for state and federal O_3 and PM_{10} standards and for state $PM_{2.5}$ standards. With regard to determining the significance of the cumulative contribution from the project, the SCAQMD recommends that any given project's potential contribution to cumulative impacts be assessed using the same significance criteria as for project-specific impacts.

As discussed earlier, the proposed project would conflict with the Air Quality Management Plan, which is intended to bring the Basin into attainment for all criteria pollutants, since the development density and vehicle trip generation associated with the proposed project are anticipated to be greater than what would occur under the General Plan's current land use designation. This increase in anticipated vehicle trips would result in an increased generation of air pollutants potentially exceeding the air pollutant inventory and assumptions in the AQMP. As such, cumulative impacts would be cumulatively considerable.

Mitigation Measures: No feasible mitigation.

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

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Section 4.2
Biological Resources

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ENVIRONMENTAL IMPACT REPORT

SECTION 4.2
BIOLOGICAL RESOURCES

This section evaluates the existing biological resources setting and the potential effects caused by implementation of the proposed project, including those on sensitive species and jurisdictional determinations. The information and analysis herein rely on the following investigations and collectively document the biological resources and conditions of the project site:

- Focused survey for Delhi Sands flower-loving fly (DSF) (Osborne Biological Consulting [Osborne] 2013) to assess the project site for potential habitat for the federally endangered DSF and to determine presence or absence of DSF on the site
- Second year focused survey for Delhi Sands flower-loving fly (Osborne 2014) to assess the project site for potential habitat for the federally endangered DSF and to determine presence or absence of DSF on the site
- Habitat assessment and survey for Delhi Sands flower-loving Fly (Osborne 2015a)
- Nesting season burrowing owl survey (Osborne 2015b)
- General biology; including year 2017 habitat assessments and surveys for breeding season burrowing owl (*Athene cunicularia*) and nesting raptors (Osborne 2017)

Collectively, these investigations included on-site field surveys, research, literature review, and coordination with wildlife agencies and species specialists; also see Appendix C, Biological Resources.

ENVIRONMENTAL SETTING

The survey area is bounded on the south, west, and east by scattered residential developments interspersed with vacant lots and to the north by Slover Avenue, with commercially developed lands beyond (currently being graded for commercial development). The project site is generally flat throughout all portions with an average elevation of approximately 1,070 feet. Natural Resources Conservation Service soil mapping indicates that Delhi sand soils cover the entire project site.

VEGETATION

Biological documentation characterized the site as highly disturbed due to a history of disking. The site supports low vegetative diversity of an early successional type. Dominant plants are puncture vine (*Tribulus terrestris*), summer mustard (*Hirschfeldia incana*), and Spanish clover (*Lotus purshianus*). Annual vegetation cover is much reduced as compared to previous studies a decade prior. Wooly buckwheat (*Eriogonum gracile*), dominant in

previous studies, is now absent. Western ragweed (*Ambrosia acanthicarpa*), formerly abundant, is now predominantly restricted to a strip of undisked habitat adjacent to Locust Avenue. Old eucalyptus trees form a windbreak lining the northern site boundary, and remnant trees such as olive and Peruvian pepper are found on the southern site boundary.

SENSITIVE PLANT SPECIES

Table 4.2-1, *Potential for Sensitive Plants on Site,* includes an evaluation of California Natural Diversity Database (*CNDDB*) and California Native Plant Society (CNPS) special-status plant species and natural communities within 3 miles of the project site, or as occurring in the Fontana US Geological Survey (USGS) quadrangle map. Moreover, the biological documentation suggests that historic annual disking and the disturbed condition of the site have likely eliminated the potential for narrow endemic, rare, or endangered plant species. No rare or endangered species, species of concern, state or federally protected species, or endemic plant species have been found on the site.

Table 4.2-1: Potential for Sensitive Plants on Site

Common Name (*Scientific Name*)	Species Status	Habitat	Observed on Site	Potential to Occur
Marsh sandwort (*Arenaria paludicola*)	FE SE CRPR: 1B.1	Coastal species which occurs in wetlands and freshwater marshes, usually in areas with high organic content in soils.	No	**Low.** No suitable habitat present.
Horn's milk-vetch (*Astragalus hornii* var. *hornii*)	CRPR: 1B.1	Occurs in meadows, seeps, and playas. From 197 to 2,789 feet elevation. Assumed to be extirpated. Last observed in 1898.	No	**Low.** Species is assumed to be extirpated.
Plummer's mariposa-lily (*Calochortus plummerae*)	CRPR: 4.2	Occurs in coastal scrub, chaparral, valley and foothill grassland, cismontane woodland, and lower montane coniferous forest.	No	**Low.** No suitable habitat present.
Bristly sedge (*Carex comosa*)	CRPR: 2B.1	Found in marshes and swamps. From 0 to 2,051 feet in elevation. Known from only one observance in 1882. Possibly extirpated from area.	No	**Low.** No suitable habitat present.
Smooth tarplant (*Centromadia pungens* ssp. *laevis*)	CRPR: 1B.1	Occurs in alkali meadow or alkali scrub within valley and foothill grasslands, meadows, playas, or riparian woodland.	No	**Low.** No suitable habitat present.
Salt marsh bird's-beak (*Chloropyron maritimum* ssp. *maritimum*)	FE SE CRPR: 1B.2	Site is outside range and no suitable habitat is present. Upper terraces and higher edges of coastal salt marshes.	No	**Low.** No suitable habitat present.

Common Name (*Scientific Name*)	**Species Status**	**Habitat**	**Observed on Site**	**Potential to Occur**
Parry's spineflower (*Chorizanthe parryi* var. *parryi*)	CRPR: 1B.1	Occurs in coastal sage scrub and chaparral. Found on dry slopes and flats within dry sandy soils.	No	**Low.** Project site is likely too disturbed to support.
Peruvian dodder (*Cuscuta obtusiflora* var. *glandulosa*)	CRPR: 2B.2	Grows on Alternanthera, Dalea, Lythrum, Polygonum, and Xanthium. Appears to have been extirpated from region. Last collected in 1898.	No	**Low.** Species is likely extirpated.
Slender-horned spineflower (*Dodecahema leptoceras*)	FE SE CRPR: 1B.1	Occurs in chaparral, alluvial fan sage scrub, and flood deposited terraces and washes. From 656 to 2,493 feet in elevation.	No	**Low.** Soils present but population in area has possibly been extirpated.
Santa Ana River woollystar (*Eriastrum densifolium* ssp. *sanctorum*)	FE SE CRPR: 1B.1	Grows in coastal scrub, chaparral in sandy soils on river floodplains or terraces of fluvial deposits. From 295 to 2,001 feet in elevation.	No	**Low.** Project site is likely too disturbed to support. The site was visited during this species' blooming period and therefore would have been observed if present.
Alvin meadow bedstraw (*Galium californicum* ssp. p*rimum*)	CRPR: 1B.2	Chaparral, lower montane coniferous forest between 4,429 and 5,577 feet in elevation.	No	**Low.** Site is outside of elevation range.
Los Angeles sunflower (*Helianthus nuttallii* ssp. *parishii*)	CRPR: 1A	Occurs in marshes, swamps, and on damp river banks. From 16 to 5,495 feet in elevation. Possibly extirpated. Last observation was in 1917.	No	**Low.** No suitable habitat present. Species is possibly extirpated.
Mesa horkelia (*Horkelia cuneata* var. *puberula*)	CRPR: 1B.1	Occurs in chaparral, cismontane woodland, and coastal scrub. Requires sandy or gravelly sites. Possibly extirpated. Last observation was in 1904.	No	**Low.** No suitable habitat present. Species is possibly extirpated.
Robinson's pepper grass (*Lepidium virginicum* var. *robinsonii*)	CRPR: 4.3	Chaparral, coastal scrub, dry soils. From 3 to 2,904 feet in elevation. Known from five observations in area.	No	**Low.** Project site is likely too disturbed to support.
Parish's desert thorn (*Lycium parishii*)	CRPR: 2B.3	Presumed to be extirpated from area. Last seen in 1885.	No	**Low.** Species is likely extirpated.
Parish's bush-mallow (*Malacothamnus parishii*)	CRPR: 1A	Chaparral, coastal sage scrub.	No	**Low.** No suitable habitat present.
Pringle's monardella (*Monardella pringlei*)	CRPR: 1A	Sandy hills covered in coastal sage scrub from 984 to 1,312 feet in elevation.	No	**Low.** No suitable habitat present.

Common Name (*Scientific Name*)	Species Status	Habitat	Observed on Site	Potential to Occur
Gambel's watercress (*Nasturtium gambelii*)	FE SE CRPR: 1B.1	Brackish marsh, freshwater marsh, swamps, and wetlands. From 16 to 1,083 feet in elevation.	No	**Low.** No suitable habitat present.
Parish's gooseberry (*Ribes divaricatum* var. *parishii*)	CRPR: 1A	Possibly extirpated. Last observed in 1917.	No	**Low.** Species is likely extirpated.
Chaparral ragwort (*Senecio aphanactis*)	CRPR: 2B.2	Occurs in chaparral, cismontane woodland, and coastal scrub.	No	**Low.** No suitable habitat present.
Salt spring checkerbloom (*Sidalcea neomexicana*)	CRPR: 2B.2	Occurs in alkali springs and marshes within chaparral, coastal scrub, lower montane coniferous forest, and desert scrub. From 49 to 5,020 feet in elevation.	No	**Low.** No suitable habitat present.
Prairie wedge grass (*Sphenopholis obtusata*)	CRPR: 2B.2	Last observed in area in 1907. Associated with wet meadows, stream banks, and ponds.	No	**Low.** No suitable habitat present.
San Bernardino aster (*Symphyotrichum defoliatum*)	CRPR: 1B.2	Found in vernally mesic grasslands or near ditches, streams, springs, and disturbed areas from 7 to 6,693 feet. Species is considered extirpated.	No	**Low.** Species is considered extirpated.

Source: Osborne 2017

CE = California endangered; CRPR = California Rare Plant Ranks; FE = Federal endangered

California Native Plant Society California Rare Plant Ranks explanation:

1A. Plants presumed extinct in California

1B. Plants rare, threatened, or endangered in California and elsewhere

2B. Plants rare, threatened, or endangered in California, but more common elsewhere

4. Plants of limited distribution

0.1 Seriously threatened in California (over 80% of occurrences threatened/high degree and immediacy of threat)

0.2 Moderately threatened in California (20–80% occurrences threatened/moderate degree and immediacy of threat)

0.3 Not very threatened in California (less than 20% of occurrences threatened/low degree and immediacy of threat or no current threats known)

SENSITIVE WILDLIFE SPECIES

In spring 2015, a habitat assessment was prepared for the project site and largely focused on habitat suitability for Delhi sands flower-loving fly (DSF) and burrowing owl (*Athene cunicularia*) (Osborne 2015a). Nesting season surveys were conducted for burrowing owl in 2015. More recently, Osborne (2017) provided a general biology report, which updated the habitat assessment, DSF surveys, and burrowing owl nesting season surveys and incorporated a raptor nesting survey.

Table 4.2-2, *Potential for Sensitive Wildlife Species on Site*, includes an evaluation of CNDDB and special-status wildlife plant species within 3 miles of the project site, or as occurring within the Fontana USGS quadrangle map. The federally endangered Delhi sands flower-loving fly and the burrowing owl—a California species of concern—are further discussed below.

DELHI SANDS FLOWER-LOVING FLY

The one-acre residential parcel located on the southeast corner of the project site was determined to be unsuitable habitat for the DSF due to the substantial modification of on-site soils, including the addition of manure associated with poultry farming. Thus, evaluation and focused surveys for DSF focused on the balance of the site—a larger 16-acre area. The potential for suitable habitat in the area has declined with modification and development of previously vacant parcels in the vicinity. The habitat on-site has degraded over time with the modification/disturbance on the project site and the conversion of site frontage to improve Slover Avenue. The project site was surveyed over four consecutive years (2013 through 2016), and all focused surveys for DSF on-site were negative. Therefore, DSF is presumed to be absent from the project site.

BURROWING OWL

The residential parcel on the project site was determined to be unsuitable habitat for burrowing owl, lacking appropriate burrow and foraging areas, and having a high degree of activity. Suitable owl habitat was found on the balance of the site, including burrows. However, there was no evidence of current owl activity. Old burrowing owl pellets and other evidence of past owl presence are indicative of wintering burrowing owl on-site for winter 2014–2015. While suitable burrowing owl habitat is present on-site, no owls have been active during nesting season surveys and are presumed absent. The site continues to have potential for future burrowing owl activity.

As indicated in the discussion above and in Table 4.2-2, no rare or endangered species, species of concern, or state or federally protected wildlife species have been found on the site. Only the burrowing owl, a California species of concern, has the potential to be on the project site.

Table 4.2-2: Potential for Sensitive Wildlife Species on Site

Common Name (*Scientific Name*)	Species Status	Habitat	Observed on Site	Potential to Occur
Invertebrates				
Crotch bumblebee (*Bombus crotchii*)	SA	Inhabits open grassland and scrub habitats. Nesting occurs underground. Food plants include Asclepias, Chaenactis, Lupinus, Medicago, Phacelia, and Salvia. Known from four occurrences from 1936 to 1976.	No	**Low.** No suitable habitat present.
Busck's gall moth (*Carolella busckana*)	SA	Occurs in coastal dunes and coastal scrub habitat. Larvae feed on *Larix* species.	No	**Low.** No suitable habitat (host plants) present.
Greenest tiger beetle (*Cicindela tranquebarica viridissim*)	SA	Occurs on sandy, open areas within riparian woodland.	No	**Low.** No suitable habitat present.
Delhi sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*)	FE	Found only in areas of the Delhi sands formation in southwestern San Bernardino and northwestern Riverside counties. Requires fine, sandy soils, often with wholly or partly consolidated dunes and sparse vegetation.	No	**Low.** Two years of focused survey determined negative.
Fish				
Santa Ana sucker (*Catostomus santaanae*)	FT SSC	Inhabits perennial streams in Southern California with water ranging in depth from a few inches to several feet and with currents ranging from slight to swift.	No	**None.** No riverine habitat occurs within the project site.
Arroyo chub (*Gila orcuttii*)	SSC	Found within the Los Angeles Basin south coastal streams. Requires slow water stream sections with mud or sand bottoms.	No	**None.** No riverine habitat occurs within the project site.
Reptiles				
California glossy snake (*Arizona elegans occidentalis*)	SSC	Occurs in a range of scrub and grassland habitats, often with loose or sandy soils.	No	**Low.**
Orange-throated whiptail (*Aspidoscelis hyperythra*)	SSC	Associated with coarse soils in open coastal sage scrub and chaparral vegetation. Requires termites for food.	No	**Low.** No suitable habitat on site.

Common Name (*Scientific Name*)	**Species Status**	**Habitat**	**Observed on Site**	**Potential to Occur**
Coastal whiptail (*Aspidoscelis tigris stejnegeri*)	SSC	Found in a variety of ecosystems, primarily hot and dry open areas with sparse foliage—chaparral, woodland, and riparian areas.	No	**Low.**
Coast horned lizard (*Phrynosoma blainvillii*)	SSC	Associated in areas with abundant, open vegetation, such as chaparral or coastal sage scrub. Prefers friable, rocky, or shallow sandy soils. Requires ants for food.	No	**Low.**
Birds				
Tricolored blackbird (*Agelaius tricolor*)	SSC	Requires open water, protected nesting substrate, and foraging area with insect prey within a few kilometers of the colony.	No	**Low.** Wetland habitat does not occur within the project site.
Burrowing owl (*Athene cunicularia*)	SSC	Occurs in open, dry, low-growing annual or perennial grasslands. Dependent upon fossorial animals, most notably, the California ground squirrel.	No	**Moderate.** Suitable burrows found within project site and known occurrences within 1 mile. Past evidence of owl use.
Swainson's hawk (*Buteo swainsoni*)	ST	Typically found in grasslands, but also uses sage flats and even swaths of agriculture intermixed with native habitat. Nests are placed in trees, often in the only tree visible for miles.	No	**Low.** It is presumed that this species no longer nests in the region.
Western yellow-billed cuckoo (*Coccyzus americanus occidentalis*)	FT SE	Nests in riparian jungles of willow often mixed with cottonwoods, with lower story of blackberry, nettles, or wild grape. Often associated with lower flood-bottoms of larger river systems.	No	**Low.** No suitable habitat on site.
Coastal California gnatcatcher (*Polioptila californica californica*)	FT SSC	Associated with low coastal sage scrub in arid washes, on mesas, and slopes. Habitat is dominated or co-dominated by California sagebrush.	No	**Low.** No suitable habitat on site.
Least Bell's vireo (*Vireo bellii pusillus*)	FE SE	Summer resident of Southern California in low early to mid-successional riparian habitat in vicinity of water or in dry river bottoms.	No	**Low.** No suitable habitat on site.
Mammals				
Northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*)	SSC	Occurs in sandy, herbaceous areas, usually in association with rocks or coarse gravel within coastal scrub, chaparral, grasslands, and sagebrush habitats.	No	**Low.** No suitable habitat on site.

Common Name (*Scientific Name*)	**Species Status**	**Habitat**	**Observed on Site**	**Potential to Occur**
San Bernardino kangaroo rat (*Dipodomys merriami parvus*)	FE SSC	Occurs in alluvial scrub vegetation on sandy loam substrates characteristic of alluvial fans and floodplains. Requires early to intermediate seral stages.	No	**Low.** Indicative burrows found within the project site. However, no suitable habitat on site.
Western mastiff bat (*Eumops perotis californicus*)	SSC	Roosts in crevices in cliff faces, high buildings, trees, and tunnels in many open arid to semi-arid habitats, including conifer and deciduous woodlands, coastal scrub, grasslands, chaparral, etc.	No	**Low.** No suitable roosting habitat available.
Western yellow bat (*Lasiurus xanthinus*)	SSC	Occurs in valley/foothill riparian, desert riparian, desert wash, and palm oasis habitats. Roosts in trees, particularly palms.	No	**Low.** No suitable roosting habitat available.
San Diego black-tailed jackrabbit (*Lepus californicus bennettii*)	SSC	Occurs in coastal sage scrub habitats in Southern California. Prefers intermediate canopy stages of shrub habitats and open shrub/herbaceous and tree/herbaceous edge vegetation communities.	No	**Low.** No suitable burrows observed within project site.
Pocketed free-tailed bat (*Nyctinomops femorosaccus*)	SSC	Occurs in a variety of arid areas in Southern California, pine-juniper woodlands, desert scrub, palm oasis, desert washes, and desert riparian. Prefers rocky areas with high cliffs, but will use buildings.	No	**Low.** No suitable habitat on site**.**
Southern grasshopper mouse (*Onychomys torridus ramona*)	SSC	Common in arid desert habitats of the Mojave Desert and southern Central Valley of California. Alkali desert scrub and desert scrub habitats are preferred, with somewhat lower densities expected in other desert habitats, including succulent shrub, wash, and riparian areas. Also occurs in coastal scrub, mixed chaparral, sagebrush, low sage, and bitterbrush habitats. Uncommon in valley foothill and montane riparian, and in a variety of other habitats.	No	**Low.** No suitable habitat on site**.**
Los Angeles pocket mouse (*Perognathus longimembris brevinasus*)	SSC	Lower elevation grasslands and coastal sage communities in and around the Los Angeles basin. Prefers open ground with fine sandy soils.	No.	**Low.** Suitable soils found in project site; however, no suitable burrows were observed.

Common Name (*Scientific Name*)	Species Status	Habitat	Observed on Site	Potential to Occur
American badger (*Taxidea taxus*)	SSC	Most abundant in drier open stages of most shrub, forest, and herbaceous woodland habitats. Needs sufficient food, friable soils, and open uncultivated ground. Has not been reported in area since 1908.	No	**Low.** No suitable habitat on site**.** Has not been reported in area since 1908.
Source: Osborne 2017 CE = California endangered; FE = Federal endangered; FT = Federally listed threatened; SA = California special animal; SE = State listed as endangered; SSC = California species of concern; ST = State listed as threatened; WBWG:H = Western Bat Working Group – High Priority				

NESTING BIRDS

During the course of the habitat assessment, American kestrel, Say's phoebe, and Cassin's kingbird were often observed. Additionally, signs of burrowing owl (pellets, guano, and one large leg of a tenebrionid beetle) were found on the top of one soil mound (previously dumped) on the southwestern portion of the site. The owl pellets appeared to be old and bleached. While no ground squirrel burrows or soil cavities were found on this particular soil mound, a ground squirrel burrow was located on another nearby soil mound. Nevertheless, that burrow entrance had spider webs, which remained undisturbed through the course of the survey (Osborne 2017). The results of nesting season owl surveys indicated that although habitat conditions are considered suitable, no burrowing owl were observed during the nesting (breeding) season survey, and the owls are considered absent from the project site (Osborne 2017).

A raptor nesting survey was conducted, which concluded that no raptors were found within the subject property and no raptors were observed in the immediate area. It is likely that common resident raptors such as red-tailed hawks, kestrels, and barn owls use the site for foraging, along with other vacant lots in the area; however, it is unlikely this is a primary hunting area for resident adults. An active crow was recorded to be present but was expected to fledge by mid-May (Osborne 2017).

SENSITIVE PLANT COMMUNITIES

According to the habitat assessment, the survey area is generally characterized as highly disturbed due to a history of disking, and it supports low vegetative diversity of an early successional type. No sensitive plant communities were observed on the project site during the habitat assessment (Osborne 2017).

CRITICAL HABITAT

Critical habitat refers to specific areas comprising physical or biological features essential to survival and eventual recovery of a species within its geographical range as determined at the time the species is listed. Maintenance of these physical and biological features requires special management considerations or protection, regardless of whether individuals or the species is present or not. As delineated by the US Fish and Wildlife Service (USFWS), the closest Critical Habitat for Threatened and Endangered Species habitat for the coastal California gnatcatcher is located approximately 1.2 miles south of the project site. However, the project site is not located within any federally designated Critical Habitat (USFWS 2017).

JURISDICTIONAL AREAS

Three key agencies regulate activities in inland streams, wetlands, and riparian areas in California. The US Army Corps of Engineers (USACE) regulates discharge of dredge or fill materials into "waters of the United States" pursuant to Section 404 of the Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act. Of the state agencies, the California Department of Fish and Wildlife (CDFW) regulates alterations to streambeds and associated plant communities under Fish and Game Code Section 1600 et seq., and the Regional Water Quality Control Board regulates discharges into surface waters pursuant to Section 401 of the CWA and the California Porter-Cologne Water Quality Control Act.

There are no existing storm drain facilities near the project site. The existing topography slopes from northwest to southwest at about 1.0–1.2 percent. Runoff sheet flows southeasterly toward Locust Avenue (Huitt-Zollars 2014a). The habitat assessment found that no riparian habitats exist on the site. No potential for jurisdictional waters or vernal pool exists on the project site (Osborne 2017).

REGULATORY FRAMEWORK

FEDERAL

ENDANGERED SPECIES ACT

Federally listed threatened and endangered species and their habitats are protected under provisions of the federal Endangered Species Act (ESA) of 1973. "Take" under the ESA is defined as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any of the specifically enumerated conduct." "Harm" is defined by the regulations of the USFWS to include types of "significant habitat modification or degradation." The US Supreme Court, in *Babbit v. Sweet Home*, 515 U.S. 687, ruled that harm may include habitat modification "where it actually kills or injures wildlife by

significantly impairing essential behavioral patterns, including breeding, feeding or sheltering." Activities that may result in take of individuals are regulated by the USFWS.

The USFWS produced an updated list of candidate species for listing in June 2002 (Federal Register: Volume 67, Number 114, 50 CFR Part 17). Candidate species are regarded by the USFWS as candidates for addition to the List of Endangered and Threatened Wildlife and Plants. Although candidate species are not afforded legal protection under the ESA, they typically receive special attention from federal and state agencies during the environmental review process.

The ESA requires federal agencies to ensure that activities they authorize, fund, or carry out are not likely to jeopardize the continued existence of any listed species, or destroy or adversely modify its critical habitat, if any is designated. Activities requiring federal involvement (e.g., a Section 404 permit under the Clean Water Act) that may affect an endangered species on federal or private land must be reviewed by the USFWS to determine whether or not the continued existence of the listed species is jeopardized.

MIGRATORY BIRD TREATY ACT

The Migratory Bird Treaty Act (MBTA) (16 US Government Code [USC] 703) enacts the provisions of treaties between the United States, Great Britain, Mexico, Japan, and the Soviet Union, and authorizes the protection of nesting birds that are both residents and migrants, whether or not they are considered sensitive by resource agencies. It establishes seasons and bag limits for hunted species and protects migratory birds, their occupied nests, and their eggs (16 USC 703; 50 CFR 10, 21). The USFWS administers the act in coordination with the CDFW.

CLEAN WATER ACT SECTION 404

Areas meeting the regulatory definition of waters of the United States are subject to the regulatory jurisdiction of the USACE under the Clean Water Act (CWA). The USACE, under the provisions of CWA Section 404, has jurisdiction over waters of the United States (jurisdictional waters). These waters may include all waters used, or potentially used, for interstate commerce, including all waters subject to the ebb and flow of the tide, all interstate waters, all other waters (intrastate lakes, rivers, streams, mudflats, sandflats, playa lakes, natural ponds, etc.), all impoundments of waters otherwise defined as waters of the United States, tributaries of waters otherwise defined as waters of the United States, the territorial seas, and wetlands adjacent to waters of the United States (33 CFR, Part 328, Section 328.3).

Areas generally not considered to be jurisdictional waters include non-tidal drainage and irrigation ditches excavated on dry land, artificially irrigated areas, artificial lakes or ponds used for irrigation or stock watering, small artificial water bodies such as swimming pools,

and, under certain circumstances, water-filled depressions created in dry land incidental to construction activity (51 Federal Register 41217, November 13, 1986).

STATE

CALIFORNIA ENVIRONMENTAL QUALITY ACT

The California Environmental Quality Act (CEQA) requires that biological resources be considered when assessing the environmental impacts resulting from proposed actions. Lead agencies are charged with evaluating available data and determining what specifically should be considered an adverse effect.

CALIFORNIA FISH AND GAME CODE

The CDFW regulates all activities that alter streams and lakes and their associated habitat, including discharge of dredged or fill material. The CDFW, through provisions of the California Fish and Game Code (Sections 1601–1603), is empowered to issue agreements for any alteration of a river, stream, or lake where fish or wildlife resources may be adversely affected. Streams (and rivers) are defined by the presence of a channel bed and banks, and at least an intermittent flow of water. The CDFW typically extends the limits of its jurisdiction laterally beyond the channel banks for streams that support riparian vegetation. In these situations, the outer edge of the riparian vegetation is generally used as the lateral extent of the stream and CDFW jurisdiction. The CDFW regulates wetland areas only to the extent that those wetlands are a part of a river, stream, or lake as defined by the department. While seasonal ponds are within the CDFW definition of wetlands, they are not part of a river, stream, or lake, and may or may not be subject to the jurisdiction of the CDFW.

The CDFW administers the California Endangered Species Act. The State of California considers an endangered species one whose prospects of survival and reproduction are in immediate jeopardy. A threatened species is present in such small numbers throughout its range that it is likely to become an endangered species in the near future in the absence of special protection or management. A designated rare species is a California native plant that is present in such small numbers throughout its range that it may become endangered if its environment worsens.

As with the MBTA, similar provisions in the California Fish and Game Code protect all native birds of prey and their nests (FGC Section 3503.5) and all non-game birds (other than those not listed as fully protected) that occur naturally in the state (Section 3800). Species that are California fully protected include those protected by special legislation for various reasons, such as the California condor. Species of Special Concern is an informal designation used by the CDFW for some declining wildlife species that are not proposed for listing as threatened

or endangered, such as the burrowing owl. This designation does not provide legal protection but signifies that these species are recognized as sensitive by the CDFW.

LOCAL

SAN BERNARDINO COUNTY GENERAL PLAN

The County of San Bernardino 2007 General Plan Biological Resources Element include the following goal and policies.

BIOLOGICAL RESOURCES ELEMENT

Goal: The County will maintain and enhance biological diversity and healthy ecosystems throughout the County.

Policy CO 2.1 The County will coordinate with state and federal agencies and departments to ensure that their programs to preserve rare and endangered species and protect areas of special habitat value, as well as conserve populations and habitats of commonly occurring species, are reflected in reviews and approvals of development programs.

Policy CO2.2 Provide a balanced approach to resource protection and recreational use of the natural environment.

Policy CO 2.3 In addition to conditions of approval that may be required for specific future development proposals, the County shall establish long-term comprehensive plans for the County's role in the protection of native species because preservation and conservation of biological resources are statewide, Regional, and local issues that directly affect development rights. The conditions of approval of any land use application approved with the BR overlay district shall incorporate the mitigation measures identified in the report required by Section 82.13.030 (Application Requirements), to protect and preserve the habitats of the identified plants and/or animals.

Policy CO 2.4 All discretionary approvals requiring mitigation measures for impacts to biological resources will include the condition that the mitigation measures be monitored and modified, if necessary, unless a finding is made that such monitoring is not feasible.

NONGOVERNMENTAL AGENCIES

CALIFORNIA NATIVE PLANT SOCIETY

Vascular plants listed as rare or endangered by the CNPS, but which have no designated status under state or federal endangered species legislation, are defined as follows:

List 1B. Plants rare, threatened, or endangered in California and elsewhere

List 2. Plants rare, threatened, or endangered in California, but more numerous elsewhere

List 3. Plants about which more information is needed (a review list)

List 4. Plants of limited distribution (a watch list)

IMPACT ANALYSIS AND MITIGATION MEASURES

METHODOLOGY

An evaluation of the significance of potential impacts on biological resources must consider both direct effects to the resource and indirect effects in a local or regional context. Potentially significant impacts would generally result in the loss of a biological resource or obviously conflict with local, state, or federal agency conservation plans, goals, policies, or regulations. Actions that would potentially result in a significant impact locally may not be considered significant under CEQA if the action would not substantially affect the resource on a population-wide or region-wide basis.

THRESHOLDS OF SIGNIFICANCE

The following thresholds of significance are based on CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the proposed project may have a significant adverse impact on biological resources if it would do any of the following:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service.
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service.
- Have a substantial adverse effect on federally protected wetlands as defined by Clean Water Act Section 404 (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.
- 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.

- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan.

SENSITIVE SPECIES

Impact 4.2-1	**The project would not have an adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service. Impacts would be less than significant with mitigation incorporated.**

PLANT SPECIES

The project site has been previously disked, and there are no native habitats, sensitive natural communities, or riparian habitats on the site or in its vicinity. Table 4.2-1 includes an evaluation of sensitive plant species previously found in the project vicinity and indicates that none of these species has the potential to be present on the project site. Based on biological investigations including site surveys, literature review, and evaluation of vegetation and habitat on the project site, no candidate, sensitive or special-status plant species occur on the project site or are likely to occur on the project site. Impacts to sensitive plant species would be less than significant.

WILDLIFE SPECIES

Table 4.2-2 evaluates the potential for special-status wildlife species to occur on the project site. Due to the lack of suitable habitat on the site and in the vicinity, the project site largely lacks the potential to support sensitive species.

Based on the minimal habitat of DSF habitat on site and in the project vicinity, and consecutive negative annual surveys for DSF, the general biology report indicated that the species is considered absent from the project site and the habitat unsuitable for Delhi Sands flower-loving fly (Osborne 2017). The report further recommends that concurrence regarding these findings be obtained from the US Fish and Wildlife Service.

Based on nesting period surveys, burrowing owls have not been using the site during nesting periods. However, the project site supports potential burrowing owl habitat and shows evidence of past burrowing owl use (like overwintering owls). Therefore, there is the potential for burrowing owl to be present on the site in the future and to be adversely

impacted by project development. Mitigation is required to avoid direct impacts to burrowing owl.

Mitigation Measures:

BIO-1 Prior to any site preparation or ground disturbance, written confirmation of the US Fish and Wildlife Service's (USFWS) concurrence that Delhi sands flower-loving fly is presumed to be absent from the project site shall be provided to the Planning Department.

BIO-2 Preconstruction Clearance Surveys. Burrowing owl and nesting bird preconstruction clearance surveys shall be conducted prior to project implementation. The first survey shall be conducted 14–30 days prior to the commencement of ground-disturbing activities, and the second survey shall be conducted 24 hours prior to ground-disturbing activities. If no active avian nests and no burrowing owls are found during the clearance surveys, no additional mitigation will be required. All suitable habitat within 500 feet of the project site shall be thoroughly surveyed for the presence of nesting avian species. The biologist conducting the clearance survey shall document a negative survey with a report indicating that no impacts to burrowing owl or active avian nests will occur from project implementation.

If an active avian nest is discovered during the preconstruction clearance survey, construction activities might have to be rerouted, a no-work buffer might have to be established around the nest, or construction may be delayed until the nest is inactive. It is recommended that a biological monitor be present to delineate the boundaries of the buffer area if an active nest is observed and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the biologist has determined that young birds have successfully fledged or the nest has otherwise become inactive, a monitoring report shall be prepared and submitted to the County for review and approval prior to initiating construction activities within the buffer area. The monitoring report shall summarize the results of the nest monitoring, describe construction restrictions currently in place, and confirm that construction activities can proceed within the buffer area without jeopardizing the survival of the young birds. Construction within the designated buffer area shall not proceed until authorization is received from the California Department of Fish and Wildlife (CDFW).

If burrowing owls are found occupying the project site at the time of the preconstruction survey, a burrowing owl relocation plan will need to be

prepared, approved by the CDFW, and implemented prior to ground-disturbing activities.

Level of Significance: Less than significant impact with mitigation.

RIPARIAN OR SENSITIVE NATURAL COMMUNITIES

Impact 4.2-2	**The project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service. No impact would occur.**

Sensitive natural communities provide habitat for sensitive animal or plant species. No such communities exist on the project site or in the vicinity. Riparian habitats are those occurring along the banks of rivers and streams. There are no riparian features on or adjacent to the project site. Therefore, no impact is anticipated.

Mitigation Measures: No mitigation measures are necessary.

Level of Significance: No impact.

FEDERALLY PROTECTED WETLANDS

Impact 4.2-3	**The project would not have a substantial adverse effect on federally protected wetlands as defined by Clean Water Act Section 404 (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. No impact would occur.**

Wetlands are defined by Section 404 of the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, and bogs. There are no wetlands or jurisdictional waters on or adjacent to the project site. Therefore, no impact is anticipated.

Mitigation Measures: No mitigation measures are necessary.

Level of Significance: No impact.

WILDLIFE MOVEMENT

Impact 4.2-4	**The project would not 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. Impacts would be less than significant.**

Wildlife corridors are typically made up of undeveloped wildlife areas and open space between larger patches of wildlife habitat. The project site is vacant but is substantially disconnected from larger patches of open space. The potential for the presence of burrowing owls using the site for breeding, wintering, foraging, and/or migration stopovers was considered. Raptors may also forage on the project site.

The likelihood for native wildlife species to breed on the site is low because the site is surrounded by residential and industrial uses and is located along an active transportation corridor. No native wildlife has established nursery or breeding colonies on the site. No naturally occurring native fish populations are present within the project site because it has no standing water or significant hydrological drainages where water would be present for an extended period of time. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

CONFLICT WITH LOCAL POLICIES OR ORDINANCES

Impact 4.2-5	**The project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Impacts would be less than significant.**

The County's General Plan Biological Resources Element goal is to maintain and enhance biological diversity and healthy ecosystems throughout the County. General Plan policies encourage the preservation of biological resources within the County. However, the project site is substantially disturbed and the biological assessment (Osborne 2017) conducted for the project site did not identify any protected tress, nor any other biological resources on the project site. Thus, the project does not conflict with local policies or ordinances protecting biological resources that are applicable to the proposed project site. A less than significant impact would occur from project implementation.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

HABITAT CONSERVATION PLAN

Impact 4.4-6	**The project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. No impacts would occur.**

The project site is not located within the boundaries of any adopted habitat conservation plan, natural community conservation plan, or other approved plan. Therefore, the project would not conflict with any such plan. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No impact.

CUMULATIVE IMPACTS

Impact 4.4-7	**The project would not result in cumulative impacts to biological resources. Impacts would be less than significant with mitigation.**

The term *cumulative impacts* refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. Table 4.0-1 in Section 4.0, Environmental Analysis, identifies the cumulative projects considered in this evaluation.

The cumulative effect of projects located in San Bernardino County would have the potential to result in the loss of biological resources through vegetation removal and ground disturbance that results in the loss of habitat, vegetation, and wildlife. However, development projects in the county are regulated by federal, state, and local regulations protecting biological resources. To comply with agency requirements, new development requires biological evaluations, including records searches and physical surveys. Resulting reports will identify any sensitive plants, plant communities or wildlife on the site, including nurseries that might be impacted by a project, and recommend mitigation as appropriate. Evaluations should also indicate whether development would impact a wildlife corridor or area wildlife movement.

The project site has very limited habitat potentially supporting nesting birds or wintering burrowing owls and has limited forage for raptors. Mitigation Measure BIO-2 provides for nesting bird clearance surveys and precautions so that the project would not directly impact nesting birds. Due to the limited biological resources associated with the site, the project would not contribute to cumulative impacts in the county. In addition, because the project and other cumulative projects in the county would be required to comply with the

requirements of wildlife agencies and other agencies, the proposed project, in combination with cumulative projects in the region, would have a less than significant cumulative impact

Mitigation Measures: Refer to Mitigation Measure BIO-2.

Level of Significance: Less than significant impact with mitigation.

Section 4.3
Cultural Resources

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ENVIRONMENTAL IMPACT REPORT

SECTION 4.3
CULTURAL RESOURCES

This section discusses the environmental setting, existing conditions, regulatory context, and potential impacts of the project in relation to cultural, paleontological, historic, and tribal cultural resources. Cultural resources include places, objects, and settlements that reflect group or individual religious, archaeological, architectural, or paleontological activities. Such resources provide information on scientific progress, environmental adaptations, group ideology, or other human advancements. By statute, the California Environmental Quality Act (CEQA) is primarily concerned with two classes of cultural resources: "historical resources," which are defined in Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5, and "unique archaeological resources," which are defined in Public Resources Code Section 21083.2. Tribal cultural resources are generally described as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe, and are further defined in Public Resources Code Section 21074(a)(1)(A) and (B).

The information and analysis in this section is based on an initial Cultural Resources Assessment (BCR Consulting 2015; see Appendix D), the County of San Bernardino General Plan (2007b), and applicable consultation.

ENVIRONMENTAL SETTING

The project site is in the San Bernardino valley, with the San Bernardino Mountains approximately 9 miles to the north, La Loma Hills 3.5 miles to the southeast, Rattlesnake Mountain 1.5 miles to the south, and Mount Jurupa 1.5 mile to the southwest. The main water body in the vicinity is the Santa Ana River, which flows northeast to southwest approximately 3.5 miles southeast of the project site. The site is relatively flat with an elevation of 1,077 feet above mean sea level (amsl) and approximately 1,067 feet amsl to the southern edge of the site.

The project site has been subject to surface erosion, weed abatement, and excavation related to adjacent roads and industrial and residential developments. The project site is covered with Holocene alluvial fan deposits derived from the San Gabriel Mountains. This slightly dissected alluvium dominates the region. The current study has not yielded any evidence that sediments have produced raw materials used in prehistoric tool manufacture within 1 mile of the project site. Local rainfall ranges from 5 to 15 inches annually. The project site is flat, although the general slope conveys local water from north to south. There are three land covers/vegetation communities within the project site: nonnative grassland, agricultural, and developed/ disturbed land. Nonnative grassland typically occurs adjacent to roads or other developed areas

where there has been some historic disturbance. Agricultural land is similar to nonnative grassland and often contains some of the same weedy, introduced annuals including wild oat, bromes, black mustard, filaree, and Russian thistle. The southeast corner of the site is developed with a single-family residential property. The area of the single-family residential lot is approximately 1 acre in size and consists of a two-story home that is of wood frame. Additionally, several small wooden sheds are located west of the two-story home. An asphaltic concrete driveway, located on the east side of the residence, connects the residence to Locust Avenue. Developed areas do not support native vegetation, and disturbed land refers to areas that are not developed yet lack vegetation, and generally are the result of severe or repeated mechanical perturbation.

PREHISTORIC CULTURAL SETTING

ETHNOGRAPHY

Although no prehistoric sites have been locally recorded, in general the project site is situated at an ethnographic nexus peripherally occupied by the Gabrielino and Serrano. Each group consisted of semi-nomadic hunter-gatherers who spoke a variation of the Takic language subfamily. Individual ethnographic summaries are included below.

GABRIELINO

The Gabrielino probably first encountered Europeans when Spanish explorers reached the area that is now California's southern coast during the fifteenth and sixteenth centuries. The first documented encounter, however, occurred in 1769 when Gaspar de Portola's expedition crossed Gabrielino territory. Other brief encounters took place over the years. The Gabrielino name has been attributed by association with the Spanish mission of San Gabriel and refers to a subset of people sharing speech and customs with other Cupan speakers (such as the Juaneño/Luiseño/Ajachemem) from the greater Takic branch of the Uto-Aztecan language family. Gabrielino villages occupied the watersheds of various rivers (locally including the Santa Ana River) and intermittent streams. Chiefs were usually descended through the male line and often administered several villages. Gabrielino society was somewhat stratified and is thought to have contained three hierarchically ordered social classes which dictated ownership rights and social status and obligations. Plants used for food were heavily relied upon and included acorn-producing oaks as well as seed-producing grasses and sage. Animal protein was commonly derived from rabbits and deer in inland regions, while coastal populations supplemented their diets with fish, shellfish, and marine mammals. Dogs, coyotes, bears, tree squirrel, pigeon, dove, mud hen, eagle, buzzard, raven, lizards, frogs, and turtles were specifically not used as a food source.

SERRANO

Only one group, in the San Bernardino Mountains and the west-central Mojave Desert, ethnically claims the term Serrano. The Vanyume, an obscure Takic population, was found along the Mojave River at the time of Spanish contact. The Kitanemuk lived to the north and west, while the Tataviam lived to the west. All may have seasonably used the area that is now western San Bernardino County. Serrano villages consisted of small collections of willow-framed domed structures situated near reliable water sources. A lineage leader administered laws and ceremonies from a large ceremonial house centrally located in most villages. Local Serrano relied heavily on acorns and piñon nuts for subsistence, although roots, bulbs, shoots, and seeds supplemented these. When available, game animals commonly included deer, mountain sheep, antelope, rabbits, small rodents, and various birds, particularly quail.

HISTORIC SETTING

Historic-era California is generally divided into three periods: the Spanish or Mission Period (1769 to 1821), the Mexican or Rancho Period (1821 to 1848), and the American Period (1848 to present).

SPANISH PERIOD

The first European to pass through the area is thought to be a Spaniard called Father Francisco Garces. Having become familiar with the area, Garces acted as a guide to Juan Bautista de Anza, who had been commissioned to lead a group across the desert from a Spanish outpost in Arizona to set up quarters at the Mission San Gabriel in 1771 near what today is Pasadena. Garces was followed by Alta California Governor Pedro Fages, who briefly explored the region in 1772. While searching for San Diego Presidio deserters, Fages had traveled through Riverside to San Bernardino, crossed over the mountains into the Mojave Desert, and then journeyed westward to the San Joaquin Valley.

RANCHO PERIOD

Mexico established its independence from Spain in 1821, secured California as a Mexican territory in 1822, and became a federal republic in 1824. The Franciscan missions of California by this time had amassed considerable wealth in horses and livestock. Because this wealth was too valuable to be left to the missions, the Mexican Republic secularized the missions' property in 1834 and confiscated their wealth. Juan B. Alvarado became governor of the territory in 1836 and began the process of subdividing the valley into large ranchos. It was then given to Diego Sepulveda and three brothers named Lugo in 1842. They transformed it into "Rancho San Bernardino" and used around 20 acres for agriculture and used the rest of the deeded land,

which amounted to 8 square leagues (35,000 acres), for cattle raising. During this period the population did not grow dramatically, but the cattle-raising industry became huge throughout the county. San Bernardino soon became an important trade post on the Spanish Trail.

AMERICAN PERIOD

The American Period, 1848–present, began with the Treaty of Guadalupe Hidalgo. In 1850, California was accepted into the Union of the United States primarily due to the population increase created by the Gold Rush of 1849. The cattle industry reached its greatest prosperity during the first years of the American Period. Mexican Period land grants had created large pastoral estates in California, and demand for beef during the Gold Rush led to a cattle boom that lasted from 1849 to 1855. However, beginning about 1855, the demand for beef began to decline due to imports of sheep from New Mexico and cattle from the Mississippi and Missouri valleys. When the beef market collapsed, many California ranchers lost their ranchos through foreclosure. A series of disastrous floods in 1861–1862, followed by a significant drought, further diminished the economic impact of local ranching. This decline, combined with ubiquitous agricultural and real estate developments of the late nineteenth century, set the stage for diversified economic pursuits that have continued to proliferate to this day.

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

> Bloomington was originally developed as part of the land holdings of the Semi-Tropic Land and Water Company, which was formed in 1887. In 1907, the Riverside Portland Cement Company built a large plant near Crestmore and to provide transportation for employees, built a standard gauge railroad to Riverside. On May 20, 1911, the line was opened to Bloomington. The original community, known as Crestmore, is generally located between Locust Avenue and Larch Avenue, south of Jurupa Avenue, extending to the county line. The Pacific-Electric Crestmore Line (Riverside-Rialto) provided local service for many years. The Semi-Tropic Land and Water Company laid out the town sites of Bloomington, Rialto, Fontana, and San Sevaine. The town site for Bloomington, after being surveyed in April 1888, was bounded on the north by Valley Boulevard, on the south by Slover Avenue, on the east by Larch Avenue, and on the west by Linden Avenue. Presently, part of the community is still rural and many residents continue to keep and raise animals.

BLOOMINGTON HISTORY

The Semi-Tropic Water and Land Company incorporated in 1887 in order to sell real estate and water rights. The company acquired 285,000 acres of land along 10 miles of Lytle Creek, giving it riparian rights and allowing it to control and sell the water. The company laid out small towns

including Fontana, Rialto, San Sevaine, and Bloomington on its land holdings. In 1891, the company subdivided most of the land surrounding the town sites into 20-acre parcels it called "farm lots." The project site is directly south of the original Bloomington plant, near the southern border of the company's holdings. The Riverside Cement Company built a plant just to the south in Crestmore around the turn of the century.

REGULATORY FRAMEWORK

FEDERAL

ARCHAEOLOGICAL RESOURCES PROTECTION ACT

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

SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT OF 1966

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

NATIONAL REGISTER OF HISTORIC PLACES

The National Register of Historic Places is "an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment." However, the federal regulations explicitly provide that a listing of private property on the NRHP "does not prohibit under federal law or regulation any actions which may otherwise be taken by the property owner with respect to the property."

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

> The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and
>
> 1) that are associated with events that have made a significant contribution to the broad patterns of our history; or
> 2) that are associated with the lives of persons significant in our past; or
> 3) that embody distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
> 4) that have yielded, or may be likely to yield, information important in prehistory or history (36 CFR 60.4).

STATE

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

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

- The resource has yielded, or may be likely to yield, important information in prehistory or history.

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

SENATE BILL 18

California Senate Bill (SB) 18, effective September 2004, requires local government to notify and consult with California Native American tribes when the local government is considering adoption or amendment of a general plan or specific plan. SB 18 provides California Native American tribes an opportunity to participate in local land use decisions at an early stage of planning, for the purpose of protecting or mitigating impacts to cultural places. Prior to adoption or amendment of a general plan or specific plan, a local government must refer the proposed action to those tribes that are on the Native American Heritage Commission contact list and have traditional lands located within the city's or county's jurisdiction. The referral must allow a 45-day comment period pursuant to Government Code Section 65453. The County has coordinated with tribes to pursuant to SB 18 requirements, and consulted with those tribes interested in the project.

ASSEMBLY BILL 52

On September 25, 2014, Governor Brown signed Assembly Bill (AB) 52, which creates a new category of environmental resources that must be considered under CEQA: tribal cultural resources. The legislation imposes new requirements for consultation regarding projects that may affect a tribal cultural resource, includes a broad definition of what may be considered to be a tribal cultural resource, and includes a list of recommended mitigation measures.

AB 52 adds tribal cultural resources to the categories of cultural resources in CEQA, which had formerly been limited to historic, archaeological, and paleontological resources. Tribal cultural resources are defined as either:

1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are included in the state register of historical

resources or a local register of historical resources, or that are determined to be eligible for inclusion in the state register; or

2) Resources determined by the lead agency, in its discretion, to treat the resource as a tribal cultural resource.

CALIFORNIA REGISTER OF HISTORICAL RESOURCES

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

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

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

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

- Identify cultural resources.
- Evaluate the significance of the cultural resources based on established thresholds of significance.
- Evaluate the effects of a project on all cultural resources.

- Develop and implement measures to mitigate the effects of the project on significant cultural resources.

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

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

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

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

California Health and Safety Code Sections 7050.5, 7051, and 7054

California Health and Safety Code Sections 7050.5, 7051, and 7054 collectively address the illegality of interference with human burial remains as well as the disposition of Native American burials in archaeological sites. The law protects such remains from disturbance, vandalism, or inadvertent destruction and establishes procedures to be implemented if Native

American skeletal remains are discovered during construction of a project, including the treatment of remains prior to, during, and after evaluation, and reburial procedures.

LOCAL

COUNTY OF SAN BERNARDINO GENERAL PLAN

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

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

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

Programs

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

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

Programs

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

prepared by a qualified professional will be required with project submittal. The format of the report and standards for evaluation will follow the "Guidelines for Cultural Resource Management Reports" on file with the San Bernardino County Land Use Services Department.

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

Policy CO *3.*4 The County will comply with Government Code Section 65352.2 (SB 18) by consulting with tribes as identified by the California Native American Heritage Commission on all General Plan and specific plan actions.

Programs

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

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

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

Programs

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

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

d. In the event that Native American cultural resources are discovered during project development and/or construction, all work in the immediate vicinity of the find will cease and a qualified archaeologist meeting U.S. Secretary of Interior standards will be hired to assess the find. Work on the overall project may continue during this assessment period.

e. If Native American cultural resources are discovered, the County will contact the local tribe. If requested by the tribe, the County will, in good faith, consult on the discovery and its disposition with the tribe.

COUNTY OF SAN BERNARDINO DEVELOPMENT CODE

Development Code Chapter 82.12, Cultural Resources Preservation (CP) Overlay, includes regulations pertaining to the identification and preservation of important archaeological and historical resources. The chapter outlines application requirements for a project proposed within a CP Overlay, as well as development standards and explanation of the need for a Native American monitor.

The Development Code states that the CP Overlay may be applied to areas where archaeological and historic sites that warrant preservation are known or are likely to be present. Specific identification of known cultural resources is indicated by listing in one or more of the following inventories: California Archaeological Inventory, California Historic Resources Inventory, California Historical Landmarks, California Points of Historic Interest, and/or National Register of Historic Places.

IMPACT ANALYSIS AND MITIGATION MEASURES

METHODOLOGY

RESEARCH

As part of the cultural resources evaluation, an archaeological search was conducted at the South Central Coastal Information Center (SCCIC) for the proposed project site and the surrounding 1-mile radius. This search included a review of all recorded historic and prehistoric cultural resources, as well as a review of known cultural resources, and survey and excavation reports generated from projects completed within 0.5 mile of the project site. In addition, a review was conducted of the National Register of Historic Places, the California Register of Historical Resources, and documents and inventories from the California Office of Historic

Preservation, including the lists of California Historical Landmarks, California Points of Historical Interest, Listing of National Register Properties, and Inventory of Historic Structures.

FIELD SURVEY

An intensive-level pedestrian survey was conducted on the project site on August 25, 2015, using standard archaeological procedures and techniques. All field practices met the Secretary of the Interior's standards and guidelines for a cultural resources inventory. The survey methods consisted of a pedestrian survey conducted in parallel transects spaced approximately 15 meters apart over 100 percent of the project site. Soil exposures, including natural and artificial clearings, were carefully inspected for evidence of cultural resources.

During the field survey, an archaeologist from BCR Consulting carefully inspected the project site and identified no cultural resources within its boundaries. Surface visibility was approximately 60 percent within the project site. Ground disturbances were severe and result from a variety of natural and artificial factors, including surface erosion, weed abatement, and excavation related to adjacent roads and industrial and residential developments.

RESULTS

Data from the SCCIC revealed that no cultural resource studies have taken place, resulting in the recording of no cultural resources within a 0.5-mile radius of the project site. The nearest cultural resource was a prehistoric site approximately 1 mile to the south of the project site in the Jurupa Mountains. The project site has never been assessed for cultural resources, and there were no previously recorded resources located within its boundaries.

NATIVE AMERICAN CONSULTATION

The Native American consultation, consistent with AB 52 and SB 18, was initiated in October 2015. For additional discussion see Impact 4.3-5 on *Tribal Cultural Resources*, below.

THRESHOLDS OF SIGNIFICANCE

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

- Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5.
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5.

- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.
- Disturb any human remains, including those interred outside of formal cemeteries.
- 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 size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
    - Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
    - A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

PROJECT IMPACTS AND MITIGATION

HISTORIC RESOURCES

Impact 4.3-1	**The project would not cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5. This impact would be less than significant.**

CEQA Guidelines Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally, a resource is considered to be historically significant if it meets one of the following criteria:

i) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

ii) Is associated with the lives of persons important in our past;

iii) Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

iv) Has yielded, or may be likely to yield, information important in prehistory or history. Although the project site has had business activity, there has been relatively minor ground disturbance.

The project site has been previously graded and ground disturbances are severe, resulting from a variety of natural and artificial factors, including surface erosion, weed abatement, excavation related to adjacent roads, and industrial and residential developments (BCR Consulting 2015). The only existing aboveground structure on the project site is a single-family residence located in the southeast corner. Based on review of the US Geological Survey (USGS) Fontana, California, 7.5-minute topographic quadrangle and of US Department of Agriculture aerial photographs of San Bernardino County, the residence was constructed between 1978 and 1980. Because the house is not historic in age (i.e., not greater than 45 years old), it is not considered historically significant and thus does not require further consideration, recordation, or evaluation under CEQA.

Additionally, a Cultural Resources Assessment was prepared for the project site by BCR Consulting in 2015. A records search was performed at the SCCIC, a local clearinghouse for cultural resource records. In addition, a reconnaissance-level pedestrian field survey was performed on August 25, 2015, to identify any potential on-site historic resources. This work was completed pursuant to CEQA. The records search and field survey did not identify any cultural resources (including prehistoric or historic archaeological sites or historic buildings) within the project site. Based on these results, BCR Consulting (2015) concluded that the project site does not contain any existing historical resources as defined under CEQA Guidelines Section 15064.5 and no additional cultural resources work or monitoring is necessary during project construction activities. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

ARCHAEOLOGICAL RESOURCES

Impact 4.3-2	**The project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. Impacts would be less than significant with mitigation incorporated.**

There are no known designated cultural (i.e., archaeological) resources present on the project site, as discussed above. A pedestrian-level survey revealed no archaeological resources associated with the project site. The project site consists of, and is surrounded by, industrial

and residential/developed land that has been permanently altered due to the construction and grading of below- and aboveground improvements (buildings, parking lots, roads, hardscapes, and utilities). The site has already been subject to extensive disruption and may contain artificial fill materials. Given the highly disturbed condition of the site, the potential for ground-disturbing activities to impact an as-yet-unidentified archaeological resource is considered remote. Additionally, based on a literature and records search conducted for the project site, there are no previously recorded prehistoric features that are known to occur on the site.

Moreover, although no cultural resources were observed during the cultural resources assessment, the project may reveal unknown cultural resources in the course of construction. In order to protect potentially significant unknown resources, Mitigation Measure CR-1 requires a qualified cultural resource professional to be consulted upon discovery of any such resources, and an assessment of the nature and significance of the find would be conducted, diverting construction and/or halting it if necessary, in order to preserve any significant artifact found. Thus, the project with mitigation measures implemented would result in a less than significant impact involving an adverse change in the significance of an archaeological resource.

Mitigation Measures:

CR-1 If previously undocumented cultural resources are identified during project development, construction in this area shall cease. A qualified cultural resource professional shall be contacted to assess the nature and significance of the find and to divert and/or halt construction, if necessary.

Level of Significance: Less than significant impact with mitigation.

PALEONTOLOGICAL RESOURCE OR GEOLOGIC FEATURE

Impact 4.3-3	**The project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Impacts would be less than significant.**

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

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

HUMAN REMAINS

Impact 4.3-4	**The project would not disturb any human remains, including those interred outside of formal cemeteries. Impacts would be less than significant.**

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

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

TRIBAL CULTURAL RESOURCES

Impact 4.3-5	**The project would not 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 size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**

- **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or**
- **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to**

criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

The County contacted the Tribal Historic Preservation Officers (THPOs) on its established AB 52 consultation list to confirm whether they chose to consult on the proposed project, with responses from Soboba and San Manuel Band of Mission Indians (San Manuel). Soboba deferred consultation to San Manuel, as summarized below.

Tribal consultation began with the San Manuel THPO on December 22, 2015. San Manuel identified the project as being located within the Tribe's ancestral territory. The response also acknowledged that there are known and documented significant prehistoric tribal cultural resources in the general area. Thus, San Manuel Band requested:

- Limited archaeological monitoring during any ground disturbing activities (trenching, grading, etc.).
- Archaeological monitoring be done past previous ground disturbance depth to watch for any buried tribal cultural resources
- Monitoring can be discontinued when the archaeologist believes sufficient monitoring has been done, in concurrence with the Tribe and the County.
- Should tribal cultural resources be exposed, the project archaeologist would contact San Manuel Band for consultation compliance.
- The archaeological monitoring report should be retained as a confidential component to the County's CEQA process for this project.

Mitigation Measures:

TCR-1 Archaeological monitoring will be conducted during ground disturbance activities including but not limited to grubbing, trenching, and mass grading. Monitoring shall be conducted for buried tribal cultural resources, to past the previous ground disturbance depth, and to a depth determined to be appropriate by the archaeologist. The archaeologist has the discretion to conduct intermittent monitoring or discontinue monitoring when sufficient monitoring has been conducted, depending on the construction activities being conducted (e.g., fine grading state, no new areas to be excavated, etc.).

Should tribal cultural resources be exposed, the project archaeologist would contact the San Manuel Tribal Historic Preservation Officer (THPO) to coordinate treatment and disposition of resources. Alternatively, the applicant may establish in advance of construction, a treatment and disposition plan with the San Manuel THPO which establishes the handling, treatment, and ultimate disposition of any tribal cultural resources unearthed during project construction.

Level of Significance: Less than significant impact with mitigation.

CUMULATIVE IMPACTS

Impact 4.3-6	**The project would not result in cumulative impacts to cultural resources. Impacts would be less than significant with mitigation.**

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

The cumulative effect of projects located in San Bernardino County would have the potential to result in the loss of historical resources through the physical demolition, destruction, relocation, or alteration of a resource or its immediate surroundings such that the significance of a cultural resource would be materially impaired. However, development projects in the county are regulated by federal, state, and local regulations. Specifically, these regulations include the Mills Act, PRC Section 5097, California Health and Safety Code Sections 1895–1896, and the Secretary of the Interior's Standards for Rehabilitation and Standards for the Treatment of Historic Properties. To comply with these requirements, cultural investigations, including records searches and physical surveys, as well as tribal consultation, are routinely conducted as part of the planning and environmental review process to determine the extent of cultural resources that would be affected by a project, and to identify mitigation measures to reduce impacts to a less than significant level.

Because the project site does not have any cultural resources, the project would not contribute to cumulative impacts. In addition, because the project and other cumulative projects in the county would be required to comply with the above-mentioned regulations, the proposed project, in combination with cumulative projects in the region, would have a less than significant cumulative impact on cultural resources.

In the event of an unanticipated discovery of historic, archaeological, or paleontological resources during construction of the proposed project, mitigation measure CR-1 ensures that

impacts would be mitigated to a less than significant level. Archaeological monitoring and appropriate treatment of any tribal cultural resources under mitigation measure TCR-1 would reduce impacts tribal cultural resources to less than significant. The California Public Resources Code and the California Health and Safety Code mandate the process of how to handle the discovery of any human remains. Required compliance with these state laws would reduce cumulative impacts to a less than significant level.

Mitigation Measures: Refer to mitigation measures CR-1 and TCR-1.

Level of Significance: Less than significant impact with mitigation.

Section 4.4
Greenhouse Gas Emissions

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ENVIRONMENTAL IMPACT REPORT

SECTION 4.4
GREENHOUSE GAS EMISSIONS

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

ENVIRONMENTAL SETTING

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

SCOPE OF ANALYSIS FOR CLIMATE CHANGE

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

California is a substantial contributor of global GHGs, emitting over 400 million tons of carbon dioxide (CO_2) per year (CARB 2016). Methane is also an important GHG that potentially contributes to global climate change. GHGs are global in their effect, which is to increase the earth's ability to absorb heat in the atmosphere. Climate studies indicate that California is likely to see an increase of 3 to 4 degrees Fahrenheit (°F) over the next century. Because primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well mixed, their impact on the atmosphere is mostly independent of the point of emission.

The impact of human activities on global climate change is apparent in the observational record. Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of CO_2, methane (CH_4), and nitrous oxide (N_2O) from before the start of industrialization (approximately 1750) to over 650,000 years ago. For that period, it was found that CO_2 concentrations ranged from 180 parts per million (ppm) to 300 ppm. For the period from approximately 1750 to the present, global CO_2 concentrations

increased from a pre-industrialization period concentration of 280 ppm to 379 ppm in 2005, with the 2005 value far exceeding the upper end of the preindustrial period range.

GREENHOUSE GAS EMISSIONS

The natural process through which heat is retained in the troposphere is called the "greenhouse effect."[1] The greenhouse effect traps heat in the troposphere through a threefold process as follows: short wave radiation emitted by the sun is absorbed by the earth; the earth emits a portion of this energy in the form of long wave radiation; and greenhouse gases in the upper atmosphere absorb this long wave radiation and emit it into space and toward the earth. This "trapping" of the long wave (thermal) radiation emitted back toward the earth is the underlying process of the greenhouse effect.

The most abundant GHGs are water vapor and carbon dioxide. Many other trace gases have a greater ability to absorb and re-radiate long wave radiation; however, these gases are not as plentiful. For this reason, and to gauge the potency of GHGs, scientists have established a global warming potential (GWP) for each GHG based on its ability to absorb and re-radiate long wave radiation. GHGs that would be associated with the proposed project include the following:[2]

- *Water vapor (H_2O)*. Although water vapor has not received the scrutiny that other GHGs have, it is the primary contributor to the greenhouse effect. Natural processes, such as evaporation from oceans and rivers, and transpiration from plants, contribute 90 percent and 10 percent of the water vapor in the earth's atmosphere, respectively. The primary human-related source of water vapor comes from fuel combustion in motor vehicles; however, this source is not believed to contribute a significant amount (less than 1 percent) to atmospheric concentrations of water vapor. The Intergovernmental Panel on Climate Change (IPCC) has not determined a global warming potential for water vapor.
- *Carbon dioxide (CO_2)*. CO_2 is primarily generated by fossil fuel combustion in stationary and mobile sources. Due to the emergence of industrial facilities and mobile sources over the past 250 years, CO_2 emissions from fossil fuel combustion increased by 8.8 percent between 1990 and 2013 (EPA 2015). CO_2 is the most widely emitted GHG and is the reference gas (global warming potential of 1) for determining global warming potentials for other greenhouse gases.

[1] The troposphere is the bottom layer of the atmosphere, which varies in height from the earth's surface to 10 to 12 kilometers.

[2] All global warming potentials are given as 100-year GWP. Unless noted otherwise, all global warming potentials were obtained from the Intergovernmental Panel on Climate Change (1996).

- *Methane (CH_4)*. CH_4 is emitted from biogenic sources, incomplete combustion in forest fires, landfills, manure management, and leaks in natural gas pipelines. In the United States, the top three sources of CH_4 are landfills, natural gas systems, and enteric fermentation. CH_4 is the primary component of natural gas, which is used for space and water heating, steam production, and power generation. The global warming potential of CH_4 is 25.
- *Nitrous oxide (N_2O)*. N_2O is produced by both natural and human-related sources. Primary human-related sources include agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuel, adipic acid production, and nitric acid production. The global warming potential of N_2O is 298.
- *Hydrofluorocarbons (HFCs)*. HFCs are typically used as refrigerants for both stationary refrigeration and mobile air conditioning. The use of HFCs for cooling and foam blowing is growing, as the continued phaseout of chlorofluorocarbons (CFCs) and hydrochlorofluorocarbons (HCFCs) gains momentum. The global warming potential of HFCs range from 140 for HFC-152a to 11,700 for HFC-23 (EPA 2016a).
- *Perfluorocarbons (PFCs)*. PFCs are compounds consisting of carbon and fluorine. They are primarily created as a byproduct of aluminum production and semiconductor manufacturing. PFCs are potent greenhouse gases with a global warming potential several thousand times that of CO_2, depending on the specific PFC. Another area of concern regarding PFCs is their long atmospheric lifetime (up to 50,000 years). The global warming potential of PFCs ranges from 6,500 to 9,200 (EPA 2016a).
- *Sulfur hexafluoride (SF_6)*. SF_6 is a colorless, odorless, nontoxic, nonflammable gas. It is most commonly used as an electrical insulator in high voltage equipment that transmits and distributes electricity. SF_6 is the most potent greenhouse gas that has been evaluated by the IPCC, with a global warming potential of 23,900. However, its global warming contribution is not as high as the GWP would indicate due to its low mixing ratio compared to carbon dioxide (4 parts per trillion [ppt] in 1990 versus 365 parts per million [ppm], respectively) (EPA 2016a).

In addition to the six major GHGs discussed above (excluding water vapor), many other compounds have the potential to contribute to the greenhouse effect. Some of these substances were previously identified as stratospheric ozone (O_3) depletors; therefore, their gradual phaseout is currently in effect. The following is a list of these compounds:

- *Hydrochlorofluorocarbons (HCFCs)*. HCFCs are solvents, similar in use and chemical composition to CFCs. The main uses of HCFCs are for refrigerant products and air conditioning systems. As part of the Montreal Protocol, all developed countries that

adhere to the Montreal Protocol are subject to a consumption cap and gradual phaseout of HCFCs. The United States is scheduled to achieve a 100 percent reduction to the cap by 2030. The global warming potentials of HCFCs range from 77 for HCFC-123 to 2,310 for HCFC-142b (EPA 2016b).

- *1,1,1 trichloroethane*. 1,1,1 trichloroethane, or methyl chloroform, is a solvent and degreasing agent commonly used by manufacturers. The global warming potential of methyl chloroform is 146 times that of CO_2 (EPA 2016b).
- *Chlorofluorocarbons (CFCs)*. CFCs are used as refrigerants, cleaning solvents, and aerosols spray propellants. CFCs were also part of the US Environmental Protection Agency's (EPA) Final Rule (57 FR 3374) for the phaseout of ozone-depleting substances. Currently, CFCs have been replaced by HFCs in cooling systems and a variety of alternatives for cleaning solvents. Nevertheless, CFCs remain suspended in the atmosphere, contributing to the greenhouse effect. CFCs are potent GHGs with global warming potentials ranging from 4,750 for CFC 11 to 14,420 for CFC 13 (EPA 2016b).

REGULATORY FRAMEWORK

FEDERAL

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

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

In December 2007, Congress passed the first increase in corporate average fleet fuel economy (CAFE) standards. These CAFE standards represented an increase to 35 miles per gallon (mpg) by 2020. In March 2009, the Obama administration announced that for the 2011 model year, the standard for cars would be 30.2 mpg and the standard for trucks would be 24.1 mpg. Additionally, in May 2009, President Barack Obama announced plans for a national fuel-

economy and GHG emissions standard that would significantly increase mileage requirements for cars and trucks by 2016. The new requirements represent an average standard of 39 mpg for cars and 30 mpg for trucks.

STATE

Various statewide and local initiatives to reduce the state's contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is under way, and there is a real potential for severe adverse environmental, social, and economic effects in the long term. Every nation emits GHGs and as a result makes an incremental cumulative contribution to global climate change. Therefore, global cooperation will be required to reduce the rate of GHG emissions enough to slow or stop the human-caused increase in average global temperatures and associated changes in climatic conditions.

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

CARB Scoping Plan. On December 11, 2008, CARB adopted its Scoping Plan, which functions as a road map to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. CARB's Scoping Plan contains the main strategies California will implement to reduce carbon dioxide equivalent (CO_2eq) emissions by 174 million metric tons (MT), or approximately 30 percent, from the state's projected 2020 emissions level of 596 million $MTCO_2$eq under a business-as-usual (BAU) scenario.[3] This is a reduction of 42 million $MTCO_2$eq, or almost 10 percent, from 2002 to 2004 average emissions, but requires the reductions in the face of population and economic growth through 2020. Note that carbon dioxide equivalent is a

[3] "Business as usual" refers to emissions that would be expected to occur in the absence of GHG reduction measures (see http://www.arb.ca.gov/cc/inventory/data/forecast.htm). Note that there is significant controversy as to what BAU means. In determining the GHG 2020 limit, CARB used the above as the definition. It is broad enough to allow design features to be counted as reductions.

metric measure used to compare the emissions from various greenhouse gases based on their global warming potential.

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

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

Amendments to California Global Warming Solutions Act of 2006: Emission Limit (Senate Bill 32). Signed into law in September 2016, Senate Bill (SB) 32 codifies the 2030 target in the recent Executive Order B-30-15. The bill authorizes the state board to adopt an interim GHG emissions level target to be achieved by 2030. SB 32 states that the intent is for the legislature and appropriate agencies to adopt complementary policies which ensure that the long-term emissions reductions advance specified criteria. CARB is tasked with updating the Scoping Plan to provide guidance for compliance with SB 32. The next updated Scoping Plan is expected to be adopted in 2017.

Executive Order S-1-07. Executive Order S-1-07 proclaims that the transportation sector is the main source of GHG emissions in California, generating more than 40 percent of statewide emissions. It establishes a goal to reduce the carbon intensity of transportation fuels sold in California by at least 10 percent by 2020. This order also directs CARB to determine whether

this Low Carbon Fuel Standard (LCFS) could be adopted as a discrete early-action measure as part of the effort to meet the mandates in AB 32.

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

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

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

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

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

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

GHG emissions compared to the emissions from the 2002 fleet, while the mid-term standards will result in a reduction of about 30 percent.

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

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

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

***Senate Bill 375*.** SB 375, signed in September 2008 (Chapter 728, Statutes of 2008), aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. SB 375 requires metropolitan planning organizations (MPOs) to adopt a sustainable communities strategy (SCS) or alternative planning strategy that will prescribe land use allocation in that MPO's regional transportation plan. CARB, in consultation with MPOs, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets will be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each MPO's sustainable community's strategy or alternative planning strategy for consistency with its assigned targets. If MPOs do not meet the GHG reduction targets, transportation projects may not be eligible for funding programmed after January 1, 2012.

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

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

LOCAL

SAN BERNARDINO COUNTY GENERAL PLAN

The County of San Bernardino 2007 General Plan Conservation Element and Land Use Element include the following goals and policies related to reducing GHGs.

CONSERVATION ELEMENT

Policy CO 4.5	Reduce emissions through reduced energy consumption.
Policy CO 4.12	Provide incentives to promote siting or use of clean air technologies (e.g., fuel cell technologies, renewable energy sources, UV coatings, and hydrogen fuel).
Policy CO 4.13	Reduce Greenhouse Gas (GHG) emissions within the County boundaries.
Goal CO 8	The County will minimize energy consumption and promote safe energy extraction, uses and systems to benefit local regional and global environmental goals.
Policy CO 8.1	Maximize the beneficial effects and minimize the adverse effects associated with the siting of major energy facilities. The County will site energy facilities equitably in order to minimize net energy use and consumption of natural resources, and avoid inappropriately burdening certain communities. Energy planning should conserve energy and reduce

peak load demands, reduce natural resource consumption, minimize environmental impacts, and treat local communities fairly in providing energy efficiency programs and locating energy facilities.

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

COUNTY OF SAN BERNARDINO GREENHOUSE GAS EMISSIONS REDUCTION PLAN

In September 2011, the County adopted its Greenhouse Emissions Reduction Plan (GHG Plan) based on the premise that the County and the community it represents are uniquely capable of addressing emissions associated with sources under the County's jurisdiction and that the County's efforts should coordinate with the state strategies of reducing emissions in order to reduce emissions in an efficient and cost-effective manner. The GHG Plan presents a comprehensive set of actions to reduce the County's internal and external GHG emissions to 15 percent below current levels by 2020, consistent with the AB 32 Scoping Plan. The GHG Plan identifies GHG emissions reduction goals, objectives, and strategies categorized in six sectors: Building Energy (addressing energy efficiency and alternative energy in buildings and renewable energy generation facilities), Transportation and Land Use, Solid Waste/Landfills, Stationary Source, Agriculture and Resource Conservation, and Water Conservation. For each sector, reduction strategies were developed to achieve the County's 2020 emissions reduction target.

MODEL WATER EFFICIENT LANDSCAPE ORDINANCE

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

WATER CONSERVATION PROGRAMS

The County of San Bernardino adopted a water conservation program on June 23, 2015, which establishes mandatory water use restrictions, regulations, and administrative fines and/or penalties to be implemented during declared water conservation stages. The purpose of the water conservation program is to ensure the highest beneficial use of County service area and zone water supplies and to provide sufficient water supplies to meet the basic needs of human

consumption, sanitation, and fire protection within the County service areas and zones. So that the water conservation program complies with statewide drought regulations, the County of San Bernardino also observes watering schedule and end-user restrictions to reduce and conserve the use of irrigation and potable water.

IMPACT ANALYSIS AND MITIGATION MEASURES

METHODOLOGY

The proposed project's GHG emissions were calculated using the California Emissions Estimator Model (CalEEMod), version 2016.3.1, computer program (refer to Appendix B). CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for the use of government agencies, land use planners, and environmental professionals. This model was developed in coordination with the South Coast Air Quality Management District (SCAQMD) and is the most current emissions model approved for use in California by various other air districts. Based on the SCAQMD's (2008) Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold document, total project construction GHG emissions should be amortized over a 30-year period and added to its operational emissions estimates. Emissions modeling is based on project-specific data (e.g., size and type of proposed use) and vehicle trip information from the project's traffic impact analysis (Michael Baker International 2017).

THRESHOLDS OF SIGNIFICANCE

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

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

As noted earlier, AB 32 is a legal mandate requiring that statewide GHG emissions be reduced to 1990 levels by 2020. Efficiency-based thresholds represent the rate of emission reductions needed to achieve a fair share of California's GHG emissions reduction target established under AB 32. In adopting AB 32, the legislature determined the necessary GHG reductions for the state to make in order to sufficiently offset its contribution to the cumulative climate change problem. AB 32 is the only legally mandated requirement for the reduction of GHGs. As such,

compliance with AB 32 is the current adopted basis upon which an agency can base its significance threshold for evaluating a project's GHG impacts. However, it is acknowledged that Executive Orders S-03-05 and B-30-15, SB 375, and the recently signed legislation of SB 32 will ultimately result in GHG emission reduction targets for years beyond 2020.

The SCAQMD has not announced when staff is expecting to present a finalized version of its GHG thresholds to the governing board. On September 28, 2010, the SCAQMD recommended an interim screening level numeric "bright-line" threshold of 10,000 metric tons per year of CO_2eq for industrial land uses. This threshold was developed as part of the SCAQMD GHG CEQA Significance Threshold Working Group. This working group was formed to assist the SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the Governor's Office of Planning and Research, CARB, the Attorney General's Office, a variety of city and county planning departments in the Basin, various utilities such as sanitation and power companies throughout the Basin, industry groups, and environmental and professional organizations. The numeric bright line threshold was developed to be consistent with CEQA requirements for developing significance thresholds, is supported by substantial evidence, and provides guidance to CEQA practitioners with regard to determining whether GHG emissions from a proposed project are significant.

For the purposes of this evaluation, the proposed project will be compared to the SCAQMD numeric bright-line threshold of 10,000 metric tons of CO_2eq annually for industrial land uses. Additionally, the project is evaluated for consistency with the San Bernardino County Greenhouse Gas Emissions Reduction Plan. The GHG Plan was adopted on December 6, 2011, and became effective on January 6, 2012. The GHG Plan establishes a GHG emissions reduction target for the year 2020 that is 15 percent below year 2007 emission levels. The GHG Plan is consistent with AB 32 and sets the County on a path to achieve a more substantial long-term reduction in the post-2020 period. Achieving this level of emissions would ensure that the contribution to GHG emissions from activities covered by the GHG Plan would not be cumulatively considerable. Lastly, the proposed project will be compared to the Southern California Association of Governments' (SCAG) 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). California law requires the region to reduce per capita GHG emissions in the SCAG region by 8 percent by 2020—compared with 2005 levels—and by 13 percent by 2035. The strategies, programs, and projects outlined in the 2016–2040 RTP/SCS are projected to result in GHG emissions reductions in the SCAG region that meet or exceed these targets.

PROJECT IMPACTS AND MITIGATION

GREENHOUSE GAS EMISSIONS

Impact 4.4-1 **The project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Impacts would be less than significant.**

Project-Related Greenhouse Gas Emissions

Project-related GHG emissions would include emissions from direct and indirect sources. The proposed project would result in direct and indirect emissions of CO_2, N_2O, and CH_4 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 and mobile sources, while indirect sources include emissions from area sources, electricity consumption, water demand, and solid waste generation. Operational GHG estimations are based on energy emissions from natural gas usage and automobile emissions. Project GHG emissions were calculated using CalEEMod, which relies on trip generation data and specific land use information to calculate emissions.

Table 4.4-1, *Proposed Project Greenhouse Gas Emissions*, presents the estimated CO_2, N_2O, and CH_4 emissions. The CalEEMod outputs in Appendix B outline the assumptions used to calculate mobile source, area source, and construction GHG emissions. Operational GHG estimations are based on energy sources, area sources, and automobile emissions. CalEEMod relies on trip data in the traffic impact analysis and project-specific land use data to calculate emissions. The total project-related emissions would result in 4,422.9 $MTCO_2eq$ per year.

Table 4.4-1: Proposed Project Greenhouse Gas Emissions

Source	CO_2	CH_4		N_2O[4]		Total Metric Tons of CO_2eq[3]
	Metric Tons per Year[1]	Metric Tons per Year[1]	Metric Tons of CO_2eq[2]	Metric Tons per Year[1]	Metric Tons of CO_2eq[1]	
PROJECT GHG EMISSIONS						
Direct Emissions						
▪ Construction[2]	59.84	0.01	0.22	0	0	60.06
▪ Mobile Source	3,344.44	0.20	4.89	0	0	3,349.33
Total Unmitigated Direct Emissions[3]	**3,404.28**	**0.21**	**5.11**	**0**	**0**	**3,409.39**

Source	CO_2	CH_4		N_2O[4]		Total Metric Tons of CO_2eq[3]
	Metric Tons per Year[1]	Metric Tons per Year[1]	Metric Tons of CO_2eq[2]	Metric Tons per Year[1]	Metric Tons of CO_2eq[1]	
Indirect Emissions						
▪ Area	0.02	0	0	0	0	0.02
▪ Energy	409.82	0.02	1.56	0	0	411.38
▪ Waste	65.64	3.88	96.98	0	0	162.62
▪ Water Demand	355.27	2.61	65.25	0.06	19.3	439.50
Total Unmitigated Indirect Emissions[3]	**830.75**	**6.51**	**163.79**	**0.06**	**19.3**	**1,013.52**
Total Project-Related Emissions[3]	***4,422.91 $MTCO_2eq$ per year***					
SCAQMD Industrial Warehouse Project Threshold	***10,000 $MTCO_2eq$ per year***					
Significant?	***No***					

Source: Refer to Appendix B for detailed model input/output data.

Notes:

1. Emissions calculated using CalEEMod computer model.
2. Construction is amortized over 30 years.
3. Rounding may influence totals.

DIRECT PROPOSED PROJECT-RELATED SOURCES OF GREENHOUSE GASES

- *Construction Emissions*. Construction-related GHG emissions would result in approximately 1,801 $MTCO_2eq$ over the course of construction. Construction-related GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operational emissions (1,801 ÷ 30 = 60).[4] The estimate for construction duration is primarily based on CalEEMod model defaults. For instance, the numbers and types of construction equipment are derived from CalEEMod model defaults. However, modeling parameters were refined in the case of construction phasing and duration. Construction would begin with the demolition and removal of all on-site structures and debris. Following this phase of construction, the entire site would be mass graded, after which the actual building construction would commence. The building construction phase accounts for the simultaneous actions of

[4] The project lifetime is based on the standard 30-year assumption of the SCAQMD (2008) *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*.

carpentry, asphalt paving, and painting. Please refer to specific detailed modeling inputs/outputs, including construction equipment assumptions, in Appendix B.

- *Mobile Source.* CalEEMod relies on trip data in the project's traffic impact analysis and project-specific land use data to calculate mobile source emissions. For instance, modeling parameters were refined to account for 1,224 average daily trips associated with the project, 20.43 percent of which are heavy-duty truck trips (Michael Baker International 2017). The proposed project would directly result in approximately 3,349.33 $MTCO_2eq$ per year of mobile source-generated GHG emissions.

INDIRECT PROJECT-RELATED SOURCES OF GREENHOUSE GASES

- *Area Source.* Area source emissions, which includes GHG emissions from the combustion associated with on-site natural gas use (e.g., natural gas-powered forklifts), landscape maintenance equipment, and emissions from consumer products, were calculated using CalEEMod and project-specific land use data. As noted in Table 4.4-1, the proposed project would result in 0.02 $MTCO_2eq$ per year of area source GHG emissions.
- *Energy Consumption*. Energy consumption emissions were calculated using CalEEMod and project-specific land use data. Electricity would be provided to the project site via Southern California Edison. The project's proposed operations would indirectly result in 411.38 $MTCO_2eq$ per year due to energy consumption.
- *Solid Waste*. Project operations would result in 162.62 $MTCO_2eq$ per year.
- *Water Demand.* Project operations would result in 439.50 $MTCO_2eq$ per year from indirect energy impacts due to water consumption.

As shown in Table 4.4-1, GHG emissions projected to result from both construction (amortized over 30 years) and operation of the proposed project would not exceed the SCAQMD GHG threshold of 10,000 metric tons of CO_2eq per year. The impact is therefore considered less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

GREENHOUSE GAS REDUCTION PLANS

Impact 4.4-2	**The project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Impacts would be less than significant with mitigation.**

San Bernardino County Greenhouse Gas Reduction Plan

The County's GHG Plan was adopted on December 6, 2011, and became effective on January 6, 2012. The GHG Plan establishes a GHG emissions reduction target for the year 2020 that is 15 percent below year 2007 emission levels. The GHG Plan is consistent with AB 32 and sets the County on a path to achieve a more substantial long-term reduction in the post-2020 period. Achieving this level of emissions would ensure that the contribution to GHG emissions from activities covered by the GHG Plan would not be cumulatively considerable.

As described in Chapter 4.0 of the GHG Plan, all new development is required to quantify a project's GHG emissions and adopt feasible mitigation to reduce project emissions below a level of significance. The GHG Plan identifies a review standard of 3,000 $MTCO_2eq$ per year to identify and mitigate project emissions.

For projects exceeding 3,000 $MTCO_2eq$ per year of GHG emissions, the developer may use the GHG Plan Screening Tables in the GHG Plan as a tool to assist with calculating GHG reduction measures and the determination of a significance finding. Projects that garner 100 or more points on the Screening Tables do not require quantification of project-specific GHG emissions. The point system was devised to ensure project compliance with the reduction measures in the GHG Plan such that the GHG emissions from new development, when considered together with those from existing development, would allow the County to meet its year 2020 target and support longer-term reductions in GHG emissions beyond year 2020.

Projects exceeding 3,000 $MTCO_2eq$ per year of GHG emissions that do not use the Screening Tables are required to quantify the project-specific GHG emissions or otherwise demonstrate that project-specific GHG emissions achieve the equivalent level of GHG emissions efficiency as a 100-point project. Consistent with the CEQA Guidelines, such projects are consistent with the GHG Plan and therefore would be determined to have a less than significant individual and cumulative impact for GHG emissions.

As shown in Table 4.4-1, the proposed project's total amount of GHG emissions from direct and indirect sources combined would total 4,422.91 $MTCO_2eq$ per year, which exceeds the County's screening threshold of 3,000 $MTCO_2eq$ per year.

PROJECT SCREENING TABLE ANALYSIS

Because project emissions would exceed the County's 3,000 $MTCO_2eq$ per year screening threshold, this analysis uses the Screening Tables in the County's GHG Plan. The purpose of the Screening Tables is to provide guidance in measuring the reduction of GHG emissions attributable to certain design and construction measures incorporated into development projects. The analysis and methodology is based on the GHG Plan, which includes GHG emission inventories, a reduction target, and goals and policies to reach the County's emissions reduction target. The Screening Tables were developed by first identifying a GHG reduction goal, then determining the residential versus commercial/industrial land use split and determining the fair share of GHG reductions for residential and commercial/industrial land uses. Finally, each mitigation option was allocated points based on the California Air Pollution Control Officers Association's (2010) Quantifying Greenhouse Gas Mitigation Measures.

As described above, projects that garner 100 points using the Screening Tables would provide the fair-share contribution of reductions and are considered consistent with the GHG Plan. Table 4.4-2, *Greenhouse Gas Emissions Screening Table*, depicts which performance standards the project would meet in order to meet or exceed the minimum requirement of 100 points.

Table 4.4-2: Greenhouse Gas Emissions Screening Table

Feature	Description	Project Points
BUILDING ENVELOPE		
Insulation	Enhanced Insulation (rigid wall insulation R-13, roof/attic R-38)	18
Windows	Enhanced Window Insulation (0.32 U-factor, 0.25 SHGC)	8
Air Infiltration	Blower Door HERS Verified Envelope Leakage or equivalent	10
Thermal Storage of Building	Modest Thermal Mass (10% of floor or 10% of walls: 12" or more thick exposed concrete or masonry. No permanently installed floor covering such as carpet, linoleum, wood or other insulating materials)	4
INDOOR SPACE EFFICIENCIES		
Heating/Cooling Distribution System	Enhanced Duct Insulation (R-8)	10
Space Heating/Cooling Equipment	Improved Efficiency HVAC (SEER 14/65% AFUE or 8 HSPF)	7
Water Heaters	High Efficiency Water Heater (0.72 Energy Factor)	16
Daylighting	All peripheral rooms within building have at least one window or skylight	1

Feature	Description	Project Points
Artificial Lighting	Efficient Lights (25% of in-unit fixtures considered high efficacy. High efficacy is defined as 40 lumens/watt for 15 watt or less fixtures; 50 lumens/watt for 15–40 watt fixtures, 60 lumens/watt for fixtures >40 watt)	9
Appliances	Energy Star Commercial Refrigerator (new)	4
REDUCTION MEASURE R2E9 AND R2E10: NEW COMMERCIAL/INDUSTRIAL RENEWABLE ENERGY		
Photovoltaic	Solar Ready Roofs (sturdy roof and electric hookups)	2
REDUCTION MEASURE R2E7: WAREHOUSE RENEWABLE ENERGY INCENTIVE PROGRAM		
Warehouse Photovoltaic	Solar Ready Roof (sturdy roof and electric hookups)	2
REDUCTION MEASURE R2WC1: R2WC-1: PER CAPITA WATER USE REDUCTION COMMERCIAL/INDUSTRIAL		
Irrigation and Landscaping		
Water Efficient Irrigation Systems	Weather based irrigation control systems combined with drip irrigation (demonstrate 20% reduced water use)	5
Recycled Water	Recycled water connection (purple pipe) to irrigation system on site	5
Potable Water		
Toilets	Water efficient toilets/urinals (1.5 gpm)	3
Faucets	Water efficient faucets (1.28 gpm)	3
REDUCTION MEASURE R2T2: EMPLOYMENT BASED TRIP AND VMT REDUCTION POLICY		
Employee Bicycle/Pedestrian Programs	Bike lockers and secure racks	1
	Showers and changing facilities	2
Shuttle/Transit Programs	Local transit within ¼ mile	1
REDUCTION MEASURE R2W5: CONSTRUCTION AND DEMOLITION DEBRIS DIVERSION PROGRAM		
Recycling of Construction/ Demolition Debris	Recycle 20% of debris	6
Reduction Measure R2W6: 75 Percent Solid Waste Diversion Program		
Recycling	Provide separated recycling bins within each commercial building/floor and provide large external recycling collection bins at central location for collection truck pick-up	2
TOTAL POINTS		**119**

Sources: San Bernardino County 2011, 2015

PROJECT DESIGN FEATURES

To be designated consistent with the County's GHG Plan, the project must achieve at least 100 points from the GHG Plan Screening Table (Table 4.4-2). As indicated in Table 4.4-2, the project includes design features that would reduce project-related GHG emissions. The project would enhance window efficiency, apply interior space efficiencies, provide a solar-ready roof, include water-efficient landscaping, install water-efficient fixtures, provide bike lockers and changing

rooms, and recycle construction and operational waste. Table 4.4-2 indicates that implementation of the proposed project design features would achieve 119 points per the County's applicable GHG Screening Table.

Regional Transportation Plan/Sustainable Communities Strategy

AB 32, the Global Warming Solutions Act, is the legal mandate requiring that statewide GHG emissions be reduced to 1990 levels by 2020. The County's GHG Plan threshold of 3,000 $MTCO_2eq$ per year, described above, was established to achieve consistency with the statewide GHG reduction target in AB 32. In addition to AB 32, Senate Bill 32 was signed into law on September 2016. SB 32 codifies the 2030 target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes the state board to adopt an interim GHG emissions level target to be achieved by 2030. SB 32 states that the intent is for the legislature and appropriate agencies to adopt complementary policies which ensure that the long-term emissions reductions advance specified criteria. At the time of writing this Draft EIR, however, no specific policies or emissions reduction mechanisms have been established.

SCAG's 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), adopted April 7, 2016, is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. The RTP/SCS establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035, and establishes an overall GHG target for the region consistent with both the target date of AB 32 (2020) and the post-2020 GHG reduction goals of SB 32. The RTP/SCS contains over 4,000 transportation projects, including highway improvements, railroad grade separations, bicycle lanes, new transit hubs, and replacement bridges. These future investments were included in plans developed by the six county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices. The RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding. In addition, the RTP/SCS is supported by a combination of transportation and land use strategies that help the region achieve state GHG emission reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support the vital goods movement industry, and utilize resources more efficiently. The proposed project's consistency with the RTP/SCS goals is analyzed in detail in Table 4.4-3, *Consistency with SCAG's Regional Transportation Plan/Sustainable Communities Strategy Goals*. As shown in Table 4.4-1 above, GHG emissions resulting from development-related mobile sources are a major source of emissions. Therefore,

project comparison to the RTP/SCS is an appropriate indicator of whether the proposed project would inhibit the post-2020 GHG reduction goals promulgated by the State.

Table 4.4-3: Consistency with SCAG's Regional Transportation Plan/Sustainable Communities Strategy Goals

SCAG Goal	Compliance with Goal
Goal 1: Align the plan investments and policies with improving regional economic development and competitiveness.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Goal 2: Maximize mobility and accessibility for all people and goods in the region.	Consistent: Improvements to the transportation network in the county are developed and maintained to meet the needs of local and regional transportation and to ensure efficient mobility. A number of regional and local plans and programs are used to guide development and maintenance of transportation networks, including but not limited to: • Congestion Management Program for San Bernardino County • Caltrans Traffic Impact Studies Guidelines • Caltrans Highway Capacity Manual • SCAG RTP/SCS
Goal 3: Ensure travel safety and reliability for all people and goods in the region.	Consistent: All modes of transit in the county are required to follow safety standards set by corresponding regulatory documents. Pedestrian walkways and bicycle routes must follow safety precautions and standards established by local (e.g., San Bernardino County) and regional (e.g., SCAG, Caltrans) agencies. Roadways for motorists must follow safety standards established for the local and regional plans.
Goal 4: Preserve and ensure a sustainable regional transportation system.	Consistent: All new roadway developments and improvements to the existing transportation network must be assessed with some level of traffic analysis (e.g., traffic assessments, traffic impact studies) to determine how the developments would impact existing traffic capacities and to determine the needs for improving future traffic capacities.
Goal 5: Maximize the productivity of our transportation system.	Consistent: The local and regional transportation system would be improved and maintained to encourage efficiency and productivity. The County's Public Works Department oversees the improvement and maintenance of all aspects of the public right-of-way on an as-needed basis. The County also strives to maximize the productivity of the region's public transportation system for residents, visitors, and workers coming into and out of the San Bernardino County.

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

As shown in Table 4.4-3, the proposed project does not conflict with the stated goals of the RTP/SCS. For this reason, the project would not interfere with SCAG's ability to achieve the region's post-2020 mobile source GHG reduction targets outlined in the 2016 RTP/SCS. Therefore, impacts associated with the proposed project construction and operations would be **less than significant**.

CONCLUSION

After applying the Screening Tables in the County's GHG Plan to the project, it has been determined to be consistent with both the County's GHG Plan and the RTP/SCS. Although the proposed project's GHG emissions exceeded the County's 3,000 $MTCO_2eq$ per year screening threshold, as described above, projects that garner at least 100 points using the Screening

Tables would provide their fair-share contribution of reductions and are considered consistent with the GHG Plan. With the achievement of 100 or more points on the County's GHG Screening Table, as required by **Mitigation Measure GHG-1**, the project would be consistent with the County's GHG Plan and impacts would be reduced to less than significant levels.

Mitigation Measures:

GHG-1 The energy efficiency features listed in Table 4.4-2 or any other combination of measures from the County's Screening Table for GHG Reduction Measures for Commercial Development that achieves 100 or more points shall be employed. All features shall be incorporated into construction plans and specifications, development agreements, and/or other mechanisms that demonstrate the applicant and/or the builder is legally bound to implement them.

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

CUMULATIVE IMPACTS

Impact 4.4-2	**The project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Impacts would be less than significant.**

It is generally the case that an individual project of this size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory (CAPCOA 2008). GHG impacts are recognized as exclusively cumulative impacts; there are no noncumulative GHG emission impacts from a climate change perspective (CAPCOA 2008). The additive effect of project-related GHGs would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. In addition, the proposed project, as well as other cumulative-related projects, would be subject to all applicable regulatory requirements, which would further reduce GHG emissions. As shown in Table 4.4-2, the proposed project would achieve 119 points on the County's Screening Tables and would not conflict with the GHG Plan. Therefore, the project's cumulative contribution of GHG emissions would be less than significant and its cumulative GHG impacts would also be **less than significant.**

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

Section 4.5
Hydrology and Water Quality

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SECTION 4.5
HYDROLOGY AND WATER QUALITY

This section describes regulations related to hydrology and water quality in the project area, identifies criteria for impacts on hydrology and water quality, and evaluates potential impacts associated with the proposed project. Information in this section is based on hydrology and water quality information obtained from available public resources including the Water Quality Control Plan for the Santa Ana River Basin (1995), the County of San Bernardino General Plan (2007), and the County of San Bernardino General Plan EIR (2007). Information for this section was also obtained from project-specific reports including the Preliminary Water Quality Management Plan (Huitt-Zollars 2014) and Preliminary Hydrology Report (Huitt-Zollars 2014); see Appendix I.

ENVIRONMENTAL SETTING

EXISTING HYDROLOGY AND DRAINAGE CONDITIONS

REGIONAL HYDROLOGY AND DRAINAGE

According to the Water Quality Control Plan for the Santa Ana River Basin (the Basin Plan), the east–west alignment of the crest of the San Gabriel and San Bernardino mountains separates the Santa Ana River basin from the Mojave Desert, which is part of the Lahontan Basin Plan (Santa Ana RWQCB 1995). The Bloomington Community Plan area is in the Santa Ana River Watershed, regulated by the Santa Ana Regional Water Quality Control Board (RWQCB). The Santa Ana RWQCB manages a large watershed area, which includes most of San Bernardino County to the east and then southwest through northern Orange County to the Pacific Ocean. The Santa Ana Regional Water Quality Control Board's jurisdiction encompasses 2,800 square miles. The entire watershed is divided into smaller specific watersheds. The Bloomington community discharges primarily into the Upper Santa Ana River Basin.

EXISTING SITE DRAINAGE

According to the Preliminary Hydrology Report, the project site's existing topography slopes from the northeast to the southeast at approximately 1.0 to 1.2 percent (Huitt-Zollars 2014a). On-site runoff flows in sheets in a southeasterly direction toward Locust Avenue.

EXISTING FLOODPLAIN

Existing floodplain and floodway limits are established from the Flood Insurance Rate Map (FIRM) published for the community of Bloomington under Community Panel Number

06071C8658H and 06065C0045G (effective August 28, 2008). No portion of the project site is located within a designated Federal Emergency Management Act (FEMA) floodplain.

MUDFLOW

Mudflow could occur in any area, especially with the mixture of wildfires and rain. There is also an elevated potential for mudflows in areas where steep slopes occur. According to the General Plan EIR, mudflows are known to occur throughout the county (typically in streambed areas associated with the Santa Ana River, San Timoteo Creek, Snow Creek, and Rattlesnake Creek) and generally are caused by earthquakes or heavy storm events.

SEICHE

A seiche occurs when a seismic event causes an enclosed body of water (i.e., a lake) to oscillate from one side of the shoreline to the other, with the largest vertical oscillations occurring along the shoreline. According to the County of San Bernardino General Plan, seiches are a potential hazard known to occur at reservoirs and even swimming pools across the county. Due to the lack of inland water sources upgradient of the project site, risks related to seiche events are considered remote.

TSUNAMI RISK AREAS

A tsunami is an ocean wave, or series of waves, generated by an oceanic earthquake, landslides, or volcanic activity displacing a very large volume of water in a short period of time eruption. The project is located nearly 45 miles inland from the Pacific coast and protected by a series of mountain ranges and hillsides. For these reasons, it is unlikely that the project would be inundated by a tsunami.

URBAN RUNOFF CHARACTERISTICS

The Water Quality Management Plan (WQMP) identifies potential categories of stormwater pollutants anticipated for the proposed project based on its proposed land use and site activities. Receiving waters can assimilate some quantity of runoff constituents. There are thresholds, however, beyond which the measured constituents become a pollutant and result in a significant impact. Potential stormwater pollutants are described below.

Pathogens (Bacteria): Almost without exception, bacteria levels in undiluted urban runoff exceed public health standards for recreation involving water contact. Studies have determined that total coliform bacteria counts exceed US Environmental Protection Agency (EPA) water quality standards at almost every site examined and after almost every rainfall event. The

coliform bacteria detected may not be a health risk in themselves, but they are often associated with human pathogens. Pathogens are identified as an impairment to Santa Ana River Reach 3.

Nutrients: Particular nutrients can cause significant impacts to surface water quality, especially phosphorous and nitrogen, which can generate algal blooms and excessive vegetative growth. Of the two, phosphorus tends to be the limiting nutrient that generates the growth of algae in lakes or other non-moving water bodies. The orthophosphorous form of phosphorus is a widely available nutrient for plant growth.

Severe effects on surface water quality are also caused by the ammonium form of nitrogen. The ammonium is converted to nitrate and nitrite forms of nitrogen in a process called nitrification. This process consumes substantial amounts of oxygen, which can impair the dissolved oxygen levels in water. The nitrate form of nitrogen is very soluble and is found naturally at low levels in water. When nitrogen fertilizer is applied to lawns or other areas in excess of plant needs, nitrates can leach below the root zone, eventually reaching groundwater. Orthophosphate from automobile emissions also contributes phosphorus in areas with heavy automobile traffic.

In general, nutrient export primarily results from development sites with large impervious areas. Other problems resulting from excess nutrients include surface algal scums, water discolorations, odors, toxic releases, and overgrowth of plants. Common measures of nutrients are total nitrogen, organic nitrogen, total Kjeldahl nitrogen (TKN), nitrate, ammonia, total phosphate, and total organic carbon (TOC).

Sediment: Sediment is defined as tiny soil particles that are washed or blown by wind into surface waters. It is typically the major pollutant by volume in surface water. Suspended soil particles can cause the water to look cloudy (i.e., be turbid). The fine sediment particles can also act as a transport vehicle for other pollutants, including nutrients, trace metals, and hydrocarbons. The largest source of sediment in urban areas is construction sites; an additional source is stream bank erosion, which may be accelerated by increases in peak flow rates and volumes of runoff due to urbanization.

Trace Metals: Trace metals are primarily of concern because of their toxic effects on aquatic life and their potential to contaminate drinking water supplies. A shorter duration of exposure to a trace metal reduces its toxicity in the aquatic environment. The receiving water's hardness also dictates the toxicity of the trace metal in runoff. Thus, as total hardness increases, so does the potential for adverse effects. Metals typical of urban runoff are lead, zinc, and copper. Major sources of lead in urban areas are automobile emissions and tire tread wear associated with driving. A large fraction of the trace metals in urban runoff is attached to sediment. Sediment effectively reduces the level of trace metals that is immediately available for biological uptake

and subsequent bioaccumulation (metals attached to sediment settle out rapidly and accumulate in the soils). Also, urban runoff events typically have a short duration, which reduces the length of exposure and the toxicity in the aquatic environment.

Oils and Grease: Oils and grease contain a wide variety of hydrocarbons, some of which can be toxic to aquatic life even in low concentrations. These materials initially float to the surface and create a rainbow-colored film. Hydrocarbons are quickly absorbed by sediment. Hydrocarbons in urban runoff are generally the result of leakage from crankcase oil and other lubricating agents from automobiles onto impervious surfaces. Runoff from parking lots, roads, and service stations contain the highest levels of hydrocarbon levels, while residential land uses tend to generate lesser hydrocarbon export. However, illegal disposal of waste oil into stormwater can be a local problem in residential areas.

Trash and Debris: General waste from humans or animals can include non-biodegradable litter (e.g., paper, plastic, polystyrene packaging foam, aluminum) and biodegradable organic matter (e.g., grass clippings, food waste, leaves).

Pesticides/Herbicides: Pesticides and herbicides are generally released into urban runoff from urban landscapes during storm events.

Organic Compounds: Organic compounds can be detected in urban runoff associated with waste handling areas and vehicle or landscape maintenance areas.

MONITORING AND EVALUATING WATER QUALITY

Standard parameters are used to evaluate stormwater quality and measure stormwater impairment. The quantity of a material in the environment and its characteristics determine the degree of availability of pollutants in surface runoff. In urbanized areas, the quantity of certain pollutants in the environment is typically a function of the land use's intensity. For instance, a high density of automobile traffic makes a variety of potential pollutants (e.g., lead and hydrocarbons) more available. The availability of a material, such as a fertilizer, is a function of the quantity and the way it is applied. For example, the application of fertilizers in excess leaves a surplus of nutrients subject to loss from surface water runoff or infiltration into underlying groundwater supplies.

The physical properties and chemical constituents of water typically serve as the primary means for monitoring and evaluating water quality. Evaluating the condition of water through a water quality standard refers to its physical, chemical, or biological characteristics. Water quality parameters for stormwater comprise an extensive list and are classified in a variety of ways. In

many cases, the concentration of an urban pollutant, rather than the annual load of that pollutant, is needed to assess a water quality problem. Some of the physical, chemical, or biological characteristics used to evaluate the quality of surface runoff are discussed below.

Dissolved Oxygen: Dissolved oxygen in water has a pronounced effect on the aquatic organisms and the chemical reactions that occur. It is one of the most important biological water quality characteristics in the aquatic environment. The dissolved oxygen concentration of a water body is determined by the solubility of oxygen, which is inversely related to water temperature, pressure, and biological activity. Dissolved oxygen is a transient property that can fluctuate rapidly in time and space. Dissolved oxygen represents the water system's status at a point and time of sampling. The decomposition of organic debris in water is a slow process, and the resulting changes in oxygen status respond slowly. Oxygen demand is an indication of the pollutant load and includes measurements of biochemical oxygen demand or chemical oxygen demand.

Chemical Oxygen Demand: The chemical oxygen demand (COD) is a measure of the pollutant loading in terms of complete chemical oxidation using strong oxidizing agents. It can be determined quickly because it does not rely on bacteriological actions as with biochemical oxygen demand (BOD). However, COD is not necessarily a good index of oxygen-demanding properties in natural waters.

Total Dissolved Solids: Total dissolved solids (TDS) concentration is determined by evaporation of a filtered sample to obtain residue whose weight is divided by the sample volume. The TDS of natural waters varies widely. There are several reasons why TDS is an important indicator of water quality. Dissolved solids affect the ionic bonding strength related to other pollutants such as metals in the water. Total dissolved solids are also a major determinant of aquatic habitat. TDS affects saturation concentration of dissolved oxygen and influences the ability of a water body to assimilate wastes. Eutrophication rates depend on total dissolved solids.

pH: The pH of water is the negative log, base 10, of the hydrogen ion (H+) activity. A pH of 7 is neutral, a pH greater than 7 indicates alkaline water, and a pH less than 7 represents acidic water. In natural water, carbon dioxide reactions are some of the most important in establishing pH. The pH at any one time is an indication of the balance of chemical equilibrium in water and affects the availability of certain chemicals or nutrients in water for uptake by plants. The pH of water directly affects fish and other aquatic life and generally toxic limits are pH values less than 4.8 and greater than 9.2.

Specific Conductance: The specific conductivity of water, or its ability to conduct an electric current, is related to the total dissolved ionic solids. Long-term monitoring of specific

conductance can be used to develop a correlation between specific conductivity and TDS. Specific conductivities in excess of 2,000 microohms per centimeter (µohms/cm) indicate a TDS level too high, and therefore harmful, for most freshwater fish.

Turbidity: The clarity of water is an important indicator of water quality that relates to the ability of photosynthetic light to penetrate. Turbidity is an indicator of the water's property that causes light to become scattered or absorbed. Suspended clays and other organic particles cause turbidity. It can be used as an indicator of certain water quality constituents, such as predicting sediment concentrations.

Nitrogen (N): Sources of nitrogen in stormwater are from the addition of organic matter to water bodies or chemical additions. The principal water quality criteria for nitrogen focus on nitrate and ammonia, which are both important nutrients for the growth of algae and other plants. Excessive nitrogen can lead to eutrophication since nitrification consumes dissolved oxygen in the water. Nitrogen occurs in many forms. Organic nitrogen breaks down into ammonia, which eventually becomes oxidized to nitrate-nitrogen, a form available for plants. High concentrations of nitrate-nitrogen in water can stimulate growth of algae and other aquatic plants, but if phosphorus is present, only about 0.30 milligrams per liter of nitrate-nitrogen is needed to allow for algal blooms. There are several ways to measure the various forms of aquatic nitrogen. Typical measurements of nitrogen include Kjeldahl nitrogen (organic nitrogen plus ammonia), ammonia, nitrite plus nitrate, nitrite, and nitrogen in plants.

EXISTING WATER QUALITY

STORMWATER QUALITY

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

GROUNDWATER SUPPLY

Most of the water that serves Bloomington comes from natural underground aquifers including the Rialto-Colton, Chino, and Bunker Hill groundwater sub basins. These basins are sub basins of the larger Santa Ana Valley Basin (San Bernardino County 2007c). In general, groundwater moves toward the Santa Ana River from the Cajon Pass, downstream through Lytle Wash in the northwest, and from the San Bernardino Mountains to the northeast.

The West Valley Water District (WVWD) is the water purveyor to the project site. The WVWD has an approximately 31-square-mile service area that includes portions of Rialto, Fontana, Colton, Jurupa Valley, and unincorporated areas of San Bernardino County. The WVWD currently obtains water supplies from five regional groundwater basins and treats surface water from Lytle Creek and State Water Project (SWP) supplies at its 14.4 million gallons per day (mgd) Oliver P. Roemer Water Filtration Facility. The five basins—Bunker Hill Lytle Creek, Rialto Colton, Riverside North, and Chino—have all been adjudicated.

The project site is underlain by the Chino Basin. The Chino Basin was adjudicated in 1978 by a judgment entered on the lawsuit titled *Chino Basin Municipal Water District v. City of Chino* (San Bernardino County Superior Court Case No. 164327, designated as Case No. RCV 51010). The judgment designated the basin's safe yield as 140,000 acre-feet per year (AFY). Groundwater rights are managed by the court-appointed Chino Basin Watermaster, which is responsible for the administration and enforcement of the provisions of the judgment and subsequent orders of the court. The WVWD has a minimum of approximately 1,000 AFY of adjudicated groundwater extraction rights.

According to the 2015 San Bernardino Valley Regional Urban Water Management Plan (UWMP) (San Bernardino Valley Municipal Water District et al. 2016), groundwater accounts for approximate 65 percent of the WVWD's total water supply. UWMP Table 11-10 (DWR Table 6-1R. Groundwater Volume Pumped) summarizes the WVWD's historical groundwater production and indicates that local groundwater pumping totaled 8,249 acre-feet in 2015. According to UWMP Table 11-14 (DWR Table 6-8R. Water Supplies – Actual), the remainder of WVWD 2015 supplies included 2,271 AF of surface water supplies from Lytle Creek, 2,244 AF of SWP water, and 4,367 AF of purchased supplies from the Baseline Feeder (Bunker Hill).

The West Valley Water District's planned water supplies and future demands through 2040 are shown in UWMP Table 11-19 (DWR Table 7-2R. Normal Year Supply and Demand Comparison), Table 11-20 (DWR Table 7-3R. Single Dry Year Supply and Demand Comparison), and Table 11-21 (DWR Table 7-4R. Multiple Dry Years Supply and Demand Comparison). As shown in the Urban Water Management Plan, the WVWD supplies are expected to exceed demands in all years under all hydrologic conditions.

REGULATORY FRAMEWORK

FEDERAL

FEDERAL EMERGENCY MANAGEMENT AGENCY – NATIONAL FLOOD INSURANCE PROGRAM

The Federal Emergency Management Agency (FEMA), a formerly independent agency that became part of the Department of Homeland Security in March 2003, is tasked with responding to, planning for, recovering from, and mitigating against disasters. Formed in 1979 to merge many of the federal government's separate disaster-related responsibilities into one agency, FEMA is responsible for coordinating the federal response to floods, earthquakes, hurricanes, and other natural or man-made disasters and providing disaster assistance to states, communities, and individuals. The Federal Insurance and Mitigation Administration within FEMA is responsible for administering the National Flood Insurance Program (NFIP) and other programs that provide assistance for mitigating damage from natural hazards.

Established in 1968 with the passage of the National Flood Insurance Act, the NFIP is a federal program enabling property owners in participating communities to purchase insurance as a protection against flood losses in exchange for state and community floodplain management regulations that reduce future flood damages. Participation in the NFIP is based on an agreement between communities and the federal government. If a community adopts and enforces a floodplain management ordinance to reduce future flood risk to new construction in floodplains, the federal government will make flood insurance available within the community as a financial protection against flood losses. This insurance is designed to provide an insurance alternative to disaster assistance to reduce escalating costs of repairing damage to buildings and their contents caused by floods.

CLEAN WATER ACT

The Clean Water Act is the principal federal law that addresses water quality. The act's primary objectives are to "restore and maintain the chemical, physical, and biological integrity of the Nation's waters" and to make all surface waters "fishable" and "swimmable." The implementation plan for these objectives includes the regulation of pollutant discharges to surface water, financial assistance for public wastewater treatment systems, technology development, and non-point source pollution prevention programs. The Clean Water Act also establishes that states adopt water quality standards to protect public health or welfare and enhance the quality of water. The use and value of state waters for public water supplies, propagation of fish and wildlife, recreation, agriculture, industrial purposes, and navigation must also be considered by the states.

Section 402 of the Clean Water Act requires persons who discharge into waters of the United States to meet stringent standards under the National Pollutant Discharge Elimination System (NPDES). The NPDES program is administered by the EPA and by states with delegated programs, and applies to point source discharges, as well as to non-point sources such as surface runoff from a site during or following a storm. However, the NPDES program in Section 402 applies only to discharges into waters of the United States. Surface water quality in California is the responsibility of the State Water Resources Control Board (SWRCB) through its nine Regional Water Quality Control Boards (RWQCBs), water supply and wastewater treatment agencies, and city and county governments. The principal means of enforcement by the RWQCB is through the development, adoption, and issuance of water discharge permits.

Pursuant to requirements of the State Water Resources Control Board, NPDES General Construction Permit No. CAS5000002 applies to statewide construction activities including clearing, grading, or excavation that results in the disturbance of at least 1 acre of total land area, or activity which is part of a larger common plan of development of 1 acre or greater. In most cases, the NPDES permit program is administered by authorized states. In California, these programs are administered by the SWRCB and by the nine RWQCBs that issue NPDES permits and enforce regulations in their respective regions. A requirement of the State General Construction Activity NPDES permit is the preparation of a stormwater pollution prevention plan (SWPPP). The SWPPP must identify and implement best management practices (BMPs) to reduce impacts to surface water from contaminated stormwater discharges during the construction of the proposed action. Required elements of a SWPPP include the following:

- Site description addressing the elements and characteristics specific to the site;
- Descriptions of BMPs for erosion and sediment controls;
- BMPs for waste handling and disposal;
- Implementation of approved local plans;
- Proposed post-construction control requirements; and
- Non-stormwater management.

Additionally, Section 303 of the Clean Water Act requires that the state adopt water quality standards for surface waters. Section 303(d) specifically requires the state to develop a list of impaired water bodies and subsequent numeric total maximum daily loads (TMDLs) for whichever constituents impair a specific water body. These constituents include inorganic and organic chemical compounds, metals, sediment, and biological agents. The EPA approved a revised list of impaired waters pursuant to Section 303(d) in July 2003. Hooks Creek is tributary

to Deep Creek; neither are listed as impaired. Deep Creek is tributary to the Mojave River (Mojave Forks Reservoir outlet to Upper Narrows), which is impaired for fluoride. The campground area (south side of State Route 18) is tributary to City Creek (not listed as impaired), which is tributary to Reach 5 of the Santa Ana River from Seven Oaks Dam to San Bernardino (not listed as impaired). However, Reach 4 of the Santa Ana River (downstream of Reach 5) is listed as impaired for pathogens and salinity/total dissolved solids/chlorides.

California Toxics Rule

The California Toxics Rule is a federal regulation issued by the EPA with water quality criteria for potentially toxic constituents in receiving waters with human health or aquatic life designated uses in California. Criteria are applicable to the receiving water body and therefore must be calculated based on the receiving waters' probable hardness values for evaluation of acute (and chronic) toxicity criteria. At higher hardness values for the receiving water, copper, lead, and zinc are more likely to be complexed (bound with) components in the water column. This in turn reduces these metals' bioavailability and resulting potential toxicity.

Because of the intermittent nature of stormwater runoff, especially in Southern California, the acute criteria are more applicable to stormwater conditions than chronic criteria and therefore are used in assessing impacts. Acute criteria represent the highest concentration of a pollutant to which aquatic life can be exposed for a brief period without deleterious effects; chronic criteria equal the highest concentration to which aquatic life can be exposed for an extended period (four days) without deleterious effects.

State

California Water Code

The California Water Code is the principal state law regulating water quality in California. Other state codes contain water quality provisions requiring compliance as they relate to specific activities. The California Water Code regulates water and its uses. Division 7 of the California Water Code, also known as the Porter-Cologne Water Quality Control Act, establishes a program to protect water quality and beneficial uses of the state water resources and includes both ground and surface waters. The SWRCB and the RWQCBs are the principal state agencies responsible for control of water quality. The SWRCB and the RWQCBs establish waste discharge requirements, water quality control and monitoring, enforcement of discharge permits, and ground and surface water quality objectives. They also prevent waste and unreasonable use of water and adjudicate water rights.

SENATE BILL 610

According to Senate Bill (SB) 610, a project's public water supplier must prepare and approve a water supply assessment that contains the three parts described below (if SB 610's minimum threshold for water demand is triggered):

1. Explicit identification of existing and anticipated water supply entitlements, water rights and water service contracts, demonstrated by contracts, capital improvement plans, and applicable permits.
2. If no water has been received by the source identified to supply the development, other competing purveyors that receive from the new source must be identified.
3. If groundwater is a proposed supply, factors such as adjudicated rights, groundwater management practices, and historical pumping must be presented to establish the resource's proper use.

PORTER-COLOGNE WATER QUALITY CONTROL ACT

Responsibility for the protection of water quality in California rests with the SWRCB and the nine RWQCBs. The State Water Resources Control Board establishes statewide policies and regulations for the implementation of water quality control programs mandated by federal and state water quality statutes and regulations. The Regional Water Quality Control Boards develop and implement Water Quality Control Plans (Basin Plans) that consider regional beneficial uses, water quality characteristics, and water quality problems. The community of Bloomington is in the Santa Ana RWQCB's (Region 8) jurisdiction. The Santa Ana RWQCB implements many federal and state laws, the most important of which are the Porter-Cologne Water Quality Control Act and the federal Clean Water Act.

REGIONAL

PORTER-COLOGNE WATER QUALITY CONTROL ACT

Section 13000 of the Porter-Cologne Water Quality Control Act directs each RWQCB to develop a Basin Plan for all areas in its region. The Basin Plan is the basis for each RWQCB's regulatory program. The project must comply with applicable Santa Ana RWQCB Basin Plan elements, as well as the Porter-Cologne Water Quality Control Act and the federal Clean Water Act.

WATER QUALITY CONTROL PLANS

Each of the nine RWQCBs adopts a Water Quality Control Plan, or Basin Plan, which recognizes and reflects regional differences in existing water quality, the beneficial uses of the region's

ground and surface waters, and local water quality conditions and problems. Water quality problems in the region are listed in the Basin Plans, along with the causes, where they are known. Each RWQCB is to set water quality objectives that will ensure the reasonable protection of beneficial uses and the prevention of nuisance, with the understanding that water quality can be changed somewhat without unreasonably affecting beneficial uses. The project site is in the Santa Ana River watershed and covered under the Water Quality Control Plan for the Santa Ana River Basin.

REGIONAL WATER QUALITY CONTROL BOARD PERMITTING PROGRAMS

The Santa Ana RWQCB develops regulations and enforces state policies that protect state waters. In the project area, the Santa Ana RWQCB is responsible for developing and revising the regional basin plan, implementing the NPDES program, permitting waste discharges to state waters, and enforcing waste discharge cleanups. The Water Quality Control Plan for the Santa Ana River Basin designates beneficial uses for water bodies in the region and establishes water quality objectives and implementation plans to protect those beneficial uses.

All wastewater discharges in the region, whether to surface waters or groundwater, are subject to waste discharge requirements (WDRs); all reuses of treated wastewater are subject to water reclamation requirements (WRRs). In addition, the EPA has delegated responsibility for water quality to the State Water Resources Control Board and the Regional Water Quality Control Boards for implementation of the federal NPDES program. Therefore, WDRs for discharges to surface waters also serve as NPDES permits. These combined programs are the legal means to regulate controllable discharges of water. It is illegal to discharge any wastes into any waters of the State or to reuse treated wastewaters without obtaining appropriate waste discharge requirements, water reclamation requirements, or NPDES permits. These permits hereinafter are referred to as requirements.

Any facility or person who discharges, or proposes to discharge, wastes or makes a material change to the character, location, or volume of waste discharges to waters in the Santa Ana River Basin Region (other than into a community sewer system) must describe the quantity and nature of the proposed discharge in a Report of Waste Discharge (ROWD) or an NPDES application. Upon review of the ROWD or NPDES application and all other pertinent information (including comments received at a public hearing), the RWQCB will consider the issuance of requirements that incorporate appropriate measures and limitations to protect public health and water quality. The requirements' basic components are discharge limitations (including, if required, effluent and receiving water limits):

- Standard requirements and provisions outlining the discharger's general discharge requirements and monitoring and reporting responsibilities; and
- A monitoring program in which the discharger is required to collect and analyze samples and submit monitoring reports to the regional board on a prescribed schedule.

Discharges are categorized according to their threat to water quality and their operational complexity. In addition, discharges to surface waters are categorized as major or minor discharges. Filing and annual fees are based on these categories. WDRs or WRRs usually do not have an expiration date but are reviewed periodically based on the level of threat to water quality. NPDES permits are adopted for a five-year period.

Most requirements are tailored to specific waste discharges. In some cases, however, discharges can be regulated under general requirements, which simplify the permit process for certain types of discharges. These general requirements are issued administratively to the discharger after a completed Report of Waste Discharge or NPDES application has been filed and the RWQCB Executive Officer has determined that the discharge meets the conditions specified in the general requirements. Point-source discharges include wastewaters from new residential development, industrial and manufacturing facilities, construction sites, and power generation stations.

Clean Water Act Section 401 – Water Quality Certification

In addition to the issuance of NPDES permits or waste discharge requirements, the Santa Ana RWQCB acts to protect the quality of surface waters through water quality certification as specified in Clean Water Act Section 401 (33 United States Code [USC] 466 et seq.). CWA Section 401 requires that any person applying for a federal permit or license which may result in a discharge of pollutants into waters of the United States must obtain a state water quality certification that the activity complies with all applicable water quality standards, limitations, and restrictions. Subject to certain limitations, no license or permit may be issued by a federal agency until certification required by Section 401 has been granted. Further, no license or permit may be issued if certification has been denied. CWA Section 404 permits and authorizations are subject to Section 401 certification by the RWQCBs.

Municipal Separate Storm Sewer System

On January 29, 2010, the Santa Ana RWQCB adopted updated waste discharge requirements for discharges from the Municipal Separate Storm Sewer Systems (MS4) in the Santa Ana

region.[1] All new development projects under RWQCB jurisdiction must adhere to the current MS4 permit requirements. Although a Water Quality Management Plan (WQMP) may not be required for each project, best management practices required to meet the current MS4 permit requirements must be implemented. A Water Quality Management Plan (Huitt-Zollars 2014b) was prepared for the proposed project to comply with the requirements of the County's NPDES Areawide Stormwater Program requiring the preparation of a WQMP.

LOCAL

SAN BERNARDINO COUNTY GENERAL PLAN

The following goals, policies, and programs from the General Plan Conservation Element are applicable to the proposed project:

Goal CO 5 The County will protect and preserve water resources for the maintenance, enhancement, and restoration of environmental resources.

Policy CO 5.4 Drainage courses will be kept in their natural condition to the greatest extent feasible to retain habitat, allow some recharge of groundwater basins and resultant savings. The feasibility of retaining features of existing drainage courses will be determined by evaluating the engineering feasibility and overall costs of the improvements to the drainage courses balanced with the extent of the retention of existing habitat and recharge potential.

Programs

1. Seek to retain all natural drainage courses in accordance with the Flood Control Design Policies and Standards where health and safety is not jeopardized.
2. Prohibit the conversion of natural watercourses to culverts, storm drains, or other underground structures except where required to protect public health and safety.
3. Encourage the use of natural drainage courses as natural boundaries between neighborhoods.

[1] The San Bernardino County Santa Ana Region MS4 Stormwater Program submitted an Application for Renewal of the Municipal NPDES Stormwater Permit (NPDES Permit No. CAS618036) on July 30, 2014.

4. Allow no development, which would alter the alignment, direction, or course of any blue-line stream, in designated flood plains.
5. When development occurs, maintain the capacity of the existing natural drainage channels where feasible, and flood-proof structures to allow 100-year storm flows to be conveyed through the development without damage to structures.
6. Consistent with the County's efforts to protect the public from flood hazards, encourage the use of open space and drainage easements, as well as clustering of new development, as stream preservation tools.
7. Where technically feasible as part of its efforts to protect residents from flood hazards, require naturalistic drainage improvement where modifications to the natural drainage course are necessary. As an example, channel linings that will allow the re-establishment of vegetation within the channel may be considered over impervious linings (such as concrete). Where revegetation is anticipated, this must be addressed in the channel's hydraulic analysis and the design of downstream culverts.
8. Establish an economically viable flood control system by utilizing channel designs including combinations of earthen landscaped swales, rock rip-rap-lined channels, or rock-lined concrete channels. Where adjacent to development, said drainage will be covered by an adequate County drainage easement with appropriate building setbacks established therefrom.
9. Do not place streams in underground structures where technically feasible, except to serve another public purpose and where burial of the stream is clearly the only means available to safeguard public health and safety.

No Conservation Element goals or policies regarding surface water or groundwater have been established specifically for the valley region.

BLOOMINGTON COMMUNITY PLAN

No goals and or policies regarding surface water or groundwater have been established in the Bloomington Community Plan.

IMPACT ANALYSIS AND MITIGATION MEASURES

METHODOLOGY

An assessment of hydrology and water quality impacts was prepared by evaluating the existing hydrology and water quality settings and comparing it to hydrology and water quality conditions that would occur with implementation of the proposed project. An evaluation of the significance of potential impacts on hydrology and water quality must consider both direct effects to the resource and indirect effects in a local or regional context. When considering the significance of an individual impact, the EIR considers the existing federal, state, and local regulations, laws, and policies in effect, including applicable San Bernardino County General Plan policies. In addition, the impact analysis considers the project design features that have been incorporated into the project to avoid, reduce, or offset potential impacts.

THRESHOLDS OF SIGNIFICANCE

The following thresholds of significance are based, in part, on California Environmental Quality Act (CEQA) Guidelines Appendix G. For the purposes of this EIR, implementation of the proposed project may have a significant adverse impact on hydrology and water quality if it would do any of the following:

- Violate any water quality standards or waste discharge requirements.
- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a new deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.
- Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.
- Otherwise substantially degrade water quality.

- Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.
- Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding because of the failure of a levee or dam.
- Inundation by seiche, tsunami, or mudflow.

PROJECT IMPACTS AND MITIGATION

VIOLATION OF WATER QUALITY STANDARDS

Impact 4.6-1	**The project would not violate any water quality standards or waste discharge requirements. Impacts would be less than significant.**

Short-Term Construction

Temporary construction-related impacts are anticipated to involve construction of new structures, excavation and grading activities to construct building pads, and paving of roadways and on-site parking and truck terminals. Other construction activities may include building walls and fencing, adding signage and lighting, and installing landscaping, on-site utilities, and infrastructure improvements such as water and dry (i.e., electrical) utilities.

Typical construction activities would require the use of gasoline- and diesel-powered heavy equipment, such as backhoes, water pumps, bulldozers, and air compressors. Chemicals such as gasoline, diesel fuel, lubricating oil, hydraulic oil, lubricating grease, automatic transmission fluid, paints, solvents, glues, and other substances would also likely be used during construction. An accidental release of any of these substances could degrade surface water runoff quality and contribute additional sources of pollution to the existing drainage system. Therefore, small quantities of pollutants have the potential to enter the storm drainage system during project construction and degrade water quality. In general, the project's construction-related impacts to water quality could occur in the following periods of activity:

- During demolition of existing features, when risk of pollutant exposure is present
- During the earthwork and construction phase, when the potential for erosion, siltation, and sedimentation would be the greatest
- Following construction, before the establishment of ground cover, when the erosion potential may remain relatively high
- After project completion, when impacts related to sedimentation would decrease markedly, but those associated with project operation, primarily urban runoff, would potentially increase

Project construction activities would be subject to compliance with San Bernardino County Code Title 3, Division 5, Chapter 1, Pollutant Discharge Elimination System Regulations. This chapter is intended to protect the health and safety of, and promote the welfare of, the inhabitants and receiving waters of the county by controlling non-stormwater discharges to the stormwater conveyance system and by reducing pollutants in stormwater discharges, including those pollutants taken up by stormwater as it flows over urban areas, to the maximum extent practicable to achieve applicable receiving water quality objectives.

Further, because the project would disturb more than 1 acre of soil, construction activities would be required to obtain coverage under the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities requirements (and all subsequent revisions and amendments). To demonstrate compliance with NPDES requirements, a Notice of Intent (NOI) must be prepared and submitted to the SWRCB, providing notification and intent to comply with the General Construction Permit. The General Construction Permit also requires that non-stormwater discharges from construction sites be eliminated or reduced to the maximum extent practicable, a stormwater pollution prevention plan that governs construction activities for the project be developed, and routine inspections be performed of all stormwater pollution prevention measures and control practices being used at the site, including inspections before and after storm events. The SWPPP would include a site map showing the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project site. The SWPPP would identify the best management practices (BMPs) that would be used to protect stormwater runoff and the placement of those BMPs. The SWPPP would also identify a visual monitoring program, a chemical monitoring program for “non-visible” pollutants to be implemented if there is a failure of BMPs. Upon completion of construction, a Notice of Termination (NOT) would be submitted to the SWRCB to indicate that project construction has been completed.

The project’s Water Quality Management Plan (Huitt-Zollars 2014b) is intended to comply with the requirements of the San Bernardino County Code standards and the NPDES Area-wide Stormwater Program (Order No. R8-2010-0036) requiring the preparation of a WQMP. The plan identifies structural and non-structural BMPs for construction and operation activities. Structural measures identified in the WQMP include designing all on-site slopes with a minimum 3:1 slope to avoid side slope erosion. In addition, catch basins and other publicly visible flood control facilities would be stenciled with the phrase “Drains to River” or other approved signage. Non-structural measures identified in the WQMP include, but are not limited to, installing underground fire protection service and fire sprinklers, designing trash storage areas to include a permanent roof over them and have adjacent areas drain away from refuse

storage areas, and requiring the weekly inspection of truck docks to ensure any trash and debris are collected and disposed of. The WQMP did not identify any environmental sensitive area or water bodies listed on the Clean Water Act Section 303(d) list of impaired waters. Implementation of best management practices identified in the WQMP would prevent or minimize environmental impacts and ensure that discharges during the construction phase do not cause or contribute to any exceedance of water quality standards in the receiving waters.

Project construction activities would have a less than significant impact on water quality and would not significantly impact the beneficial uses of receiving waters with adherence to NPDES, County Code, and WQMP requirements.

Long-Term Operations

Generally, operational impacts to water quality could occur after project completion, when impacts related to sedimentation would decrease markedly but those associated with project operation, primarily urban runoff, would potentially increase, primarily due to increases in impervious surfaces on the project site. The decreased in permeable surface on the project site would be considered a water quality impact, as permeable surfaces allow rain and urban runoff to infiltrate the ground. Runoff infiltration reduces the amount of flow capable of washing off additional pollutants and filters runoff water to remove potential pollutants.

Consistent with regional and local requirements, a project-specific WQMP was prepared and identifies structural and non-structural BMPs to be implemented in conjunction with the project; refer to the discussion of short-term construction impacts above. According to the WQMP, stormwater flows occurring in the northern area of the project site would be diverted to underground detention systems. When water fills the underground detention system, overflow will be collected in an infiltration basin located at the southeast corner of the project site. Flows occurring on the south, east, and west portions of the project site will be directed to the proposed storm drain system and flow into an infiltration basin on the southeast corner of the project site. Overflow from the infiltration basin would discharge through three 6-foot parkway culverts into an existing street gutter on Locust Avenue. Thus, the project has been designed to reduce development impacts on water quality, protect downstream hydraulic conditions, and reduce project-related stormwater pollutants. Project compliance with regulatory requirements would ensure operational activities result in less than significant impacts to water quality and do not significantly impact the beneficial uses of receiving waters.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

GROUNDWATER SUPPLIES

Impact 4.6-2	**The project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a new deficit in aquifer volume or a lowering of the local groundwater table level. Impacts would be less than significant.**

Short-Term Construction

Temporary construction-related activities are not anticipated to have a significant impact on groundwater supplies. Refer to the discussion below concerning the project's potential operational impacts to groundwater supplies.

Long-Term Operations

Water for the project would be provided by the West Valley Water District, which has indicated that it has ample water supplies to serve the project. According to the 2015 San Bernardino Valley Regional Urban Water Management Plan (UWMP) (San Bernardino Valley Municipal Water District et al. 2016), WVWD supplies are expected to exceed demands under all hydrologic conditions through 2040. Groundwater accounts for approximately 65 percent of the WVWD's total water supply. Thus, a portion of the project's operational water supplies would (indirectly) include groundwater supplies.

The project site is underlain by the Chino Basin, which is fully adjudicated and is managed by the Chino Basin Watermaster.[2] According to the Chino Basin Watermaster's (2015) Optimum Basin Management Program, stormwater capture and infiltration occurs at 15 recharge basins located in the Chino Basin. The project would not interfere with groundwater recharge activities associated with these facilities such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table, as the project site is not located in one of the Chino Basin's 15 groundwater recharge areas. Further, although much of the project site would be paved, approximately 19 percent of its footprint would be reserved for minor groundwater recharge opportunities via percolation. For example, the project would collect stormwater from impervious areas and direct it to an infiltration basin for both stormwater filtration and recharge opportunities (Huitt-Zollars 2014b). Thus, the reductions in permeable surfaces which would occur as a result of project implementation would minimally affect regional groundwater levels and supplies. Impacts would be considered less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

[2] The WVWD has 1,000 acre-feet per year of extraction rights to the Chino Basin as part of the adjudication.

EROSION OR SILTATION

Impact 4.6-3	**The project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site. Impacts would be less than significant.**

Short-Term Construction

Refer to Impact 4.6-1 for a discussion concerning stormwater quality during project construction. Construction would preserve the existing on-site drainage patterns of the project site to the maximum extent feasible. Thus, project construction would not substantially alter the existing drainage pattern of the site or area.

The project would also be required to obtain coverage under the NPDES General Permit for Stormwater Discharges Associated with Construction Activity. The permit requires non-stormwater discharges from construction sites to be eliminated or reduced to the maximum extent practicable, preparation of a SWPPP, and routine inspections of all stormwater pollution prevention measures and control practices being used at the site, including inspections before and after storm events. Compliance with NPDES General Permit requirements would prevent substantial erosion or siltation both on- and off-site during project construction.

Further, project construction would be subject to conformance with the structural and non-structural bet management practices for construction identified in the project's WQMP (Huitt-Zollars 2014b) as well as San Bernardino County Code Title 3, Division 5, Chapter 1, Pollutant Discharge Elimination System Regulations. Conformance with such measures would further ensure construction activities do not result in substantial on- or off-site erosion or siltation. Impacts would be less than significant.

Long-Term Operations

Refer to Impact 4.6-1 above. Project implementation would involve an increase in impervious surfaces, which could affect existing surface runoff rates or volumes. However, to preserve the site's existing drainage patterns to the maximum extent feasible, the site would continue to drain toward Locust Avenue using three 6-foot parkway culverts. By preserving existing drainage patterns, project operation would ensure that no potential adverse effects on downstream water bodies occur with regard to erosion or siltation. Further, the BMPs identified in the Water Quality Management Plan would mitigate the effect of stormwater runoff to downstream water bodies or percolation into the soil. As discussed in the project's WQMP, on-site runoff would be diverted to an underground infiltration system or infiltration basin to maximize the soil's natural infiltration capacity. Adherence to the existing regulatory

framework and the best management practices identified in the project's WQMP would ensure operational activities do not result in substantial on- or off-site erosion and siltation. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

ON- OR OFF-SITE FLOODING

Impact 4.6-4	**The project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. Impacts would be less than significant.**

Short-Term Construction

Refer to Impact 4.6-3, above. As discussed in the project's WQMP, any potential alteration to the existing drainage pattern will be avoided through the design of a post-development drainage that mimics pre-development conditions. Additionally, the project would be subject to several federal, state, and local regulations in place to reduce or eliminate adverse effects to natural drainage courses. The alteration of a stream or river is not required nor proposed as part of the project. Impacts would be less than significant.

Long-Term Operations

Refer to Impact 4.6-3, above. The project would preserve the site's drainage patterns to the maximum extent feasible; thus, the project would not substantially alter the site's existing drainage pattern. The alteration of a stream or river is not required or proposed as part of the project. Conformance with the best management practices identified in the project WQMP, project grading design, and maintenance of existing on-site drainage courses would ensure project implementation does not substantially alter the site's existing drainage pattern, including through the alteration of the course of a stream or river. Nor would it substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

STORMWATER DRAINAGE SYSTEMS AND POLLUTED RUNOFF

Impact 4.6-5	**The project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant.**

Short-Term Construction

Refer to Impacts 4.6-1 and 4.6-3, above. Potential construction-related impacts to stormwater drainage systems would be regulated by federal, state, and local requirements intended to reduce or avoid adverse impacts. Construction activities would be subject to San Bernardino County Code Title 3, Division 5, Chapter 1, Pollutant Discharge Elimination System Regulations, to ensure protection of water quality and downstream drainage facilities. All construction activities would be required to demonstrate conformance with the best management practices identified in the project's WQMP. Conformance with applicable regulations and implementation of BMPs would protect existing or planned stormwater drainage systems from polluted runoff. Impacts would be less than significant.

Long-Term Operations

Potential operational impacts to stormwater drainage systems would be regulated by federal, state, and local requirements intended to reduce or avoid adverse impacts.

Project operations would uphold the source control BMPs identified in the project's Water Quality Management Plan. Additionally, as indicated in the Preliminary Hydrology Report (Huitt-Zollars 2014a), the project as designed would install drainage and storm drain facilities adequately sized to convey 100-year flows. Thus, project operations as designed would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems, or provide substantial additional sources of polluted runoff. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

WATER QUALITY

Impact 4.6-6	**The project would not otherwise substantially degrade water quality. Impacts would be less than significant.**

Short-Term Construction

Refer to Impact 4.6-1, above. Project compliance with existing regulatory requirements would adequately protect water quality during project construction. As discussed above, project construction would have the potential to result in ground surface exposure, thereby increasing the potential for sedimentation or degradation of water quality from construction-related pollutants (i.e., oil, fuels, etc.). Because construction would impact more than 1 acre of soil, construction activities would be subject to the water quality protection measures identified in the NPDES General Construction Permit; refer to the discussion under Impact 4.6-1. In compliance with NPDES General Permit requirements, a stormwater pollution prevention plan would be prepared. The SWPPP would include an erosion control plan and would identify appropriate best management practices to minimize the potential for pollutants or sediments to impact downstream water bodies. Following compliance with applicable regulatory requirements, including preparation and implementation of a SWPPP, project construction would not degrade water quality. Impacts would be less than significant.

Long-Term Operations

As discussed in Impact 4.6-1 above, project compliance with regulatory requirements would protect water quality from project operations. Given that operational stormwater runoff water will be treated on-site, project operation would not substantially degrade water quality. Additionally, stormwater and non-stormwater discharges to the Municipal Separate Storm Sewer System (MS4) in the Santa Ana region would be required to demonstrate compliance with the water quality requirements outlined in Order No. R8-2010-0036. Project operations would occur in compliance with such requirements. Impacts would be less than significant.

Like most of the Bloomington area, the existing single-family residence on the project site uses a septic system to handle wastewater.[3] The project would similarly use a septic system. Because the site is currently underdeveloped, the project would increase the amount of wastewater compared to existing condition. The on-site septic system would be designed, constructed, and maintained, consistent with County and SWRCB standards and requirements designed to protect water quality. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

[3] This existing use would be removed as part of project construction activities.

HOUSING WITHIN A 100-YEAR FLOODPLAIN

Impact 4.6-7	**The project would not place housing within a 100-year flood hazard area as mapped on the applicable FEMA Flood Zone Map. No impact would occur.**

The project would not involve the development or placement of any housing. Therefore, the project would not place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. No impact would occur.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No impact.

STRUCTURES WITHIN A 100-YEAR FLOODPLAIN

Impact 4.6-8	**The project would not expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam. No impact would occur.**

The project site is not located near or adjacent to a drainage feature (such as a river) that is retained with a levee, nor is it near a dam or a reservoir that is retained by a dam. As discussed above, FEMA Flood Insurance Rate Maps 06071C8658H and 06065C0045G indicate the project site is not located within a 100-year flood hazard area. Thus, the project would not place structures in an area that would impede or redirect flood flows, nor would it expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding because of levee or dam failure. No impact would occur.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No impact.

INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW

Impact 4.6-9 **Implementation of the project would not result in inundation by seiche, tsunami, or mudflow. No impact would occur.**

A seiche is a surface wave created when a body of water is shaken, usually by earthquake activity. Seiches are of concern relative to water storage facilities, because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. Tsunamis are a type of earthquake-induced flooding that is produced by large-scale sudden disturbances of the sea floor. Tsunamis interact with the shallow sea floor topography upon approaching a landmass, resulting in an increase in wave height and a destructive wave surge into low-lying coastal areas. The project site is not located near a substantial water body that would be subject to the effects of seiche or tsunami.

Mudflows are landslide events in which a mass of saturated soil flows downhill as a very thick liquid. The project site and surroundings are relatively flat and contain no abrupt changes in elevation. As indicated in Section 6.0, *Effects Found Not to Be Significant*, the project site is not located in a mapped landslide hazard area. Additionally, there are no substantial slopes on or in the immediate vicinity of the site with the potential to result in mudflow impacts. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No impact.

CUMULATIVE IMPACTS

Impact 4.6-9	**The project would not create cumulative hydrology or water quality impacts. Impacts would be less than significant.**

Cumulative impacts to hydrology and water quality generally occur because of incremental changes that degrade water quality. Cumulative impacts can also include individual projects which, taken together, adversely contribute to drainage flows or increase potential for flooding in a project area or watershed. Table 4.0-1 in Section 4.0 identifies the cumulative projects considered in this evaluation.

According to the County of San Bernardino General Plan EIR, General Plan buildout would contribute to increased hydrology and water quality impacts. However, impacts would be reduced to a less than significant level following compliance with General Plan goals, policies, and programs, and through cooperation with San Bernardino County Flood Control District requirements.

As discussed throughout this section, the project would not involve a significant and unavoidable impact on hydrology and water quality following compliance with existing regulations. In addition, each development project is subject to compliance with existing regulations and would be required to address site-specific hydrology and water quality issues to County standards through implementation of recommendations outlined in site-specific hydrologic and water quality evaluations. Cumulative development would be required to construct on- and off-site facilities capable of offsetting any identified cumulative impacts to drainage and flooding conditions, and would be required to mitigate potential water quality impacts. Therefore, the proposed project, in combination with cumulative projects, would have a less than significant cumulative impact on hydrology and water quality.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

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Section 4.6
Land Use and Planning

SLOVER DISTRIBUTION CENTER
Draft
ENVIRONMENTAL IMPACT REPORT

SECTION 4.6
LAND USE AND PLANNING

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

ENVIRONMENTAL SETTING

The project site is located in San Bernardino County within the unincorporated community of Bloomington, in between the cities of Rialto and Fontana, just north of the San Bernardino–Riverside county line. Nearby cities include Fontana to the north, Rialto to the east, and Jurupa Valley to the south. The project site is located on the southeast corner of Slover Avenue and Laurel Avenue, and it extends to the southwest corner of Slover Avenue and Locust Avenue.

The project site totals 17.34 acres and consists of five parcels: four vacant parcels (APNs 0256-041-01, -02, -03, -47) and one parcel with a single-family residence that would be demolished (APN 0256-041-48). All of the parcels are generally flat with a slight decline in elevation from the north side at 1,077 feet above mean sea level (amsl) to the southern edge of the site at 1,027 amsl.

Approximately 16 acres of the overall project site are open fields that contain annual grassland. This portion of the site is highly disturbed due to a history of disking. This portion of the site also contains piles of refuse and dirt; this blight is not aesthetically pleasing, and instead, affords an opportunity for criminal activity in the area. The remaining portion of the site (approximately 1 acre) includes a single-family residence, trees, ornamental landscaping, and a fenced yard.

The project site is located in the Bloomington Community Plan area of the County's General Plan. The existing General Plan land use zoning district for the project site is Bloomington/Single Residential with an agricultural overlay (BL/RS-20M-A-A and BL/RS-1AA). The project site is bordered by industrial, institutional and residential uses.

It should be noted that the County of San Bernardino is currently in the process of updating its General Plan and associated Community Plans, including the Bloomington Community Plan. The General Plan update is anticipated to be completed in 2018. The County recognizes that its Community Plans are "living" documents and are not intended to restrict land uses to a snapshot in time, but rather evolve and change, and to adjust to other social and economic

changes. The most recently proposed update to the Bloomington Community Plan Land Use Policy Map appears to increase residential density in certain areas (none of which are in the immediate vicinity of the project site), generally recognizing that the Bloomington Community Plan area will become more developed over the course of time. This proposed update appears to encourage residential development away from the industrial corridor in which the project site is located.

Table 4.6-1, *Project Site Existing Land Use and Official Land Use District,* describes the existing conditions of the Project site and adjacent land uses.

Table 4.6-1: Project Site Existing Land Use and Official Land Use District

Location	Existing Land Use	Land Use Zoning District
Project Site	Vacant land, single-family residence	Single Residential (BL/RS-20M-AA; BL/RS-1AA)
North	Distribution warehouse, single-family residence, vacant land	Community Industrial (BL/IC)
South	Single-family residences, vacant land	Single Residential (BL/RS-20M-AA; BL/RS-1AA)
East	Church, single-family residence	Single Residential (BL/RS-1AA)
West	Industrial, single-family residence	Community Industrial (BL/IC)

The project site is situated along Slover Avenue. The Slover Avenue corridor between Sierra Avenue and Cedar Avenue is predominantly industrial uses. Other uses along this corridor include commercial, residential, and public.

REGULATORY FRAMEWORK

FEDERAL

No federal plans, policies, or laws related to land use are applicable to the proposed project.

STATE

CALIFORNIA PLANNING AND ZONING LAW

The legal framework in which California cities and counties exercise local planning and land use functions is set forth in the California Planning and Zoning Law, Government Code Sections 65000–66499.58. Under state planning law, each city and county must adopt a comprehensive, long-term general plan. State law gives cities and counties wide latitude in how a jurisdiction may create a general plan, but there are fundamental requirements that must be met. These requirements include the inclusion of seven mandatory elements described in the Government

Code, including a section on land use. Each of the elements must contain text and descriptions setting forth objectives, principles, standards, policies, and plan proposals; diagrams and maps that incorporate data and analysis; and mitigation measures.

REGIONAL

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

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

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

SCAG REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY PLAN

SCAG adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) in April 2016. The RTP/SCS is intended to provide guidance for increasing mobility for the region's residents and visitors while emphasizing sustainability and integrated planning. The RTP/SCS encompasses three key principles for the region's future: mobility, economy, and sustainability. The RTP/SCS emphasizes a commitment to reduce emissions from transportation sources in conformance with Senate Bill (SB) 375, improve public health, and meet the federal Clean Air Act national ambient air quality standards. Refer to Table 4.6-3, SCAG Consistency Analysis, for a review of the project's consistency with the 2016–2040 RTP/SCS.

INTERGOVERNMENTAL REVIEW

SCAG's Intergovernmental Review (IGR) Section is responsible for performing consistency review of regionally significant local plans, projects, and programs with SCAG's adopted regional plans. The criteria for projects of regional significance are outlined in California Environmental Quality Act (CEQA) Guidelines Sections 15125 and 15206, and include projects that directly relate to the policies and strategies contained in the Regional Comprehensive Plan

and the RTP. SCAG's IGR Section uses the criteria recommended by CEQA Guidelines Section 15206 in order to determine whether a project is considered regionally significant.

A proposed plan, project, or program is directed to demonstrate how it is consistent with the 2016–2040 RTP/SCS, which is established through consistency with RTP/SCS goals and adopted growth forecasts. SCAG encourages the use of 2016–2040 RTP/SCS program EIR mitigation measures to aid in demonstrating consistency with regional plans and policies.

SAN BERNARDINO COUNCIL OF GOVERNMENTS (SBCOG)

Formerly known as San Bernardino Association of Governments (SANBAG), the San Bernardino Council of Governments (SBCOG) is a sister agency to the San Bernardino County Transportation Authority (SBCTA) and was established in 1973. SBCOG is the council of governments and transportation planning agency for San Bernardino County. Serving more than 2.1 million residents of San Bernardino County, SBCOG's mission is to enhance the quality of life for all residents in San Bernardino County by:

- Improving cooperative regional planning;
- Strengthening economic development efforts; and
- Exerting leadership in creative problem solving.

LOCAL

SAN BERNARDINO COUNTY GENERAL PLAN AND BLOOMINGTON COMMUNITY PLAN

The Bloomington Community Plan is the primary land use guidance document for the Bloomington area of San Bernardino County. Refer to Table 4.6-2, *Land Use Policy Consistency Analysis*, for a review of the project's consistency with the Community Plan.

IMPACT ANALYSIS AND MITIGATION MEASURES

METHODOLOGY

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

THRESHOLDS OF SIGNIFICANCE

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

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

PROJECT IMPACTS AND MITIGATION

ESTABLISHED COMMUNITY

Impact 4.6-1	**The project would not physically divide an established community. Impacts would be less than significant.**

The project would not physically divide an established community because it would be situated along Slover Avenue, a predominantly industrial corridor, on existing privately-owned parcels that are currently inaccessible for pedestrian or vehicular through traffic. The existing parcels do not provide pedestrian or vehicular connectivity to points of interest in the community, and the project site does not show signs of pedestrian use connecting between Laurel Avenue and Locust Avenue. Additionally, the project site abuts the rear portion of residential properties where no ingress or egress is available to the project site because of existing block walls and chain-link fences along the southern property line. Rather than further dividing the five existing parcels, the project would combine the adjoining parcels into one parcel with a cohesive land use. Surrounding land uses vary in use, density, and orientation; the project site is in an area where non-industrial uses are transitioning to industrial. As a result, there is a lack of geographic neighborhood cohesion. The project would not construct barriers in addition to those that already exist (i.e., fencing adjacent to the project site). Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

CONFLICT WITH AN APPLICABLE PLAN

Impact 4.6-2	**The project would not conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. Impacts would be less than significant.**

The project proposes the infill development of a 344,000-square-foot high-cube warehouse facility on a 17-acre site. Surrounding land uses include a large industrial warehouse directly across Slover Avenue to the north, industrial uses south of Slover Avenue to the west of the project site, and residences, vacant land and a church to the south and east. The project would provide setbacks ranging from 70 to 150 feet, as well as a 26,000-square-foot infiltration basin that would be located on the southeast corner of the site, and serve as a buffer between the proposed warehouse and the uses to the south and east. Landscaping will cover over 15 percent of the project site, or 19 percent with consideration of the infiltration basin. The project would install a steel tubular fence along the southern portion of the property, which would be located south of the proposed building, but north of the landscaping; refer to Exhibit 3.0-11, Artist Rendering. All truck doors and trailer stalls will be on the northern side of the proposed building, which abuts the warehouse along Slover Avenue. These project design features seek to reduce potential impacts to surrounding property owners and minimize the overall impact to potential sensitive receptors, such as single-family residences, the nearby church, Bloomington High School located approximately 0.25 mile southwest of the project site, and Bloomington Junior High School located about 1.0 mile northeast of the project site.

The existing land use zoning district for the project site is Bloomington/Single Residential 20,000 square foot minimum lot size-agricultural overlay (BL/RS-20M-AA) and Bloomington/Single Residential with a one-acre minimum lot size-additional agricultural overlay (BL/RS-1AA). This zoning provides for single-family housing on lots from 20,000 square feet to one acre, with agricultural and animal raising activities permitted by the additional agricultural overlay. Approval of a General Plan Amendment, as well an amendment to the Bloomington Community Plan, are proposed as part of the project. The project would change the project site's zoning to Bloomington/Community Industrial (BL/IC), the same zoning district that borders the project site on the north and the west, both north and south of Slover Avenue. A Conditional Use Permit would also be required for the warehouse facility.

Table 4.6-2, *Land Use Policy Consistency Analysis*, analyzes the project's consistency with the Bloomington Community Plan. As set forth therein, the project is consistent with the Bloomington Community Plan because it promotes economic development within the Plan area

by redeveloping long vacant land with a job producing use while maintaining consistency with the character of the community because the project is located within the Plan area's industrial corridor, and is bordered on two sides by industrial uses. The project also incorporates visual screening elements and other design features that limit impacts on nearby non-industrial uses, and as a relatively small industrial development, will not result in any significant local noise, or traffic impacts; see Sections 4.7 and4.8 on these topics respectively. Further, the project's pro-rata change to the Plan area's existing land uses is insignificant—there are currently 695 acres in the Plan area with the project site's BL/RS-20M-AA zoning, 3,069 acres of residentially zoned property, 493 acres zoned industrial, and 1,251 total acres in non-residential zones. As a result, amending the zoning of the largely vacant, relatively small 17-acre project site from residential to community industrial has a negligible impact on the overall character of the Bloomington Community Plan area, and preserves substantially the same land use mix, range of densities, and lot sizes on the Land Use Policy Map. The project would not be likely to result in an increased risk of additional industrial development south of Slover Avenue, as the project site is the last vacant portion of land large enough to support an industrial use that also borders other industrial uses, and is therefore, a uniquely logical location for proposed limited expansion of industrial uses.

Table 4.6-2: Land Use Policy Consistency Analysis—Bloomington Community Plan

Goal or Policy	Consistency Analysis
Goal BL/ED 1 Promote economic development that is compatible with the character of the Bloomington community.	Consistent: The project would develop largely vacant and underutilized land into a high-cube warehouse that would create both temporary and permanent employment opportunities, improving the local housing/jobs balance. The project would also facilitate goods movement for the benefit of local and regional economic growth, reduce existing blight/the opportunity for criminal activity, provide infrastructure and aesthetic improvements, and result in additional revenue for the County. The project implements the County's desire to create a revenue-generating use that capitalizes on nearby transportation corridors and truck routes, stimulates employment, and responds to current market opportunities. The project provides these economic benefits while remaining compatible with the community because the site is within the Plan area's industrial corridor and bordered on two sides by industrial uses. Further, the project would implement appropriate buffers, visual screening elements (including landscaping, water quality features, and fencing), and other design features—including locating all dock doors and trailer stalls on the north side of the building, facing an existing warehouse—that limit impacts on the nearby non-industrial uses.
Policy BL/ED 1.1 Support commercial development that is compatible with surrounding development and does not disrupt the character of the community.	Not applicable.
Policy BL/ED 1.2 Work with the County Economic and Community Development Department to pursue appropriate grant funding to assist in economic development activities.	Consistent/not applicable: The project provides economic development without the need for grant funding, instead providing all its benefits without any impacts on taxpayers. The project would result in positive tax revenue to the County and other local agencies by significantly increasing the project site's property tax obligations.
Policy BL/ED 1.3 Promote the expansion of home-based businesses within the plan area. This may be accomplished by the following: A. Reevaluate the current permit process, development code standards and permit fees	Not applicable.

Goal or Policy	Consistency Analysis
applicable to home-based businesses to ensure that the process is clear, reasonable and is not cost prohibitive.	
Goal BL/LU 1 Provide a mix of housing choices that support a range of lifestyles in the community, ranging from traditional urban neighborhoods to more "rural" neighborhoods.	Consistent: The Plan area currently has 3,069 acres that are zoned residential, 695 of which are zoned BL/RM-20. The project would only remove 17 of those acres, preserving substantially the same range of densities and lot sizes on the Land Use Policy Map. The predominantly vacant project site contains only one existing single-family home, which may illustrate it is not marketable for residential uses. The project site is within the Plan area's industrial corridor (bordered on two sides by industrial uses) and therefore is a logical location for the limited expansion of industrial uses.
Policy BL/LU 1.1 Require strict adherence to the Land Use Policy Map unless proposed changes are clearly demonstrated to be consistent with the community character.	Consistent: The project site is within the Plan area's industrial corridor (bordered on two sides by industrial uses) and therefore is a logical location for the limited expansion of industrial uses. The project would also implement appropriate buffers, visual screening elements (including landscaping, water quality features, and fencing), and other design features—including locating all dock doors and trailer stalls on the north side of the building, facing an existing warehouse—that limit impacts on the nearby non-industrial uses. Further, the project site is only 17 acres, and the project entails the development of a single building; accordingly, the project would result in a negligible change to the overall land use mix in the Plan area. The project would not conflict with the currently proposed changes to the Land Use Policy Map associated with the Community Plan update, which generally increase density, anticipated to be effective in 2018. The project site is mostly vacant and contains one existing single-family home, which may illustrate that it is not marketable for residential uses.
Policy BL/LU 1.2 Provide a range of densities and lot sizes as reflected on the Land Use Policy Map.	Consistent: The Plan area currently has 3,069 acres that are zoned residential, 695 of which are zoned BL/RM-20. The project would only remove 17 of those acres, preserving substantially the same range of densities and lot sizes on the Land Use Policy Map. Additionally, the proposed changes to the Land Use Policy Map associated with the Community Plan update generally increase residential density, showing an intent to move away from larger lot residential zones like BL/RM-20.

Goal or Policy	Consistency Analysis
Policy BL/LU 1.3 Provide a logical community-wide land use pattern that includes transition of lot sizes and densities relative to contiguous properties/areas.	Consistent: The project would convert vacant land within the Plan area's industrial corridor (bordered on two sides by industrial uses) to an industrial use; this is a logical transition from the nearby non-industrial uses to the nearby, contiguous industrial uses. The mostly vacant project site features an existing residence, which may illustrate that it is not desirable or marketable for residential development.
Goal BL/LU 2 Provide opportunities for a rural lifestyle that preserves the unique character within suitable locations (i.e. "policy areas") of the Bloomington Community Plan	Consistent: The project does not impact or result in any changes to areas zoned "rural living," as those areas are nowhere near the project site. The project would not impact any nearby residential development as a result of the above-discussed project design features that limit impacts. Further, the Plan area currently has 3,069 acres zoned residential, 695 of which are zoned BL/RM-20. The project would remove only 17 of those acres, preserving substantially the same range of densities and lot sizes on the Land Use Policy Map and allowing for substantially the same amount of residential development, including "rural lifestyle" on larger lots with animal raising activities permitted.
Policy BL/LU 2.1 Support small scale agricultural uses and animal-raising activities that are established in association with rural residential uses to ensure the continuation of an important lifestyle in the community plan area by maintaining the Additional Agricultural Overlay as delineated on the Land Use Policy Map.	Consistent: The project site is only 17 acres; therefore, its rezoning would not interfere with the many other properties in the Plan area where agricultural uses and animal-raising activities are permitted. The project would entail amending the General Plan and Bloomington Community Plan so that the project site is not within the Agricultural Overlay. The project site is largely vacant and does not currently support agriculture uses or animal-raising activities. Instead, the project site is within the Plan area's industrial corridor (bordered on two sides by industrial uses), a logical location for limited expansion of industrial uses and not a desirable or marketable location for agricultural or animal-raising activities.
Policy BL/LU 2.2 Utilize the following "policy areas" to identify and define subareas within the Bloomington Community Plan requiring a minimum 1-acre parcel size; and those requiring 20,000 sq. ft. minimum parcel size. A. The "policy area" for the 1-acre minimum parcel size (AA Overlay) is bounded by the Fontana City Limits line to the west; Spruce	Consistent: The project entails an amendment to the Community Plan that would remove the project site from the AA overlay. The Plan area currently has 3,069 acres zoned residential, 695 of which are zoned RM-20. The project would remove only 17 of those acres, preserving substantially the same range of densities and lot sizes on the Land Use Policy Map and allowing for the substantially the same amount of 20,000 square foot minimum parcel residential development. Other industrial uses already exist in the "policy area" applicable to the project site—bounded by the Fontana city limits line to the west, Locust Avenue to the east, Santa Ana

Goal or Policy	Consistency Analysis
Street to the east; Jurupa Ave. to the south; and Santa Ana Ave. to the north. B. A "policy area" for the 20,000 sq. ft. minimum parcel size (AA Overlay) is bounded by Spruce Street to the west; the Rialto City Limits line to the east; El Rivino Rd. (the County Line) to the south, and Jurupa Ave. to the north [this policy area, however, does not include (i.e., excepts therefrom) the property designated "AM/SP – Industrial," Agua Mansa Specific Plan – Industrial]. C. A "policy area" for the 20,000-sq. ft. minimum parcel size (AA Overlay) is bounded by the Fontana City Limits line to the west, Locust Ave. to the east, Santa Ana Ave. to the south, and Slover Ave. to the north. D. A "policy area" for the 20,000-sq. ft. minimum parcel size (AA Overlay) is bounded by Spruce Street on the west, the Rialto City Limits line to the east, Jurupa Ave. to the south, and Slover Ave to the north.	Avenue to the south, and Slover Avenue to the north—including the industrial use directly adjacent to the project site on the west, across Laurel Avenue and south of Slover Avenue. The project site is a logical location for a transition from non-industrial uses in this policy area to industrial uses, as part of the Plan area's well-established industrial corridor.
Policy BL/LU 2.3 In recognition of the community's desire to maintain rural residential areas, projects within the AA Overlay that propose to increase the density of residential land uses shall be considered only if the following findings can be made: A. That the change will be consistent with the community character. In determining consistency, the entire General Plan and all elements of the community plan shall be reviewed. B. That the change is compatible with surrounding uses, and will provide for a logical transition in the plan area's development. One way to accomplish this is to incorporate planned development concepts in the design of projects proposed in the area.	Consistent/Not applicable: The project does not increase the density of residential land uses. Regardless, the project is consistent with the community character, as the project site is within the Plan area's industrial corridor and bordered on two sides by industrial uses. The project would implement appropriate buffers, visual screening elements (including landscaping, water quality features, and fencing), and other design features—including locating all dock doors and trailer stalls on the north side of the building, face an existing warehouse—that limit impacts on the nearby non-industrial uses. The project results in a logical transition from the nearby non-industrial uses to the nearby, contiguous industrial uses. The project would also include infrastructure improvements, which, along with aesthetic improvements and increased tax revenue to the County and other local agencies, ensure that the level of services in the area will not be degraded as a result of the project. Further, mostly vacant project site features a single residence, which may illustrate that it is not desirable or marketable for residential development.

Goal or Policy	Consistency Analysis
C. That the change shall not degrade the level of services provided in the area, and that there is adequate infrastructure to serve the additional development that could occur as a result of the change. Densities should not be increased unless there exist, or are assured services and infrastructure, including but not limited to water, wastewater, circulation, police, and fire, to accommodate the increased densities.	
Goal BL/LU 3 Ensure that commercial and industrial development within the plan area is compatible with surrounding uses and meets the needs of local residents.	Consistent: The project would develop largely vacant, underutilized, and blighted land, creating both temporary and permanent employment opportunities, improving the housing/jobs balance in the Plan area, and meeting the employment needs of local residents. The project site is within the Plan area's industrial corridor, bordered on two sides by industrial uses, including a neighboring industrial use south of Slover Avenue, making the project site a logical location for the limited expansion of industrial uses. Further, the project would implement appropriate buffers, visual screening elements (including landscaping, water quality features, and fencing), and other design features—including locating all dock doors and trailer stalls on the north side of the building, facing an existing warehouse—that limit impacts on the nearby non-industrial uses. The project would also meet the needs of local residents by reducing existing blight and the opportunity for criminal activity, instead providing infrastructure, aesthetic improvements, and additional tax revenue for the County that would benefit the local community.
Policy BL/LU 3.1 Commercial and Industrial development should be located, designed and controlled to protect the character of the surrounding areas. This can be accomplished by: A. Encouraging commercial and industrial development within existing, well-defined areas within Bloomington. i. Commercial development shall be located in north Bloomington, generally located between Valley Blvd. and Hwy. 10, and in south Bloomington along Cedar Avenue.	Consistent: The project site is within the Plan area's industrial corridor, bordered on two sides by industrial uses, including the neighboring industrial use to the west of the project site that is also south of Slover Avenue, making the project site a logical and uniquely qualified location for the limited expansion of industrial uses in the Plan area. The conversion to industrial use is particularity appropriate here to allow underperforming and long vacant land to become a source of revenue for the County, create both temporary and permanent employment opportunities, improve infrastructure and aesthetics in the area, and implement the County's desire to create a revenue-generating use that capitalizes on nearby transportation corridors and truck routes, and responds to current market

Goal or Policy	Consistency Analysis
ii. Industrial development shall generally be located south of Hwy. 10 and north of Slover Avenue. B. Through the development review process, ensure that commercial and industrial activities are compatible with surrounding land uses in terms of visual appearance, traffic generation, noise and air quality effects. C. During the development review process, ensure that the site design establishes buffers between commercial/industrial development and adjacent residential uses. Suitable buffers may include using transitional uses such as office commercial or low-intensity retail uses, parkways, landscaping or other design standards and screening methods.	opportunities. As discussed above, project design features include buffers, setbacks, and landscaping. Proposed landscaping, water quality features, and fences provide both physical and visual buffers around the project perimeter. These design features minimize impacts on the non-industrial land uses that are adjacent to the project site. The project would not result in any significant local air quality, noise, or traffic impacts, other than impacts related to NOx, which are basin-wide impacts that are commonly difficult to avoid; see Sections 4.1, 4.7, and 4.8 for further discussion. The project also includes an amendment to the Bloomington Community Plan to ensure consistency.
Policy BL/LU 3.2 During the development review process, the County shall evaluate the site design of new commercial developments and ensure that site design features such as vehicular and pedestrian access, the location of buildings and parking areas, landscaping, and signage do not contribute to the creation or expansion of "strip commercial" development. The County shall encourage developments to promote a compact or clustered development pattern and to utilize shared driveways and parking areas with adjacent commercial development.	Not applicable.
Policy BL/LU 3.3 Ensure non-polluting industrial growth adjacent to residential uses. This may be accomplished by permitting only "light" industry (industrial uses causing few or no environmental nuisances and mainly conducted in enclosed buildings) in those areas designated Community Industrial (IC) on the Land Use Policy Map where industrial	Consistent: The project—a high cube warehouse—qualifies as light industry, confirmed by its proposed Bloomington/Community Industrial (BL/IC) zoning. All work would be conducted within the enclosed warehouse building. Furthermore, with the approval of a General Plan Amendment to change the existing zoning district from BL/RS-20M-AA and BL/RS-1AA to BL/IC as proposed, the project would be consistent in this regard. Further, the proposed warehouse is not large enough to result in significant air quality health risks, even from mobile sources, as confirmed by the Health Risk

Goal or Policy	Consistency Analysis
land use areas abut residential land use areas.	Assessment performed in connection with this EIR; see Section 4.1 for additional discussion.
Goal BL/LU 4 Provide adequate sites for the production of new senior housing.	Consistent/not applicable: The project site is only 17 acres, and the Plan area currently has 3,069 acres zoned residential. The project would not materially change the type of residential uses permitted in the Plan area. It is unlikely that the project site would be a desirable or marketable location for senior housing considering that the site borders industrial uses on two sides, including a large facility across Slover Avenue. This is further evidenced by the fact that much of the project site has remained vacant for an extended period of time.
Policy BL/LU 4.1 Support the location and development of a new senior housing project within the Bloomington Community Plan boundary, south of the I-10 Freeway, where infrastructure is available to accommodate the intensity of the use.	Consistent/not applicable. The project site is only 17 acres, and the Plan area currently has 3,069 acres zoned residential. The project would not materially change the type of residential uses permitted in the Plan area, including areas south of Interstate 10. It is unlikely that the project site would be a desirable or marketable location for senior housing considering that the site borders industrial uses on two sides, including a large facility across Slover Avenue. This is further evidenced by the fact that much of the project site has remained vacant for an extended period.
Goal BL/LU 5 Provide for the joint use of utility easements to meet the land use and recreation needs of the community, subject to the limitations/restrictions of the utility agency.	Not applicable.
Policy BL/LU 5.1 Work with the utility companies to pursue opportunities for joint access and use of utility line easements. Suggested uses include, but are not limited to, linear trails, parks, and plant nurseries, and with appropriate review and mitigation, potential truck parking areas.	Not applicable.
Goal BL/CI 1 Ensure a safe and effective transportation system that provides adequate traffic movement while preserving the rural character of the community.	Consistent. The project will improve the infrastructure along Slover, Laurel, and Locust avenues, including sidewalks and lighting. The project would not result in any significant traffic impacts on local streets over which the County has control or on which it can impose mitigation, nor will it cause any other significant circulation issues; see Section 4.8 for further discussion. As noted above, the project preserves the character

Goal or Policy	Consistency Analysis
	of the community because the site is within the Plan area's industrial corridor, bordered on two sides by industrial uses, including the neighboring industrial use to the west of the project site that is south of Slover Avenue, making the project site a logical location for the limited expansion of industrial uses in the Plan area.
Policy BL/CI 1.1 Ensure that all new development proposals do not degrade Levels of Service (LOS) on Major Arterials below LOS "C" during non-peak hours or below LOS "D" during peak hours.	Somewhat Consistent: Traffic impacts are evaluated in Section 4.8, Traffic and Circulation. Mitigation measure TR-1 would improve the operation of the intersection of Slover Avenue and Sierra Avenue and would contribute to fair share for the improvement of the intersection of Slover Avenue and Linden Avenue. The project would contribute to the poor operation of I-10 eastbound and westbound ramps at Cedar Avenue, until funded and programmed improvements are implemented by 2020.
Policy BL/CI 1.2 Ensure that transportation system improvements are made to Slover Avenue and Valley Boulevard where facilities are at or near capacity.	Consistent: The project includes improvements to Slover Avenue. Mitigation measure TR-1 would improve the operation of the intersection of Slover Avenue and Sierra Avenue and would contribute to fair share for the improvement of the intersection of Slover Avenue and Linden Avenue.
Policy BL/CI 1.3 Full street improvements including paving, curbs, gutters and sidewalks shall be encouraged where necessary for public health, safety and welfare. Waiver of full road improvements in areas where parcel sizes are 1 acre or larger and where the public health, safety and welfare are not endangered may be considered. This may be accomplished by the following methods: A. Require the installation of full street improvements for higher density residential (greater than 1 du/acre), commercial, industrial, and institutional developments permitting safe pedestrian access. B. Require road improvements consisting of paving, curbs and gutters on major, secondary highways, collector streets and for major tract developments where the density is greater than 1 dwelling unit per gross acre.	Consistent: The project would include street improvements including sidewalks, landscaping, and lighting along the project frontages on Slover, Laurel, and Locust avenues.

Goal or Policy	Consistency Analysis
C. Require paved road shoulders and dikes to be constructed, as necessary, on local roadways designated as "water-carrying" by the County Public Works Department for proper drainage.	
Policy BL/CI 1.4 Adequate interior circulation shall be provided with large parcels of land as they are subdivided and developed. This may be accomplished by requiring new local streets to be designed and developed so that they interconnect with public thoroughfares	Consistent/not applicable: The project does not include subdivision of land, and instead combines four parcels and results in the development of a single structure and cohesive land development. The project's main access would be from Slover Avenue, with additional access points from Laurel and Locust avenues; see Exhibits 3.0-9 and 2.0-10. The project would also have a large parking area on the north side of the site, abutting Slover Avenue and existing industrial uses.
Policy BL/CI 1.5 Work with adjacent cities and appropriate agencies to identify deficiencies and provide needed improvements at the intersections of Cedar Avenue, Alder Avenue, Cactus Avenue and Interstate 10. Researched deficiencies shall include an evaluation of both vehicular and pedestrian access, and circulation at these intersections.	Not applicable/Consistent: The County works with adjacent agencies to improve traffic flow and circulation to the extent feasible. Further, as part of the evaluation of this project, the County undertook an extensive traffic analysis of both County and State facilities.
Policy BL/CI 1.6 Adopt and enforce a truck route plan for the Bloomington plan area that limits truck traffic to designated truck routes. Signs and improved enforcement shall direct non-local and through trucks to the designated truck routes. The truck route plan shall also identify opportunities for Transportation Services within the plan area to accommodate truck parking. Coordinate truck routing plans with the adjacent cities. Truck routes to include the following: A. Slover Avenue B. Cedar Avenue	Consistent: The main access point to the project site is from Slover Avenue, and all dock doors and trailer stalls would be located on the northern portion of the site, which fronts Slover Avenue.
Goal BL/CI 2 Ensure safe and efficient non-motorized traffic circulation within the community.	Consistent: The project would add sidewalks, landscaping, and lighting along the project frontages on Slover, Laurel, and Locust avenues.

Goal or Policy	Consistency Analysis
Policy BL/C1 2.1 Where feasible, maintain unimproved public parkways for pedestrian/bicycle/equestrian use.	Not applicable: There are no unimproved parkways that would be affected by the project.
Policy BL/C1 2.2 Where feasible, the County shall dedicate right-of-way for pedestrian/ bicycle/equestrian trails concurrent with any road widening or street improvements.	Consistent/not applicable: The project would add sidewalks, landscaping, and lighting along the project frontages on Slover, Laurel, and Locust avenues.
Policy BL/C1 2.3 Where feasible, separate pedestrian/bicycle/equestrian traffic from vehicular traffic on major roadways to protect the safety of trail users.	Consistent: The project would add sidewalks, landscaping, and lighting along the project frontages on Slover, Laurel, and Locust avenues.
Policy BL/C1 2.4 Ensure that crossings of the railroad and Interstate 10 can safely accommodate pedestrian traffic.	Not applicable.
Goal BL/C1/3 Ensure adequate water sources and associated infrastructure to serve the needs of existing and future water users in the Bloomington Community Plan area.	Consistent: The project would not use a significant amount of water, nor would it otherwise deplete water supplies that serve the Plan area. Water for the project would be provided by the West Valley Water District (WVWD), which has indicated that it has ample water supplies to serve the project. According to the 2015 San Bernardino Valley Regional Urban Water Management Plan (UWMP) (San Bernardino Valley Municipal Water District et al. 2016), WVWD supplies are expected to exceed demands under all hydrologic conditions through 2040. Additionally, 19 percent of the project site's footprint would be reserved for minor groundwater recharge opportunities via percolation. The project would collect stormwater from impervious areas and direct it to an infiltration basin for both stormwater filtration and recharge opportunities; see Section 4.6, Impact 4.6-2 for additional discussion.
Policy BL/C1 3.1 Through the development review process, permit new development only when adequate water supply exists or can be assured.	Consistent: The project would not use a significant amount of water, nor would it otherwise deplete water supplies that serve the Plan area. Water for the project would be provided by the West Valley Water District, which has indicated that it has ample water supplies to serve the project. According to the 2015 San Bernardino Valley Regional Urban Water Management Plan (UWMP) (San Bernardino Valley Municipal

Goal or Policy	Consistency Analysis
	Water District et al. 2016), WVWD supplies are expected to exceed demands under all hydrologic conditions through 2040.
Policy BL/C1 3.2 Support efforts to continue to improve cooperation and communication among water providers and the County in addressing water related issues.	Consistent: Water for the project would be provided by the West Valley Water District, which has indicated that it has ample water supplies to serve the project.
Goal BL/C1 4 Provide wastewater disposal facilities which will serve the Bloomington Community Plan area in a way that protects the public from any adverse water quality or health impacts.	Consistent: The project would use a septic system, like the existing uses in most of the Bloomington Community Plan area. The on-site septic system would be designed, constructed, and maintained, consistent with County and SWRCB standards and requirements designed to protect water quality; Section 4.6, Impacts 4.6-1 and 4.6-6.
Policy BL/C1 4.1 Support the development of a community sewer system when and where sewering becomes necessary.	Not applicable.
Policy BL/C1 4.2 Allow on-site waste disposal systems on parcels where all current regulations of the County's Sewage Disposal Policy can be met, and where parcels have the area, soils and other characteristics which permit such disposal facilities without threatening surface or groundwater quality or presenting other health hazards.	Consistent: The on-site septic system would be designed, constructed, and maintained, consistent with County and SWRCB standards and requirements designed to protect water quality; see Section 4.6, Impacts 4.6-1 and 4.6-6. The project site is large enough and has all of the necessary characteristics to permit on-site waste disposal systems. Further, the existing single-family home on the project site currently uses a septic system.
Policy BL/C1 4.3 During the development review process, ensure that development proposals which may impact water quality are consistent with the Santa Ana Regional Water Quality Control Board standards.	Consistent: The on-site septic system would be designed, constructed, and maintained, consistent with County and SWRCB standards and requirements designed to protect water quality. See Section 4.6, Impacts 4.6-1 and 4.6-6.
Goal BL/CO 1 Preserve the significant historical sites and structures which contribute to the unique character of the Bloomington Community Plan area.	Consistent: The project site is largely vacant and includes one single-family home constructed between 1978 and 1980 that is not historically significant. The project site has been previously graded and disturbed. Additionally, a Cultural Resources Assessment prepared for the project site, including a records search and pedestrian survey, did not identify any cultural resources, including prehistoric or historic archaeological sites or historic buildings, on the project site. Also see Section 4.3.

Goal or Policy	Consistency Analysis
Policy BL/CO 1.1 Identify and inventory local historical sites and structures that should be protected. The following is a preliminary list, as of the date of adoption of this plan, of historical sites and structures that should be included in the inventory. Once inventoried, the County shall utilize a preservation overlay (or other appropriate tool) to conserve the following historical points of interest: A. Marygold Water Well located near the intersection of San Bernardino Avenue and Laurel Avenue. B. Irrigation Old Well located near the intersection of San Bernardino Avenue and Magnolia Street. C. Original Court House located on West Valley Boulevard. D. Historic Fry Home located near Taylor Avenue (on the west side). E. Bloomington Garage and the associated Sears Home located near Linden Avenue and Slover Avenue. F. Black Family Home located on Walnut Avenue south of Yankton. G. Old Well located on the southeast corner of Jurupa Avenue and Cactus Avenue. H. Fire Station located on Jurupa Avenue and Townsend Trail. I. Bloomington Jr. High School J. I. D. Perry Building K. Bloomington Post Office	Not applicable.
Policy BL/CO 1.2 Establish funding mechanisms for historic preservation through State and Federal grant programs, private trusts, local tours and publications which explain the history of these facilities.	Not applicable.
Policy BL/CO 1.3	Not applicable.

Goal or Policy	Consistency Analysis
Encourage and support the preparation of a specific plan for the Old Town area, generally located south of Valley Boulevard, north of Slover Avenue, east of Linden Avenue and west of Larch Avenue, that defines the area's functional role as a historic district and integrates a program for protection of historic resources within the area, and includes design standards for compatible development.	
Policy BL/OS 1 Develop parks and recreation facilities to meet the recreational needs of the community.	Consistent/not applicable: The demand for parks is determined by changes in housing and population. In this case, the project is commercial/industrial in nature, and no new residents or housing would be introduced to the area. The project would not directly or indirectly induce population growth or increase demand on parks and recreational resources. Therefore, the project does not increase the recreational needs of the community. Any requirement for the project applicant to develop parks or recreation facilities would have no nexus to the project's impacts and would therefore be unlawful.
Policy BL/OS 1.1 In coordination with the community, establish priorities and identify opportunities for park development and establish a park and recreation plan for the Bloomington community.	Not applicable.
Policy BL/OS 1.2 Encourage the development of recreational facilities within community parks such as, swimming pools, athletic facilities and community centers.	Not applicable.
Policy BL/OS 1.3 Coordinate with the utility companies to capitalize on opportunities for joint access and use of their overhead powerline easements for linear trails and parks.	Not applicable.
Goal BL/OS 2 Establish a community-wide trail system.	Not applicable.
Policy BL/OS 2.1	Not applicable.

Goal or Policy	Consistency Analysis
Support coordination between the community, adjacent cities, and the San Bernardino County Trails and Greenways Committee in their effort to develop and maintain a system of public trails for hiking, bicycling and horseback riding. Particular attention shall be given to providing safe and convenient travel by horseback and where feasible provide connections to the local trail system.	
Policy BL/OS 2.2 Establish a plan for the development of a local multi-purpose (pedestrian, bicycle, and equestrian) trail system within Bloomington. The plan shall incorporate the following recommendations: A. During the development of the Trails Plan support the organization of a Community Trails Committee to review future community equestrian trail development. Committee responsibilities shall include: i. Addressing issues of equestrian trail maintenance and acquisition costs, ii. liability equity, and iii. the overall design of the trail system including connections to trails within developments and the Countywide trail system. B. Encourage and aid the community in the formation of a special district, improvement zone or assessment district to acquire and maintain a community trails system.	Not applicable.
Policy BL/OS 2.3 Priorities for consideration during the development of a Trials Plan as of the date of adoption of this plan, are as follows: A. The following future trail locations shall be considered. The trails locations should be selected following a thorough evaluation of the sites:	Not applicable.

Goal or Policy	Consistency Analysis
i. Connections to the Pacific Electric Regional Trail that is located north of the plan area ii. Within the plan area, trails should be considered adjacent to, or in, Locust Avenue, Linden Avenue and/or Cedar Avenue iii. A trail connection should be considered between Locust Avenue and Linden Avenue, adjacent to, or in, San Bernardino Avenue and/or Randall Avenue iv. A connection to the Jurupa Regional Trail that is located south of the plan area from Alder Avenue and/or Locust Avenue v. Where feasible, trails shall connect to local parks including Kessler Park B. Priority shall be given to pursuing the opportunity to develop a formal trail adjacent to, or within, Jurupa Avenue right-of-way as the primary equestrian trail within the plan area. This may be accomplished by the following: i. Require trail dedications and improvements from individuals and developers commensurate with development and/or requests for road dedications and improvements. ii. Require trail dedications and improvements concurrent with road widening or street improvements. iii. Connections shall be provided from the Jurupa Avenue trail, where feasible, and the regional trails, including the Jurupa Regional Trail, Rialto Regional Trail and Santa Ana regional Trail. iv. Connections shall be provided to trails within the community, including the Townsend Trail. C. The plan shall recognize the Townsend Trails, located along the County Flood Control easement located between Cedar and Linden Avenues from Slover Avenue on the north,	

Goal or Policy	Consistency Analysis
extending south to Jurupa Avenue, as a "core" equestrian trail.	
Policy BL/OS 2.4 When an approved trails plan is developed, require dedication of trail easements as a condition of approval for all development projects consisting of 5 or more residential lots to facilitate community-wide pedestrian accessibility and to capitalize on recreation opportunities within the plan area. The trail easement shall allow unobstructed trail access and provide connections to off-site trails.	Not applicable.
Policy BL/OS 2.5 Encourage safe equestrian road crossings throughout the community.	Not applicable.
Policy BL/OS 2.6 Investigate the possible joint use of a proposed flood control drainage easement by equestrians to provide a north/south crossing of Interstate 10 and the railroad.	Not applicable.
Policy BL/OS 2.7 Explore the opportunity for use of paseos to link equestrian residential areas to regional and/or local trails.	Not applicable.
Goal BL/S 1 Provide adequate fire safety measures to protect residents of the plan area.	Consistent: The project requires installation of fire protection service and fire sprinklers. The project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan, because project traffic would not adversely affect the operation of these routes. The project site would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands because the project site is not contiguous to wildlands. Finally, it bears noting that increased property tax revenue from the project would offset any increased demands for fire services caused by the project.
Policy BL/S 1.1	Consistent: The San Bernardino County Fire Department (SBCFD) provides fire protection services to the Bloomington

Goal or Policy	Consistency Analysis
Work with the community and appropriate local Fire Protection agencies to ensure that there is continued evaluation and consideration of the fire protection and fire service needs of the community commensurate with population growth.	community. County Fire Station 76 is located at 10174 Magnolia Street in Bloomington, approximately 1 mile to the northeast of the project site. The proposed project does not include housing or any new infrastructure that would substantially increase the area's population or service area boundaries. Development of the project would fully develop the currently vacant site and could result in a slight increase in calls for fire protection and emergency medical services. However, considering the existing firefighting resources available in and near the area, project impacts on fire protection are not expected to occur, and the SBCFD would continue to provide adequate service to the project area. Such small increases in demand would also not require the SBCFD to build new or expanded stations or to obtain additional staff or equipment. The County involves the SBCFD in the development review process in order to ensure that the necessary fire prevention and emergency response features are incorporated into development projects. Therefore, all site and building improvements proposed under the project would be subject to review and approval by the County Fire Department prior to the issuance of a building permit and a certificate of occupancy. Finally, construction of the project would increase property tax revenues to provide a source of funding that is sufficient to offset any increase in the anticipated demands for public services generated by the project.
Goal BL/S 2 Ensure that emergency evacuation routes will adequately evacuate all residents and visitors in the event of a natural disaster.	Consistent: The project would not have any residents. Further, the project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan, because project traffic would not significant impact emergency access; see Section 4.8, Traffic and Circulation, Impact 4.8-5.
Policy BL/S 2.1 Work with the Public Works Department and Caltrans to ensure that an adequate road system and proper access are provided to ensure safe and efficient evacuation for residents and visitors of the Bloomington community.	Consistent. The project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan, because project traffic would not significant impact emergency access; see Section 4.8, Traffic and Circulation, Impact 4.8-5.
Goal BL/S 3 Ensure a safe living and working environment for residents of Bloomington by providing	Consistent: The San Bernardino County Sheriff's Department provides police protection services to the community of Bloomington. The nearest San Bernardino County Sheriff's Station is the Fontana Station at 17780 Arrow Boulevard in

Goal or Policy	Consistency Analysis
adequate law enforcement and code enforcement services.	Fontana, approximately 3 miles north of the project site. The station was remodeled and expanded in 2003. The station is staffed by one secretary, five clerks, one motor pool assistant, one sheriff's service specialist, 27 deputy positions, five detectives, seven sergeants, one lieutenant, and one captain. Sherriff's deputies enjoy a close working relationship with the surrounding agencies of Fontana Police, Rialto Police, Rancho Cucamonga Police, and the Riverside County Sheriff's Department. The department is also supported by several volunteer groups, including Citizens on Patrol, Search and Rescue, Explorers, and Line Reserves. Development of the proposed project could result in a slight increase in calls for police protection service. However, the project is similar to others in the area, and no new public safety issues would result from project implementation. The project is not expected to cause a need for new or expanded police facilities. The San Bernardino County Sheriff's Department would continue to provide adequate service to the project area. Additionally, development of the project would increase property tax revenues to provide a source of funding that is sufficient to offset any increases in the anticipated demands for public services generated by this project. Further, the project would remove existing blight and opportunities for criminal activity, and replace largely vacant land with new, well-lit, and aesthetically pleasing development.
Policy BL/S 3.1 Assess the level of crime, response times, and overall law enforcement services provided to the community, and shall investigate the feasibility of improving the level of law enforcement services to the community.	Consistent: See discussion for Goal BL/S 3.
Policy BL/S 3.2 Improve code enforcement within the plan area, recognizing that enforcement actions are initiated on a complaint basis.	Consistent: The project would redevelop a blighted area with a new and cohesive development that will comply with all applicable County code and design requirements/guidelines. The project would also increase property tax revenues.

As discussed in Table 4.6-2 above, the project would be consistent the goals and policies set forth in the Bloomington Community Plan. Accordingly, the project's impact relating to its consistency with the Bloomington Community Plan would be less than significant.

SCAG classifies a project as regionally significant if it satisfies one or more of the following criteria:

- Criterion 1: A proposed local general plan, element, or amendment thereof for which an EIR was prepared.
- Criterion 2: A proposed residential development of more than 500 dwelling units.
- Criterion 3: A proposed shopping center or business establishment employing more than 1,000 persons or encompassing more than 500,000 square feet of floor space.
- Criterion 4: A proposed commercial office building employing more than 1,000 persons or encompassing more than 250,000 square feet of floor space.

The project involves a General Plan Amendment to change the land use zoning district to Bloomington/Community Industrial (BL/IC), and therefore, satisfies Criterion 1. Because the project is considered regionally significant, it must demonstrate consistency with the 2016-2040 RTP/SCS and adopted growth forecasts. Table 4.6-3, S*CAG Consistency Analysis*, analyzes the project's consistency with RTP/SCS goals. As identified in the table, the project is consistent with RTP/SCS goals. Less than significant impacts would occur in this regard.

Table 4.6-3: SCAG Consistency Analysis

Goal	Consistency Analysis
RTP/SCS G1 Align the plan investments and policies with improving regional economic development and competitiveness.	Consistent: Project construction and operation would represent an economic resource for the community of Bloomington and San Bernardino County. Thus, the project would be consistent with RTP/SCS G1.
RTP/SCS G2 Maximize mobility and accessibility for all people and goods in the region.	Consistent: Section 4.8, *Traffic and Circulation,* addresses the project's construction and operational impacts to local and regional traffic. Mitigation measure TR-1 would provide intersection improvements at Slover Avenue and Sierra Avenue, and contribute to the fair share for the improvement at Slover Avenue and Linden Avenue. Thus, the project would contribute to circulation improvements. Mitigation measure TR-2 would provide a Construction Traffic Management Plan to manage the traffic during project construction. Project operation would achieve the County's desire to create a revenue-generating use that capitalizes on nearby transportation corridors and truck routes. In addition, project operation would facilitate goods movement for the benefit of local and regional economic growth. Thus, the project would be consistent with RTP/SCS G2.
RTP/SCS G3	Consistent: Section 4.8, *Traffic and Circulation,* addresses the project's construction and operational impacts to local and regional

Goal	Consistency Analysis
Ensure travel safety and reliability for all people and goods in the region.	traffic. Mitigation measure TR-1 would provide intersection improvements at Slover Avenue and Sierra Avenue, and contribute to the fair share for the improvement at Slover Avenue and Linden Avenue. Thus, the project would contribute to circulation improvements. Mitigation measure TR-2 would provide a Construction Traffic Management Plan to manage the traffic during project construction. Project operation would adhere to the existing regulatory framework surrounding travel safety. As identified in Section 4.8, the project does not propose a transportation-related design feature or an incompatible use that would increase traffic-related hazards. Thus, the project would be consistent with RTP/SCS G3.
RTP/SCS G4 Preserve and ensure a sustainable regional transportation system.	Consistent: The project includes a land use that would capitalize on nearby transportation corridors and truck routes. Further, Mitigation Measure TR-1, in combination with planned improvements, would ensure the project does not involve significant impacts to the regional transportation system; refer to Section 4.8 *Traffic and Circulation*. Thus, the project would be consistent with RTP/SCS G4.
RTP/SCS G5 Maximize the productivity of our transportation system.	Consistent: The project would facilitate goods movement by proposing a land use that capitalizes on nearby transportation corridors and truck routes. Refer to Section 4.8 *Traffic and Circulation*. Thus, the project would be consistent with RTP/SCS G5.
RTP/SCS G6 Protect the environment and health for our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).	Consistent: As described in Section 3.0, *Project Description*, the project would be located adjacent to the existing truck route and near existing freeway access in an effort to isolate and reduce air emissions and impacts on nonindustrial uses to the greatest extent feasible.
RTP/SCS G7 Actively encourage and create incentives for energy efficiency, where possible.	Consistent: As described in Table 4.4-3, Greenhouse Gas Emissions Screening Table, the project proposes several design features to ensure energy efficiency. The project's greatest energy efficiency features include its incorporation of enhanced insulation (rigid wall insulation R-14, roof/attic R-38) and high efficiency water heaters (0.78 Energy Factor); refer to Section 4.4, *Greenhouse Gas Emissions*, for additional discussion. With incorporation of the design features identified in Table 4.4-3, the project would be consistent with RTP/SCS G7.
RTP/SCS G8	Not Applicable: The project site would involve an industrial land use sited in a partially developed area surrounded by an otherwise urban/built-up environment. Thus, the project would not

Goal	Consistency Analysis
Encourage land use and growth patterns that facilitate transit and active transportation.	encourage land use or growth patterns that facilitate transit and active transportation. RTP/SCS G8 is not applicable in this regard.
RTP/SCS G9 Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	Not Applicable: This policy addresses the security of the regional transportation system, which is beyond the project's scope. Refer to Section 4.8, *Traffic and Circulation*.
Source: SCAB 2016	

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

HABITAT CONSERVATION PLAN

Impact 4.6-3 **The project would not conflict with any applicable habitat conservation plan or natural community conservation plan. No impact would occur.**

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

Mitigation Measures: No mitigation measures are required.

Level of Significance: No impact.

CUMULATIVE IMPACTS

Impact 4.6-4 **The project would not create cumulative land use impacts. Impacts would be less than significant.**

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

As discussed throughout this section, the project would have a less than significant impact on land use because the project would be compatible with the vision, objectives, and policies of the Bloomington Community Plan. In sum, the project is consistent with the Community Plan because it would develop largely vacant and underutilized land into an enclosed warehouse that would create both temporary and permeant employment opportunities, improving the

local housing/jobs balance. The project would also facilitate goods movement for the benefit of local and regional economic growth, reduce existing blight/the opportunity for criminal activity, provide infrastructure and aesthetic improvements, and result in additional property tax revenue for the County. The project implements the County's desire to create a revenue generating use that capitalizes on nearby transportation corridors and truck routes, stimulates employment, and responds to current market opportunities. The project provides these economic benefits, while remaining compatible with the community, because the site is within the Community Plan area's industrial corridor, bordered on two sides by industrial uses, including an industrial use to the west of the project site that is also located south of Slover Avenue. The project would also implement appropriate setbacks, buffers, visual screening elements, and other design features—including locating all dock doors and trailer stalls on the north side of the building, facing an existing warehouse—that limit impacts on the nearby non-industrial uses. Specifically, the project would install a steel tubular fence along the southern portion of the property, which would be located south of the proposed building, but north of the landscaping; refer to Exhibit 3.0-11, Artist Rendering. Landscaping will cover approximately 15.6 percent of the project site, or 19 percent if the infiltration basin is included. The infiltration basin is located between the proposed warehouse and residential/non-industrial uses to the south and east of the project site, serving as yet another buffer.

Further, the project's pro-rata change to the Plan area's existing land uses is insignificant. There are currently 695 acres in the Plan area with the project site's BL/RS-20M zoning, 3,069 acres of residentially zoned property, 493 acres zoned industrial, and 1,251 total acres in non-residential zones. As a result, amending the zoning of the largely vacant, relatively small, 17-acre project site, from residential, to community industrial, has a negligible impact on the overall character of the Bloomington Community Plan area, and preserves substantially the same land use mix, range of densities and lot sizes on the Land Use Policy Map. The project would not result in an increased risk of additional industrial development south of Slover Avenue, as the project site is the last vacant portion of land large enough to support an industrial use that also borders other industrial uses, and is therefore a uniquely logical location for proposed limited expansion of industrial uses.

Because the project is consistent with adjacent industrial uses, implements appropriate project design features geared at limiting impacts on adjacent non-industrial uses, and implements the County's economic goals, the project will not contribute to any cumulative effect when combined with projects that unlike this project, are incompatible with surrounding uses or inconsistent with the Bloomington Community Plan.

Mitigation Measures: None required.

Level of Significance: Less than significant impact.

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Section 4.7
Noise

SLOVER DISTRIBUTION CENTER
Draft
ENVIRONMENTAL IMPACT REPORT

SECTION 4.7
NOISE

The purpose of this section is to evaluate noise source impacts on the project site and to surrounding land uses because of project implementation. This section evaluates short-term construction-related impacts as well as long-term conditions. This analysis is based on a project-specific acoustical analysis provided in Appendix G of this Draft EIR.

ENVIRONMENTAL SETTING

The project site is in unincorporated San Bernardino County in the community of Bloomington. Bloomington is generally located south of Interstate 10 (I-10) and just north of the San Bernardino–Riverside county line. Nearby cities include Fontana to the west, Rialto to the east, and Jurupa Valley to the south. The project site is located on the southeast corner of Slover Avenue and Laurel Avenue and extends to the southwest corner of Slover Avenue and Locust Avenue.

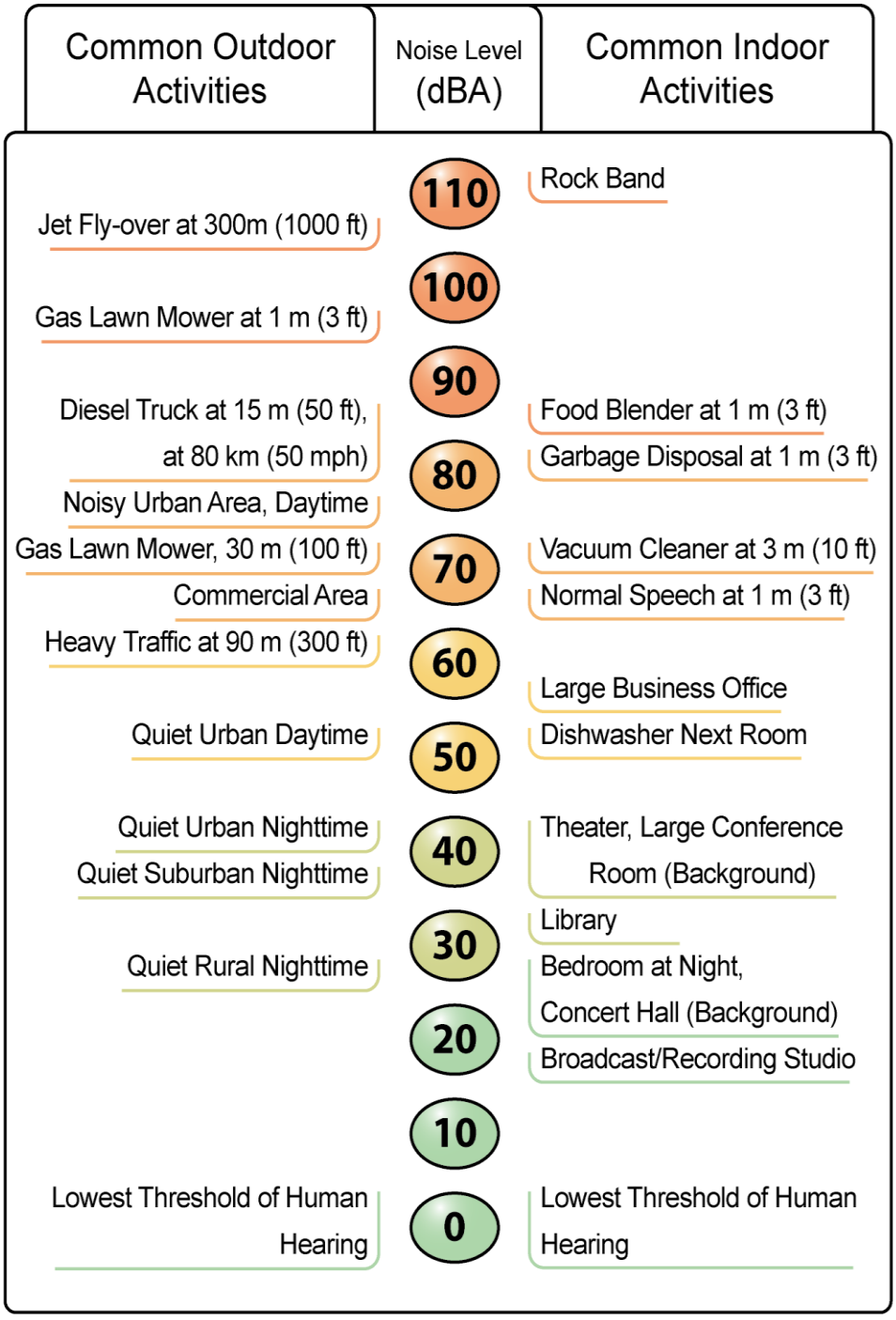
The project site is currently zoned Bloomington/Residential 20,000 square foot minimum lot size–additional agricultural overlay (BL/RS-20M-AA) and Bloomington/Single Residential with a one acre minimum lot size (BL/RS-1AA). The areas surrounding the project site are zoned Bloomington/Single Residential and Bloomington/Community Industrial. Surrounding land uses include single-family residences, a distribution warehouse to the north, industrial uses to the west, and a church to the east.

NOISE SCALES AND DEFINITIONS

Sound is described in terms of the loudness (amplitude) of the sound and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the decibel (dB). Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by differentiating among frequencies in a manner approximating the sensitivity of the human ear.

Decibels are based on the logarithmic scale, which compresses the wide range in sound pressure levels to a more usable range of numbers in a manner like the Richter scale used to measure earthquakes. In terms of human response to noise, a sound 10 dBA higher than another is perceived to be twice as loud and 20 dBA higher is perceived to be four times as loud, and so forth. Everyday sounds normally range from 30 dBA (very quiet) to 100 dBA (very loud). Examples of various sound levels in different environments are illustrated in Exhibit 4.7-1, *Typical Community Noise Levels*.

Exhibit 4.7-1: Typical Community Noise Levels



Source: Caltrans 2013

Table 4.7-1, *Noise Descriptors*, lists various methods to measure sound over a period of time.

Table 4.7-1: Noise Descriptors

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

HEALTH EFFECTS OF NOISE

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

When the noise level of an activity rises above 70 dBA, the chance of receiving a complaint is better, and as the noise level rises, dissatisfaction among the public steadily increases. However, an individual's reaction to a noise depends on many factors, as described above. The reaction to noise can also be highly subjective; the perceived effect of a noise can vary widely among individuals in a community.

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

- Noise-induced hearing loss
- Interference with communication
- Effects of noise on sleep
- Effects on performance and behavior
- Extra-auditory health effects
- Annoyance

Although noise often causes discomfort and sometimes pain, noise-induced hearing loss usually takes years to develop. Noise-induced hearing loss can impair the quality of life through a reduction in the ability to hear important sounds and to communicate with family and friends. Hearing loss is one of the most obvious and easily quantified effects of excessive exposure to noise. While the loss may be temporary at first, it could become permanent after continued exposure. When combined with hearing loss associated with aging, the amount of hearing loss directly caused by the environment is difficult to quantify. Although the major cause of

noise-induced hearing loss is occupational, substantial damage can be caused by non-occupational sources.

According to the National Institute on Deafness and Other Communication Disorders (2017), at least 10 million (6 percent) of adults in the U.S. under age 70 and as many as 40 million adults (24 percent) may have noise-induced hearing loss. Noise can mask important sounds and disrupt communication between individuals in a variety of settings. This process can cause anything from a slight irritation to a serious safety hazard, depending on the circumstance. Noise can disrupt face-to-face communication and telephone communication, as well as the enjoyment of music and television in the home. It can also disrupt effective communication between teachers and pupils in schools and can cause fatigue and vocal strain in those who need to communicate in spite of the noise. Interference with communication has proven to be one of the most important components of noise-related annoyance.

Noise-induced sleep interference is another critical component of community annoyance. Sound level, frequency distribution, duration, repetition, and variability can make it difficult to fall asleep and may cause momentary shifts in the natural sleep pattern, or level of sleep. It can produce short-term adverse effects on mood changes and job performance, with the possibility of more serious effects on health if it continues over prolongedperiods. Noise can cause adverse effects on task performance and behavior at work and in non-occupational and social settings. These effects are the subject of some controversy, since the presence and degree of effects depends on a variety of intervening variables. Most research in this area has focused mainly on occupational settings, where noise levels must be sufficiently high and the task sufficiently complex for effects on performance to occur.

Recent research indicates that more moderate noise levels can produce disruptive aftereffects, commonly manifested as a reduced tolerance for frustration, increased anxiety, decreased incidence of “helping” behavior, and increased incidence of “hostile” behavior. Noise has been implicated in the development or exacerbation of a variety of health problems, ranging from hypertension to psychosis. As with other categories, quantifying these effects is difficult because of the variables that need to be considered in each situation. As a biological stressor, noise can influence the entire physiological system. Most effects seem to be transitory, but continued exposure in laboratory animals has revealed some effects to be chronic.

Annoyance can be viewed as the expression of negative feelings resulting from interference with activities, as well as the disruption of one’s peace of mind and the enjoyment of one’s environment. Field evaluations of community annoyance are useful for predicting the consequences of planned actions involving highways, airports, road traffic, railroads, or other noise sources. The consequences of noise-induced annoyance are privately held dissatisfaction,

publicly expressed complaints to authorities, and potential adverse health effects, as discussed above. Although evidence for the various effects of noise have differing levels of certainty, noise can affect human health. Most of the effects are, to a varying degree, stress related.

GROUNDBORNE VIBRATION

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

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

SENSITIVE RECEPTORS

Noise-sensitive land uses are those that may be subject to stress and/or interference from excessive noise. Typically, residential uses are considered noise-sensitive receptors. Other noise-sensitive land uses include public schools, hospitals, and institutional uses such as churches, museums, and private schools. Industrial and commercial land uses are generally not considered sensitive to noise.

Distances were measured from the center of the project site to the nearest outdoor living area. The nearest residential land uses would be those adjacent to the project site along the boundary, approximately 50 feet to the south. Bloomington High School is located approximately 1,000 feet to the southwest of the project site, and a church is located directly across the street, approximately 175 feet to the east. Sensitive receptors within 1 mile of the project site are listed in Table 4.7-2*, Sensitive Receptors*.

Table 4.7-2: Sensitive Receptors

Name	Distance and Direction from Project Site[1]	Location
Residential		
Residential Uses	Adjacent to the south	Otilla Street east of Laurel Avenue
	165 feet west/southwest	Laurel Avenue south of Slover Avenue
	230 feet east/southeast	Locust Avenue south of Slover Avenue
	400 feet northeast	Locust Avenue north of Slover Avenue
	520 feet southwest	Laurel Avenue south of Otilla Street
Schools		
Bloomington High School	1,000 feet southwest	10750 Laurel Avenue
Ruth O. Harris Middle School	3,700 feet southwest	11150 Alder Avenue
Walter Zimmerman Elementary School	3,800 feet southeast	11050 Linden Avenue
Sycamore Hills Elementary School	4,500 feet southwest	11036 Mahogany Drive, Fontana
Bloomington Head Start Pre-School	4,800 feet northeast	18829 Orange Street
Mary B. Lewis Elementary School	5,400 feet north	18040 San Bernardino Avenue
Places of Worship		
Kingdom Hall of Jehovah's Witnesses	175 feet east	10575 Locust Avenue
Bloomington Congregational United Church of Christ	3,000 feet southeast	18490 Santa Ana Avenue
Calvary Missionary Baptist Church	4,000 feet northeast	18194 Marygold Avenue
Bloomington Pentecostal Church of God	4,500 feet northeast	9999 Linden Avenue
Upland Indonesian Seventh-day Adventist Church	5,000 feet southeast	11100 Cedar Avenue
Parks and Recreation Areas		
Ayala Park	2,750 feet northeast	18313 Valley Boulevard
Sycamore Hills Park	5,400 feet southwest	11075 Mayberry Street, Fontana
Kessler Park	5,500 feet southeast	Jurupa Avenue and Linden Avenue

Source: Google Earth 2016
Note: 1. Distances are measured from the center of the project site to the nearest outdoor living area.

EXISTING CONDITIONS

Existing roadway noise levels were calculated for the roadway segments in the project vicinity using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108) and traffic volumes from the project's traffic impact analysis. The model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average noise rates used in the FHWA model have been modified to reflect average vehicle noise rates identified for California by the California Department of Transportation (Caltrans). The Caltrans data shows that California automobile noise is 0.8 to 1.0 dBA higher than national levels and that medium and heavy truck noise is 0.3 to 3.0 dBA lower than national levels.

Table 4.7-3, *Existing Traffic Noise Levels,* summarizes the modeled existing traffic noise at 75 feet from the centerline of each project roadway and lists distances from each roadway centerline to the 60 dB, 65 dB, and 70 dB CNEL traffic noise contours.

Table 4.7-3: Existing Traffic Noise Levels

Roadway Segment	Average Daily Traffic	dBA at 75 Feet from Road CL	Distance (feet) from Road Centerline to Noise Contour		
			60 CNEL	65 CNEL	70 CNEL
Slover Avenue					
West of Sierra Avenue	19,200	69.6	681	215	68
Sierra Avenue to Production Avenue	27,300	71.1	968	306	97
Production Avenue to Empire Center Boulevard	17,600	69.0	598	189	60
Empire Center Boulevard to Tamarind Avenue	16,100	68.4	518	164	52
Tamarind Avenue to Alder Avenue	15,900	68.3	505	160	51
Alder Avenue to Laurel Avenue	16,400	68.5	530	168	53
Laurel Avenue to Locust Avenue	16,400	68.5	530	168	53
Locust Avenue to Linden Avenue	14,600	68.8	573	181	57
Linden Avenue to Cedar Avenue	10,700	67.5	423	134	—
East of Cedar Avenue	8,500	66.5	334	105	—
Sierra Avenue					
North of Slover Avenue	43,400	74.0	1,870	591	187
Cedar Avenue					
Slover Avenue to Orange Street	30,300	70.3	796	252	80
North of Orange Street	30,300	70.3	796	252	80

Notes: ADT = average daily traffic; dBA = A-weighted decibels; CNEL = community noise equivalent level; CL = centerline

REGULATORY FRAMEWORK

FEDERAL

The US Environmental Protection Agency (EPA) (1981) offers guidelines for community noise exposure in *Noise Effects Handbook – A Desk Reference to Health and Welfare Effects of Noise*. These guidelines consider occupational noise exposure as well as noise exposure in homes. The EPA recognizes an exterior noise level of 55 dB L_{dn} as a general goal to protect the public from hearing loss, activity interference, sleep disturbance, and annoyance. The EPA and other federal agencies have adopted suggested land use compatibility guidelines which indicate that residential noise exposures of 55 to 65 dB L_{dn} are acceptable. However, the EPA notes that these levels are not regulatory goals, but are levels defined by a negotiated scientific consensus, without concern for economic and technological feasibility or the needs and desires of any community.

STATE

The Governor's Office of Planning and Research's (2003) Noise Element Guidelines include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The guidelines contain a land use compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of the CNEL. Table 4.7-4, *Land Use Compatibility for Community Noise Environments*, presents guidelines for determining acceptable and unacceptable community noise exposure limits for various land use categories. The guidelines also present adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution.

Table 4.7-4: Land Use Compatibility for Community Noise Environments

Land Use Category	Community Noise Exposure (L_{dn} or CNEL, dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential – Low Density, Single-Family, Duplex, Mobile Homes	50–60	55–70	70–75	75–85
Residential – Multiple Family	50–65	60–70	70–75	70–85
Transient Lodging – Motel, Hotels	50–65	60–70	70–80	80–85

Land Use Category	Community Noise Exposure (L_{dn} or CNEL, dBA)			
	Normally Acceptable	**Conditionally Acceptable**	**Normally Unacceptable**	**Clearly Unacceptable**
Schools, Libraries, Churches, Hospitals, Nursing Homes	50–70	60–70	70–80	80–85
Auditoriums, Concert Halls, Amphitheaters	NA	50–70	NA	65–85
Sports Arenas, Outdoor Spectator Sports	NA	50–75	NA	70–85
Playgrounds, Neighborhood Parks	50–70	NA	67.5–75	72.5–85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50–70	NA	70 – 80	80 – 85
Office Buildings, Business Commercial and Professional	50–70	67.5–77.5	75–85	NA
Industrial, Manufacturing, Utilities, Agriculture	50–75	70–80	75–85	NA

Source: Governor's Office of Planning and Research 2003

Notes: NA = Not applicable; L_{dn} = average day/night sound level; CNEL= community noise equivalent level

Normally Acceptable – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable – New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Normally Unacceptable – New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed *noise insulation features included in the design.*

Clearly Unacceptable – New construction or development should generally not be undertaken.

LOCAL

COUNTY OF SAN BERNARDINO GENERAL PLAN

The purpose of the San Bernardino County General Plan Noise Element is to limit the exposure of the community to excessive noise levels. The Noise Element contains goals, policies, and programs that must be used to guide decisions concerning land uses that are common sources of excessive noise levels. The General Plan policies most applicable to the proposed project are included below.

Policy N 1.3 When industrial, commercial, or other land uses, including locally regulated noise sources, are proposed for areas containing noise sensitive land uses, noise levels generated by the proposed use will not exceed the performance standards of Table N-2 [Table 3 in this document] within outdoor activity areas. If outdoor activity areas have not yet been determined, noise levels shall not exceed the performance

	standards listed in Chapter 83.01 of the Development Code at the boundary of areas planned or zoned for residential or other noise-sensitive land uses.
Policy N 1.5	Limit truck traffic in residential and commercial areas to designated truck routes; limit construction, delivery, and through-truck traffic to designated routes; and distribute maps of approved truck routes to County traffic officers.
Policy N 1.6	Enforce the hourly noise-level performance standards for stationary and other locally regulated sources, such as industrial, recreational, and construction activities as well as mechanical and electrical equipment.
Policy N 2.1	The County will require appropriate and feasible on-site noise attenuating measures that may include noise walls, enclosure of noise-generating equipment, site planning to locate noise sources away from sensitive receptors, and other comparable features.

COUNTY OF SAN BERNARDINO MUNICIPAL CODE

Noise Standards

The County's Municipal Code (Title 8, Development Code; Division 3, Countywide Development Standards; Chapter 83.01, General Performance Standards, Section 83.01.080, Noise) establishes interior and exterior noise standards for specific land uses by type of noise source. Noise standards for stationary noise sources are summarized in Table 4.7-5. As shown, the noise standard for residential properties is 55 dB(A) L_{eq} from 7 AM to 10 PM and 45 dB(A) L_{eq} from 10 PM to 7 AM. For industrial properties, the noise standard from stationary noise sources is 70 dB(A) during any time of the day or night. Areas exposed to noise levels exceeding these standards are considered noise-impacted areas. The County's Municipal Code exempts noise from construction noise when construction is limited to between the hours between 7 AM and 7 PM except on Sundays or federal holidays.

Table 4.7-5: Noise Standards for Stationary Noise Sources

Affected Land Uses (Receiving Noise)	L_{eq} 7 AM – 10 PM	L_{eq} 10 PM – 7 AM
Residential	55 dB(A)	45 dB(A)
Professional Services	55 dB(A)	55 dB(A)
Other Commercial	60 dB(A)	60 dB(A)
Industrial	70 dB(A)	70 dB(A)

Source: County of San Bernardino Municipal Code, Section 83.01.080, Table 83-2

Notes:

L_{eq} = Equivalent Energy Level. The sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over a given sample period, typically 1, 8, or 24 hours.

dB(A) = A-weighted Sound Pressure Level. The sound pressure level, in decibels, as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound, placing greater emphasis on those frequencies within the sensitivity range of the human ear.

L_{dn} = Day-Night Noise Level. The average equivalent A-weighted sound level during a 24-hour day obtained by adding 10 decibels to the hourly noise levels measured during the night (from 10:00 PM to 7:00 AM). In this way, L_{dn} takes into account the lower tolerance of people for noise during nighttime periods.

Noise from mobile sources may affect adjacent properties adversely. When it does, the noise must be mitigated for any new development to a level that will not exceed the standards for adjacent mobile noise sources. The County's noise standards for adjacent mobile sources (such as traffic) are summarized in Table 4.7-6.

Table 4.7-6: Noise Standards for Adjacent Mobile Noise Sources

Land Use		L_{dn} (or CNEL) dB(A)[4]	
Categories	**Uses**	**Interior[1]**	**Exterior[2]**
Residential	Single- and multi-family, duplex, mobile homes	45	60[3]
Commercial	Hotel, motel, transient housing	45	60[3]
	Commercial retail, bank, restaurant	50	N/A
	Office building, research and development, professional offices	45	65
	Amphitheater, concert hall, auditorium, movie theater	45	N/A
Institutional/Public	Hospital, nursing home, school classroom, religious institution, library	45	65
Open Space	Park	N/A	65

Source: County of San Bernardino Municipal Code, Section 83.01.080, Table 83-3

Notes:

1. The indoor environment shall exclude bathrooms, kitchens, toilets, closets, and corridors.
2. The outdoor environment shall be limited to:

Land Use		L_{dn} (or CNEL) dB(A)[4]	
Categories	**Uses**	**Interior[1]**	**Exterior[2]**
	• Hospital/office building patios • Hotel and motel recreation areas • Mobile home parks • Multi-family private patios or balconies • Park picnic areas • Private yard of single-family dwellings • School playgrounds		

3. An exterior noise level of up to 65 dB(A) (or CNEL) shall be allowed provided exterior noise levels have been substantially mitigated through a reasonable application of the best available noise reduction technology, and interior noise exposure does not exceed 45 dB(A) (or CNEL) with windows and doors closed. Requiring that windows and doors remain closed to achieve an acceptable interior noise level shall necessitate the use of air conditioning or mechanical ventilation.
4. CNEL = community noise equivalent level. The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of approximately 5 decibels to sound levels in the evening from 7:00 PM to 10:00 PM and 10 decibels to sound levels in the night from 10:00 PM to 7:00 AM.

Vibration Standards

Section 83.01.090 of the County's Municipal Code prohibits the operation of any device that creates vibration that can be felt without the aid of instruments at or beyond the lot line, or which produces a particle velocity greater than or equal to two-tenths (0.2) inches per second measured at or beyond the lot line.

IMPACT ANALYSIS AND MITIGATION MEASURES

METHODOLOGY

Ambient noise measurements were conducted to quantify the existing daytime noise environment at three sites representative of nearby noise-sensitive land uses. Estimated noise levels resulting from the proposed construction activities were derived from the FHWA Roadway Construction Model and field data. The noise impact assessment utilized criteria established in the County of San Bernardino General Plan Noise Element and Municipal Code Noise Ordinance. The noise levels associated with selected roadways was determined based on the information in the traffic impact analysis and using the FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise Emission Levels.

THRESHOLDS OF SIGNIFICANCE

The following thresholds of significance are based, in part, on California Environmental Quality Act (CEQA) Guidelines Appendix G. For purposes of this EIR, implementation of the proposed project may have a significant adverse impact related to noise and vibration if it would result in any of the following:

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels (for further discussion on this topic, see Section 6.0, Effects Found Not to Be Significant).
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.
- For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, exposure of people residing or working in the project area to excessive noise levels (for further discussion on this topic see Section 6.0, Effects Found Not to Be Significant).
- For a project near a private airstrip, exposure of people residing or working in the project area to excessive noise levels.

NOISE IMPACT CRITERIA

SIGNIFICANCE OF CHANGES IN STATIONARY NOISE LEVELS

The project would normally have a significant noise impact if it would:

> Exceed the stationary source noise criteria for the County of San Bernardino as identified in Table 4.7-5.

SIGNIFICANCE OF CHANGES IN TRAFFIC NOISE LEVELS

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 will 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 prolonged 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.

Because traffic noise levels at sensitive uses likely approach or exceed the applicable land use compatibility standard, a 3 dB increase because of a project is used as the noise threshold for that project. Thus, a project would result in a significant noise impact when a permanent increase in ambient noise levels of 3 dB occur upon project implementation and the resulting noise level exceeds the applicable exterior standard at a noise-sensitive use.

SIGNIFICANCE OF CHANGES IN CUMULATIVE TRAFFIC NOISE LEVELS

A project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds the perception level (i.e., auditory level increase) threshold. The combined effect compares the Cumulative with Project condition to the existing conditions. The following criterion was used to evaluate the combined effect of the cumulative noise increase:

> **Combined Effects.** The cumulative with project noise level (Future with Project) would cause a significant cumulative impact if a 3.0 dBA increase over existing conditions occurs and the resulting noise level exceeds the applicable exterior standard at a sensitive use.

Although there may be a significant noise increase due to the proposed project in combination with other related projects (combined effects), it must also be demonstrated that the project has an incremental effect. In other words, a significant portion of the noise increase must be due to the proposed project. The following criterion was used to evaluate the incremental effect of the cumulative noise increase:

> **Incremental Effects.** The "Future with" scenario causes a 1 dBA increase in noise over the "Future without Project" noise level.

A significant impact would result only if both the combined and incremental effects criteria have been exceeded and the resulting noise level exceeds the applicable exterior standard at a noise-sensitive use.

PROJECT IMPACTS AND MITIGATION

EXCEED NOISE STANDARDS

Impact 4.6-1	**The project would expose people to or would generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Impacts would be** *LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED.*

SHORT-TERM CONSTRUCTION

Construction activities would occur in a single phase and would include demolition, site preparation, grading, paving, building construction, and the application of architectural coatings. Groundborne noise and other types of construction-related noise impacts would typically occur during excavation activities of the grading phase. This phase of construction has the potential to create the highest levels of noise. Typical noise levels generated by construction equipment are shown in Table 4.7-7, *Maximum Noise Levels Generated by Construction Equipment*. It should be noted that the noise levels identified in Table 4.7-7 are maximum sound levels (L_{max}), which are the highest individual sounds occurring in an individual time period. Operating cycles for these types of construction equipment may involve one or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than 1 minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

Table 4.7-7: Maximum Noise Levels Generated by Construction Equipment

Type of Equipment	Acoustical Use Factor[1]	L_{max} at 50 Feet (dBA)
Concrete Saw	20	90
Crane	16	81
Concrete Mixer Truck	40	79
Backhoe	40	78
Dozer	40	82
Excavator	40	81
Forklift	40	78
Paver	50	77
Roller	20	80
Tractor	40	84
Water Truck	40	80
Grader	40	85
General Industrial Equipment	50	85

Source: FHWA 2006

1. Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.

Using the FHWA's (2008) Roadway Construction Noise Model construction noise model and construction information, the estimated noise levels from construction were calculated for a number of modeling points as shown on Exhibit 4.7-2, *Noise Measurement and Modeling Locations*. These points were selected based on outdoor living areas such as residential patios and outdoor church areas. Table 4.7-8, *Construction Noise Model Results Summary*, shows estimated noise levels for construction activities at a range of sites if all equipment were operated at the same time. The FHWA model inputs and outputs for the receptor sites are included in Appendix G of this Draft EIR.

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7/7/2017 JN M:\Mdata\156590\MXD\4.7-2 Noise Model Points.mxd

Michael Baker INTERNATIONAL

0 125 250 500 Feet

Source: San Bernardino County, ESRI World Imagery

SLOVER DISTRIBUTION CENTER
DRAFT EIR

Noise Measurement and Modeling Locations

Exhibit 4.7-2

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Table 4.7-8: Construction Noise Model Results Summary

Location No.	Distance (feet) [1]	Land Use	Daytime Baseline (dBA)	Demolition (dBA)	Site Preparation (dBA)	Grading (dBA)	Construction (dBA)
4	286	Residential	47.2	58.5	61.9	66.1	63.9
14 (church)	829	Residential	64.1	60.2	57.6	61.9	59.7
26	986	Residential	47.2	48.7	46.1	50.4	48.2
27	737	Industrial	61.7	61.2	58.7	62.9	60.7

Source: Michael Baker International 2017

1. Distance measured from receptor site to center of project area.

As shown in Table 4.7-8, the highest noise levels are expected to occur during grading activities. Noise levels during grading would range from 66.1 dBA at the nearest residential property to 50.4 dBA at the most distant residential property studied and 62.9 dBA at the nearest property within the industrial land use. Temporary construction noise generated at the project site would not be significantly greater than baseline measurements except for the residential properties nearest to the site. Noise levels would be reduced by the block wall separating the residential properties from the project site; a solid wall can reduce noise levels by 5 to 10 decibels. Furthermore, County Municipal Code Section 83.01.080 exempts construction noise when construction is limited to between the hours of 7 AM and 7 PM except on Sundays or federal holidays.

It is anticipated that construction activities associated with the proposed project would take place between 7:00 AM and 7:00 PM, and would not take place on Sundays or federal holidays. Because the Municipal Codes exempts construction noise during these hours/days, construction impacts would be less than significant.

However, if construction does occur outside of the exempted time frame, then noise standards would be likely to be exceeded and result in significant impacts. For instance, the County noise standard for stationary noise sources affecting residences is 55 dBA from the hours of 7:00 AM to 10:00 PM, and 45 dBA from 10:00 PM to 7:00 AM. Therefore, project construction noise would only comply with applicable noise standards during the periods when it is exempt.

Therefore, Mitigation Measure NOI-1 will limit construction activities to exempted hours, and impose additional measures to further reduce noise onsite for the benefit of nearby residences.

LONG-TERM OPERATIONAL IMPACTS

Off-Site Mobile Noise

The project would generate traffic along nearby roads including Slover Avenue, Sierra Avenue, and Cedar Avenue. Traffic noise modeling was conducted for the proposed project using the traffic volumes from the project's traffic impact analysis report and the FHWA's RD-77-108 traffic noise model. The noise model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The modeled traffic speeds used were the posted speed limits in the project vicinity:

- 45 miles per hour (mph) on Slover Avenue, east of Locust Avenue
- 50 mph on Slover Avenue west of Locust Avenue
- 40 mph on Cedar Avenue
- 50 mph on Sierra Avenue

The noise modeling input and output files are included in Appendix G of this Draft EIR.

The information gleaned from this modeling was compared to the noise impact significance criteria in the County's Municipal Code for adjacent mobile noise sources. As shown in Table 4.7-3, *Existing Traffic Noise Levels*, existing traffic noise already exceeds the County's residential standard of 60 dBA and industrial standard of 65 dBA. Therefore, the threshold of significance is changed to an increase of greater than 3 dBA. For a community noise environment, a 3 dBA change is considered a just-perceivable difference.

The results of the traffic noise analysis are shown in Table 4.7-9 for 2018 (Opening Year) and in Table 4.7-10 for 2038 (Horizon Year). Based on average daily trip (ADT) values, the project would increase traffic noise by 0.5 dBA or less when compared to the Year 2018 without Project scenario and would increase traffic noise by 0.2 dBA or less when compared to the 2038 Horizon Year without Project scenario. These noise level increases are considered less than significant.

Table 4.7-9: Future – 2018 (Opening Year) Traffic Noise Levels

Road	Without Project		With Project		Change	
	ADT	dBA at 75 Feet from Road CL	ADT	dBA at 75 Feet from Road CL	ADT	dBA at 75 Feet from Road CL
Slover Avenue						
West of Sierra Avenue	19,400	73.0	19,600	73.0	200	**0.0**
Sierra Avenue to Production Avenue	27,600	74.5	28,000	74.5	400	**0.0**

Road	Without Project		With Project		Change	
	ADT	dBA at 75 Feet from Road CL	ADT	dBA at 75 Feet from Road CL	ADT	dBA at 75 Feet from Road CL
Production Avenue to Empire Center Boulevard	17,800	72.4	18,200	72.5	400	**0.1**
Empire Center Boulevard to Tamarind Avenue	16,300	71.8	16,700	71.9	400	**0.1**
Tamarind Avenue to Alder Avenue	16,100	71.7	16,500	71.8	400	**0.1**
Alder Avenue to Laurel Avenue	16,600	71.9	17,000	72.0	400	**0.1**
Laurel Avenue to Locust Avenue	16,600	71.9	17,200	72.0	600	**0.1**
Locust Avenue to Linden Avenue	14,800	72.0	15,200	72.1	400	**0.1**
Linden Avenue to Cedar Avenue	10,800	70.7	11,200	70.8	400	**0.1**
East of Cedar Avenue	8,000	69.3	8,800	69.8	800	**0.5**
Sierra Avenue						
North of Slover Avenue	43,800	77.1	44,200	77.2	400	**0.1**
Cedar Avenue						
Slover Avenue to Orange Street	30,600	73.8	30,900	73.9	300	**0.1**
North of Orange Street	30,600	73.8	30,900	73.9	300	**0.1**

Source: Michael Baker International 2017

Notes: ADT = average daily traffic; dBA = A-weighted decibels; CNEL = community noise equivalent level; CL = centerline

Table 4.7-10: Future – Horizon Year 2038 Project Traffic Noise Levels

Road	Without Project		With Project		Change/Increase	
	ADT	dBA at 75 feet from Road CL	ADT	dBA at 75 Feet from Road CL	ADT	dBA at 75 Feet from Road CL
Slover Avenue						
West of Sierra Avenue	23,100	73.7	23,300	73.7	200	**0.0**
Sierra Avenue to Production Avenue	33,300	75.3	33,700	75.3	400	0.0
Production Avenue to Empire Center Boulevard	21,800	73.3	22,200	73.4	400	0.1
Empire Center Boulevard to Tamarind Avenue	20,100	72.7	20,500	72.8	400	0.1
Tamarind Avenue to Alder Avenue	20,000	72.6	20,400	72.7	400	0.1
Alder Avenue to Laurel Avenue	20,600	72.8	21,000	72.9	400	**0.1**

Road	Without Project		With Project		Change/Increase	
	ADT	dBA at 75 feet from Road CL	ADT	dBA at 75 Feet from Road CL	ADT	dBA at 75 Feet from Road CL
Laurel Avenue to Locust Avenue	20,700	72.8	21,300	73.0	600	**0.2**
Locust Avenue to Linden Avenue	18,400	73.0	18,800	73.1	400	**0.1**
Linden Avenue to Cedar Avenue	13,600	71.7	14,000	71.8	400	**0.1**
East of Cedar Avenue	11,000	70.7	11,200	70.8	200	**0.1**
Sierra Avenue						
North of Slover Avenue	52,500	77.9	52,900	78.0	400	**0.1**
Cedar Avenue						
Slover Avenue to Orange Street	44,600	75.5	44,900	75.5	300	**0.0**
North of Orange Street	44,600	75.5	44,900	75.5	300	**0.0**

Source: Michael Baker International 2017

Notes: ADT = average daily traffic; dBA = A-weighted decibels; CNEL = community noise equivalent level; CL = centerline

Cumulative Mobile Source Impacts

A project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds perception level (i.e., auditory level increase) threshold. The combined effect compares the Cumulative with Project condition to Existing conditions. This comparison accounts for the traffic noise increase generated by a project combined with the traffic noise increase generated by projects on the cumulative project list. The following criteria were used to evaluate the combined effect of the cumulative noise increase.

- *Combined Effect.* The cumulative with project noise level (Future with Project) would cause a significant cumulative impact if a 3.0 dB increase over existing conditions occurs and the resulting noise level exceeds the applicable exterior standard at a sensitive use. Although there may be a significant noise increase due to the proposed project in combination with other related projects (combined effects), it must also be demonstrated that the project has an incremental effect. In other words, a significant portion of the noise increase must be due to the proposed project. The following criteria have been utilized to evaluate the incremental effect of the cumulative noise increase.
- *Incremental Effects.* The Future with Project causes a 1.0 dBA increase in noise over the Future without Project noise level.

A significant impact would result only if both the combined and incremental effects criteria are exceeded. Noise is a localized phenomenon, and it reduces as distance from the source

increases. Consequently, only the proposed project and growth due to occur in the project site's general vicinity would contribute to cumulative noise impacts. Table 4.7-11, *Cumulative Noise Scenario*, lists the traffic noise effects along roadway segments in the project vicinity for Existing, Future, and Future with Project conditions, including incremental and net cumulative impacts.

Table 4.7-11: Cumulative Noise Scenario

Road	Existing	Future	Future with Project	Combined Effects	Incremental Effects
	DBA at 75 Feet from Road CL			Increase from Existing to Future with Project	Increase from Future to Future with Project
Slover Avenue					
West of Sierra Avenue	69.6	73.7	73.7	4.1	0
Sierra Avenue to Production Avenue	71.1	75.3	75.3	4.2	0
Production Avenue to Empire Center Boulevard	69.0	73.3	73.4	4.4	0.1
Empire Center Boulevard to Tamarind Avenue	68.4	72.7	72.8	4.4	0.1
Tamarind Avenue to Alder Avenue	68.3	72.6	72.7	4.4	0.1
Alder Avenue to Laurel Avenue	68.5	72.8	72.9	4.4	0.1
Laurel Avenue to Locust Avenue	68.5	72.8	73	4.4	0.2
Locust Avenue to Linden Avenue	68.8	73	73.1	4.3	0.1
Linden Avenue to Cedar Avenue	67.5	71.7	71.8	4.3	0.1
East of Cedar Avenue	66.5	70.7	70.8	4.3	0.1
Sierra Avenue					
North of Slover Avenue	74.0	77.9	78	4.0	0.1
Cedar Avenue					
Slover Avenue to Orange Street	70.3	75.5	75.5	5.2	0
North of Orange Street	70.3	75.5	75.5	5.2	0

Source: Michael Baker International 2017

Notes: CL = centerline; dBA = A-weighted decibels

As indicated in Table 4.7-11, the proposed project would not result in long-term mobile noise impacts based on project-generated traffic as well as cumulative and incremental noise levels. None of the roadway segments would exceed both the incremental effects and the combined effects criteria; thus, none of the roadway segments would be significantly impacted. Therefore, the proposed project in combination with cumulative background traffic noise levels would result in a less than significant cumulative impact.

On-Site Operations Noise

Trucks, passenger vehicles, and ancillary equipment such as forklifts and HVAC [heating, ventilation, and air conditioning] equipment would create noise during on-site operations. The operations will be typical of a warehouse/distribution center use. The nearest residences near the proposed project site are located approximately 286 feet from the center and approximately 105 feet from the nearest side of the proposed industrial building to the south. Refrigerated trucks (which have an additional auxiliary cooling system that could result in higher individual truck noise levels) are not anticipated as part of this project.

PROJECT MECHANICAL EQUIPMENT

Typically, mechanical equipment noise is 55 dBA at 50 feet from the source. This level of stationary source noise is acceptable per the noise standards influencing the project. Furthermore, project HVAC units would be included on the roof of the structure, likely located toward the center of the building, so the nearest homes to the HVAC units would be more than 50 feet away. On-site HVAC units and associated equipment attached to project structures would be acoustically engineered with appropriate procurement specifications, sound enclosures, and parapet walls to minimize noise—all in accordance with the County of San Bernardino noise requirements—to ensure that such equipment does not exceed allowable noise limits. Thus, through compliance with pertinent local noise regulations, noise levels from project mechanical equipment would be less than significant.

LOADING BAY OPERATIONS

On-site truck operations would be considered a stationary noise source subject to the County's noise regulation limitations. Operations would be conducted during daytime business hours (here assumed to be 7:00 AM to 6:00 PM).

Noise measurements at a variety of similar projects (e.g., Home Depot loading bays, Consolidated Volume Transport truck scales, Macy's truck transfer yard) have demonstrated that the noise produced by idling/maneuvering semi-trucks is typically on the order of 70 to 73 dBA at 50 feet (Wilder 2000).

For purposes of this impact assessment, the proposed project is projected to accept up to 250 trucks per day combined and would experience a peak of 22 truck trips during the peak hour of traffic. By state law, diesel trucks are prohibited from idling for more than 5 minutes at any one location. Additionally, it is assumed for this assessment that the maneuvering operation for any given truck would take no more than 3 to 5 minutes. Thus, the combination of maneuvering and parking and idling near or in the project's loading bays would take a maximum of 10 minutes per truck trip.

For the purposes of this analysis, distances to receptors were measured from the center of the project site to represent the approximate location of the loading bay operations. The nearest noise-sensitive receptors (single-family residences) are approximately 286 feet from the center of the project site. These residences would experience approximately 15 dB of sound reduction due to distance attenuation (considering an attenuation rate of 6 dB per doubling distance as described above) and approximately 5 dB of attenuation from the block wall surrounding the residences (FHWA 2006). Accounting for the sound reductions, noise attenuation will be approximately 20 dBA. Therefore, the noise levels experienced at the nearest sensitive receptors from on-site loading bay activities would be 53 dBA (73 dBA - 20 dBA). As described in Table 4.7-5, the San Bernardino County Municipal Code states that the standard for stationary noise sources for residential properties is 55 dBA between 7:00 AM and 10:00 PM; therefore, the noise generated by loading bay activities would be less than significant.

Mitigation Measures:

NOI-1 Prior to grading permit issuance, the project applicant/contractor shall demonstrate, to the satisfaction of the San Bernardino County Planning Division, that the project complies with the following:

- Construction operations shall not occur between 7:00 PM and 7:00 AM Monday through Saturday, or at any time on Sundays or on federal holidays. The hours of construction, including noisy maintenance activities and all spoils and material transport, shall be restricted to the hours between 7:00 AM and 7:00 PM Monday through Saturday.
- 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 project applicant/contractor shall utilize construction noise reduction methods to minimize construction noise at sensitive receptors in the project area. These reduction methods include shutting off idling equipment, maximizing

the distance between construction equipment staging areas and occupied residential areas, and using electric air compressors and similar power tools.

- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.

Level of Significance after Mitigation: Less than significant impact.

PERMANENT NOISE INCREASE

Impact 4.7-2	**The project would not result in a substantial permanent increase in ambient noise *levels* in the project vicinity above levels existing without the project. This impact would be less than significant.**

The project proposes to build a 344,000-square-foot high-cube concrete tilt-up warehouse facility shell building with shared automobile and truck access via Laurel, Slover, and Locust avenues. Noise would be generated by truck and passenger vehicle trips to and from the site on adjacent roadways; trucks backing up, starting, and idling; forklifts; and mechanical plant (HVAC) noise. Long-term operational noise also includes project-generated traffic and overall traffic noise at the site. Noise levels from project activities are projected to be 53 dBA L_{eq} at the nearest sensitive receptor and thus would not exceed the levels established in the San Bernardino County noise ordinance. On-site operations would not result in a substantial permanent increase in noise levels, and this impact would be less than significant.

The project would also generate traffic along nearby roads including Slover Avenue, Sierra Avenue, and Cedar Avenue. Traffic noise modeling was conducted, and it was found that the additional traffic volume along the adjacent roads would not substantially increase the existing noise level in the project vicinity. The off-site traffic noise level increase is considered less than significant.

For more information, refer to the discussion of operational noise under Impact 4.7-1.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

TEMPORARY NOISE INCREASE

Impact 4.7-3	**The project would result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. This impact *would* be less than significant with mitigation.**

The project proposes to build a 344,000-square-foot high-cube concrete tilt-up warehouse facility shell building with shared automobile and truck access via Laurel, Slover, and Locust avenues. Construction of the proposed project would involve site grading, excavation, building construction, architectural coatings, and paving. Project construction would employ only standard construction equipment that would be used for any routine construction project of this scale; construction equipment with substantially higher noise-generation characteristics (such as pile drivers, rock drills, or blasting equipment) will not be necessary for any phase of the project.

Construction activities would be temporary and limited to the hours between 7 AM and 7 PM except on Sundays or federal holidays. With the implementation of Mitigation Measure NOI-1, noise from temporary construction activities would be less than significant.

Daily operations of the project would produce noises typically associated with office and warehouse activities. Noise would be generated by truck and passenger vehicle trips to and from the site on adjacent roadways; trucks backing up, starting, and idling; forklifts; and mechanical plant (HVAC) noise. Noise levels from project activities would not exceed the levels established in the San Bernardino County noise ordinance. On-site operations would not result in a substantial temporary or periodic increase in noise levels, and this impact would be less than significant.

For more information, refer to the discussions of construction noise and operational noise under Impact 4.7-1.

Mitigation Measures: Refer to Mitigation Measure NOI-1.

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

EXCESSIVE VIBRATIONS

Impact 4.7-4 **The project would result in exposure of persons to or the generation of excessive groundborne vibration or groundborne noise levels. This impact would be less than *significant*.**

SHORT-TERM CONSTRUCTION

Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the 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 near a construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). This impact discussion utilizes Caltrans's recommended standard of 0.2 inches per second PPV with respect to the prevention of structural damage for normal buildings. Table 4.7-12, Typical Vibration Levels for Construction Equipment, displays vibration levels for typical construction equipment.

Table 4.7-12: Typical Vibration Levels for Construction Equipment

Equipment	Approximate Peak Particle Velocity [1]		
	At 25 Feet	At 50 Feet	At 105 Feet
Large bulldozer	0.089	0.031	0.010
Loaded trucks	0.076	0.027	0.009
Small bulldozer	0.003	0.001	0.0003

Source: FTA 2006

1. In inches per second; calculated using the following formula: PPV equip = PPVref x (25/D)1.5

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 12-2 of the FTA Transit Noise and Vibration Impact Assessment Guidelines

D = the distance from the equipment to the receiver

The nearest structure to the project site is adjacent to the construction site boundary. However, it is acknowledged that construction activities would occur throughout the project site and would not be concentrated at the point closest to the nearest structure. Based on the vibration levels presented in Table 4.7-12, ground vibration generated by heavy-duty equipment would not be anticipated to exceed approximately 0.089 inches per second PPV at 25 feet. Therefore, the use of virtually any type of construction equipment would most likely not result in a groundborne vibration velocity level above 0.2 inches per second, and predicted vibration levels at the nearest off-site structures would not exceed recommended criteria. Additionally, this would be a temporary impact and would cease completely when construction

ends. Once operational, the project would not be a source of groundborne vibration. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance*:* Less than significant impact.

PUBLIC AIRPORT

Impact 4.7-5	**The project would not be located within an airport land use plan or, where such plan has not been adopted, within 2 miles of a public airport or public use airport, nor would it expose people residing or working in the project area to excessive noise levels. No impact would occur.**

LONG-TERM OPERATIONAL IMPACTS

The nearest airport in the vicinity of the project site is Flabob Airport (a small local airport), located approximately 4.8 miles to the south. The nearest major commercial airport is Ontario International Airport, located approximately 10.5 miles to the west. Although the project site is within the influence area of Ontario International Airport, the project site is outside of the airport's 60–65 dBA CNEL noise impact contours and is not located within any airport's noise impact zone (City of Ontario 2011). Therefore, the project would not expose people working in the project area to excessive noise levels associated with aircraft. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No impact.

PRIVATE AIRSTRIP

Impact 4.7-6	**The project would *not* be located in the vicinity of a private airstrip and would not expose people residing or working in the project area to excessive noise levels. No impact would occur.**

Refer to the analysis of Impact 4.7-5 above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No impact.

CUMULATIVE IMPACTS

Impact 4.7-7	**Traffic generated by the proposed project, combined with other related cumulative projects, would not significantly contribute to existing traffic noise in the area, or *exceed* the County's established standards. Impacts would be less than significant.**

A project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds perception level (i.e., auditory level increase) threshold. The combined effect compares the Cumulative with Project condition to Existing conditions. This comparison accounts for the traffic noise increase generated by the project combined with the traffic noise increase generated by projects in the cumulative project list.

As indicated in Table 4.7-11, the proposed project would not result in long-term mobile noise impacts based on project-generated traffic and cumulative and incremental noise levels. None of the roadway segments would exceed both the incremental effects and the combined effects criteria; thus, none of the roadway segments would be significantly impacted. Therefore, the proposed project in combination with cumulative background traffic noise levels would result in a less than significant cumulative impact.

For more information, refer to the discussion of cumulative mobile sources discussion under Impact 4.7-1.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

Section 4.8
Traffic and Circulation

SLOVER DISTRIBUTION CENTER
Draft
ENVIRONMENTAL IMPACT REPORT

SECTION 4.8
TRAFFIC AND CIRCULATION

This section describes regulations related to transportation and circulation and the existing transportation systems in the project area; identifies significance criteria for impacts on transportation and circulation; and evaluates potential impacts associated with the proposed project. The information in this section is based on transportation and circulation information obtained from available public resources including the County of San Bernardino General Plan (2007) specifically the General Plan Transportation Element. In addition, a project-specific traffic impact analysis (TIA) was prepared for the project (Michael Baker International 2017; see Appendix H).

As required by San Bernardino County (County), the TIA followed the methodology and assumptions established in conjunction with the San Bernardino County Traffic Impact Study Guidelines (revised April 2014) and the Guidelines for CMP Traffic Impact Analysis Reports in San Bernardino County (2005 update). The TIA comprehensively analyzes the potential traffic impacts associated with the project.

ENVIRONMENTAL SETTING

STUDY AREA

ROADWAY FACILITIES

The project study area scope for the traffic analysis was developed in conjunction with the County of San Bernardino. The identification of the study area, including the intersections requiring analysis, was based on an estimate of the two-way traffic volumes on the road segments near the project site. Intersections with anticipated project volumes that equal or exceed 50 two-way trips during the peak hours were included in the study area for the purposes of the traffic analysis. It should be noted that the analysis was conducted using conservative methods which extended the study area including the use of a land use type that likely overestimates the number of projected trips and performing an additional freeway analysis despite being below the required threshold for such analysis.

Regional access to the project site is provided by Interstate 10 (I-10). Local access is provided by various roads in the vicinity: east–west roads include Slover Avenue; north–south roads include Locust Avenue, Laurel Avenue, Sierra Avenue, and Cedar Avenue, which are further described in Table 4.8-1, *Study Area Streets*.

Table 4.8-1: Study Area Streets

Street	Features	Purpose	Posted Speed[1]	On-Street Parking
East-West Streets				
Slover Avenue	Three- to six-lane roadway with varying median type	Local and regional access	45–50	Yes
North-South Streets				
Locust Avenue	Two-lane undivided roadway	Local access	45	Yes
Laurel Avenue	Two-lane undivided roadway	Local access	25	Yes
Sierra Avenue	Six-lane roadway with raised median	Local and regional access	40–50	No
Cedar Avenue	Four-lane undivided roadway	Local and regional access	40	No

Source: Michael Baker International 2017
1. Speed in miles per hour

The study area, as illustrated in Exhibit 4.8-1, includes the locations listed in Table 4.8-2, *Study Locations*.

Table 4.8-2: Study Locations

No.	Study Location	Traffic Control/Roadway Type	Jurisdiction/Ownership
1	Slover Avenue/Sierra Avenue	Signalized Intersection	City of Fontana
2	Slover Avenue/Production Avenue	Signalized Intersection	City of Fontana
3	Slover Avenue/Empire Center Blvd.	Signalized Intersection	City of Fontana
4	Slover Avenue/Tamarind Avenue	Signalized Intersection	City of Fontana
5	Slover Avenue/Alder Avenue	TWSC Intersection	Bloomington
6	Slover Avenue/Laurel Avenue	Signalized Intersection	Bloomington
7	Laurel Avenue/Project Driveway 1	Not applicable	Bloomington
8	Slover Avenue/Project Driveway 2	Not applicable	Bloomington
9	Slover Avenue/Locust Avenue	Signalized Intersection	Bloomington
10	Locust Avenue/Project Driveway 3	Not applicable	Bloomington
11	Slover Avenue/Linden Avenue	AWSC Intersection	Bloomington
12	Slover Avenue/Cedar Avenue	Signalized Intersection	Bloomington
13	Cedar Avenue/Orange Street	Signalized Intersection	Bloomington
14	Sierra Avenue/I-10 Ramps	Signalized Intersection	City of Fontana
15	Cedar Avenue/I-10 EB Ramps	Signalized Intersection	Bloomington
16	Cedar Avenue/I-10 WB Ramps	Signalized Intersection	Bloomington
17	I-10 West of Cedar Avenue	Freeway	Caltrans
18	I-10 East of Cedar Avenue	Freeway	Caltrans

Source: Michael Baker International 2017
TWSC = two-way stop control; AWSC = all-way stop control; EB = eastbound; WB = westbound

Bus Transit Facilities

There are two transit facilities located near the project site in the form of bus stops serviced by Omnitrans Route 29. The first bust stop is located on the west side of Laurel Avenue approximately 150 feet south of Slover Avenue. The second is located on the north side of Slover Avenue approximately 700 feet west of Locust Avenue. Route 29 originates and terminates at the South Fontana Transfer Center next to Kaiser Permanente Hospital near the intersection of Sierra Avenue and Valley Boulevard.

Bicycle and Pedestrian Network

There are currently no Class II bike lanes in either direction of travel on Slover Avenue, Laurel Avenue, or Locust Avenue near the project site. Sidewalks exist intermittently along Slover Avenue in the study area, with gaps along the south side of Slover Avenue between Tamarind Avenue and Cedar Avenue.

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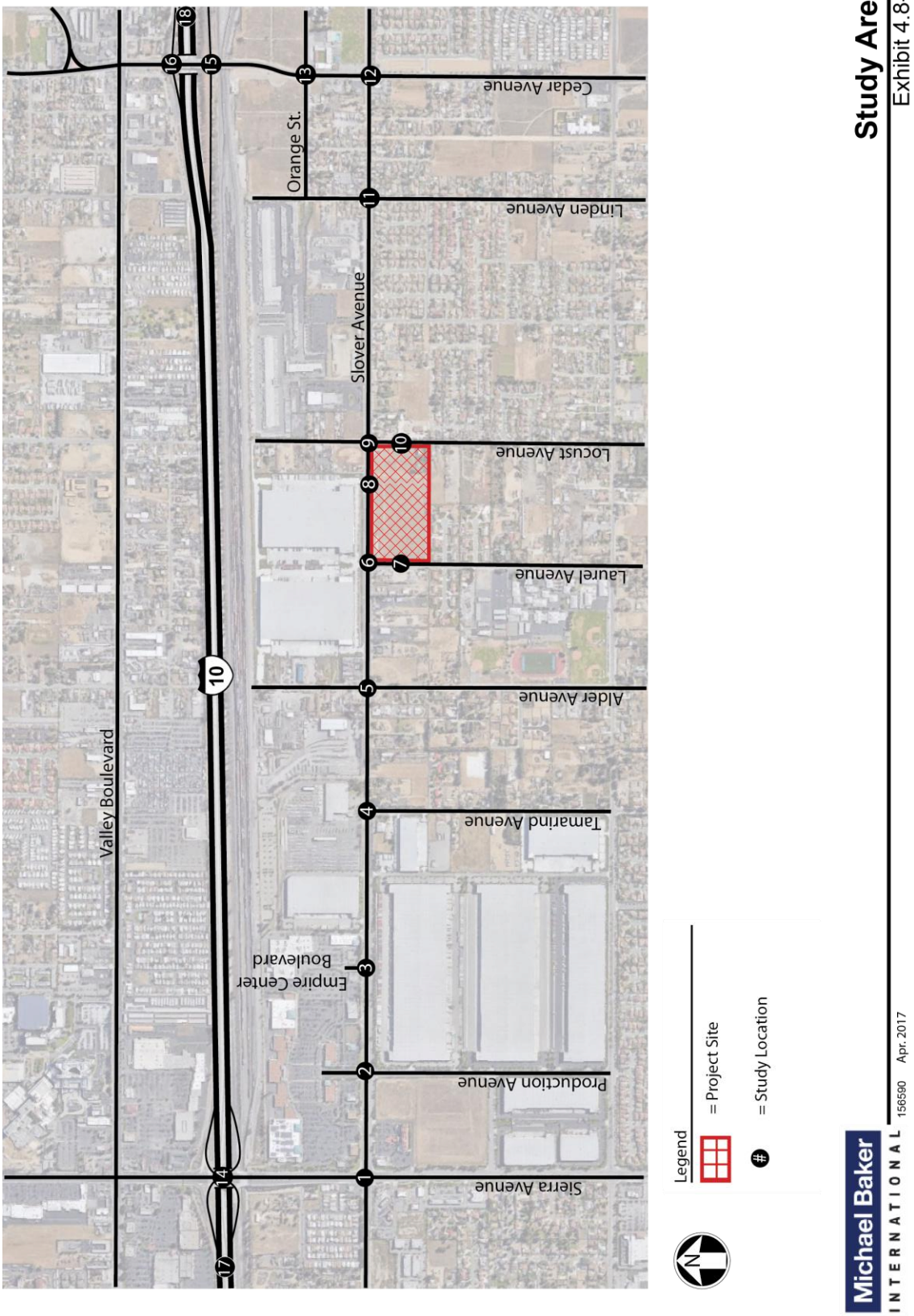

Study Area
Exhibit 4.8-1

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ANALYSIS METHODOLOGY

INTERSECTION ANALYSIS

Analysis of all intersections in the project study area is based on San Bernardino County Traffic Impact Study Guidelines and the Guidelines for CMP Traffic Impact Analysis Reports in San Bernardino County. As required, the 2010 Highway Capacity Manual (HCM) operation methodology was used to determine the operating levels of service (LOS) at the study intersections. The Synchro (Version 8.0) software package was used to evaluate the study intersections using the HCM methodology. The HCM methodology describes the operation of an intersection using a range of levels of service from LOS A (free-flow conditions) to LOS F (severely congested conditions) as shown in Table 4.8-3, *Level of Service Descriptions and Delay Ranges.*

Table 4.8-3: Level of Service Descriptions and Delay Ranges

LOS	Description	Delay (seconds/vehicle)	
		Signalized Intersections	Unsignalized Intersections
A	This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10.0	≤10.0
B	This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.	>10.0 to ≤20.0	>10.0 to ≤15.0
C	This level is typically assigned when progression is favorable or the cycle length is moderate. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20.0 to ≤35.0	>15.0 to ≤25.0
D	This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.	>35.0 to ≤55.0	>25.0 to ≤35.0
E	This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.	>55.0 to ≤80.0	>35.0 to ≤50.0
F	This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>80.0	>50.0

Source: Transportation Research Board 2010

ROADWAY SEGMENTS

Roadway segment level of service standards are generally used as long-range planning guidelines to determine the functional classification of roadways and are not always accurate indicators of roadway performance. Typically, the performance and level of service of a roadway segment are heavily influenced by the ability of intersections to accommodate peak-hour volumes. Therefore, peak-hour signalized and unsignalized intersections in the study area were the focus of the project traffic analysis, since intersections control the movement of vehicles along road segments.

FREEWAY SEGMENTS

According to the Guidelines for CMP Traffic Impact Analysis Reports in San Bernardino County, a freeway analysis is required if a project contributes 100 or more two-way peak-hour trips to a freeway segment. The project contributes approximately 43 directional trips in the PM peak hour to I-10. However, to be comprehensive and conservative, a freeway analysis was prepared even though the volume of project traffic added to the freeway does not meet the significance threshold.

EXISTING CONDITIONS – TRAFFIC VOLUMES AND OPERATIONS

Existing weekday AM and PM peak-period traffic volume counts were collected in January 2017. Data was collected from 7:00 to 9:00 AM and from 4:00 to 6:00 PM and was classified as passenger cars, 2 axle trucks, 3 axle trucks, and 4+ axle trucks. For the purposes of the traffic analysis, all truck traffic was converted into passenger car equivalents (PCE) to capture the fact that trucks operate differently and occupy more physical space when compared to passenger cars. PCEs are determined using the conversion factors detailed in the Guidelines for CMP Traffic Impact Analysis Reports in San Bernardino County, as follows:

- Passenger car PCE = 1.0
- 2-axle truck PCE = 1.5
- 3-axle truck PCE = 2.0
- 4+-axle truck PCE = 3.0

Table 4.8-4, *Existing Year (2017) Intersection Delay and Level of Service*, summarizes the existing study intersection LOS for weekday AM and PM peak-hour study intersection conditions. As shown, all intersections currently operate at acceptable levels of service (LOS D or better). Table 4.8-5, *Existing Conditions (Year 2017) Freeway Delay and Level of Service*, summarizes the existing study freeway segment peak-hour volume-to-capacity ratio and level of service. The analysis time for the freeway analysis was the AM peak hour, which was the critical peak time.

As shown, the existing volume to capacity ratio (v/c) is less than 1.0, and the level of service is D or E, at all study locations.

Table 4.8-4: Existing Year (2017) Intersection Delay and Level of Service

No.	Study Intersection	AM		PM	
		Delay [1]	LOS	Delay [1]	LOS
1	Slover Avenue/Sierra Avenue	42.1	D	54.3	D
2	Slover Avenue/Production Avenue	27.8	C	26.6	C
3	Slover Avenue/Empire Center Blvd.	22.2	C	15.2	B
4	Slover Avenue/Tamarind Avenue	14.8	B	15.1	B
5	Slover Avenue/Alder Avenue	16.1	C	15.3	C
6	Slover Avenue/Laurel Avenue	27.7	C	15.4	B
7	Laurel Avenue/Project Driveway 1	—	—	—	—
8	Slover Avenue/Project Driveway 2	—	—	—	—
9	Slover Avenue/Locust Avenue	18.4	B	17.0	B
10	Locust Avenue/Project Driveway 3	—	—	—	—
11	Slover Avenue/Linden Avenue	23.0	C	25.8	D
12	Slover Avenue/Cedar Avenue	29.1	C	30.9	C
13	Cedar Avenue/Orange Street	16.2	B	20.2	C
14	Sierra Avenue/I-10 Ramps	27.5	C	34.3	C
15	Cedar Avenue/I-10 EB Ramps	51.5	D	44.5	D
16	Cedar Avenue/I-10 WB Ramps	43.3	D	27.7	C

Source: Michael Baker International 2017
1. Average seconds of delay per vehicle
TWSC = two-way stop control; AWSC = all-way stop control; LOS = level of service

Table 4.8-5: Existing Conditions (Year 2017) Freeway Delay and Level of Service

Study Intersection			Roadway Type	AM Peak Hour (Critical Peak)		
				Volume	v/c	LOS
17	I-10, Citrus Avenue to Sierra Avenue	Eastbound	Freeway	9,551	0.955	**E**
18		Westbound	Freeway	9,551	0.955	**E**
19	I-10, Cedar Avenue to Riverside Avenue	Eastbound	Freeway	9,005	0.901	D
20		Westbound	Freeway	9,005	0.901	D

Source: Michael Baker International 2017
Note: Deficient roadway segment operations shown in **bold**, i.e., LOS E or F.
v/c = volume-to-capacity ratio

REGULATORY FRAMEWORK

FEDERAL

Federal rules and regulations govern many facets of the county's traffic and circulation system, including transportation planning and programming; funding; and design, construction, and operation of facilities. The County complies with all applicable rules and regulations of the Federal Highway Administration, the Urban Mass Transit Administration, the Federal Railroad Administration, the Federal Aviation Administration, and other federal agencies. In addition, the County coordinates with federal resource agencies where appropriate in the environmental clearance process for transportation facilities.

STATE

As it complies with federal rules and regulations, the County also complies with applicable state rules and regulations, including those of the California Department of Transportation (Caltrans), and coordinates with state resource agencies.

CALIFORNIA TRAFFIC OPERATIONS STANDARDS

The Caltrans (2002) Guide for the Preparation of Traffic Impact Studies includes criteria for evaluating the effects of land use development and changes to the circulation system on state highways. Caltrans maintains a target level of service at the transition between LOS C and LOS D for freeway facilities.

SENATE BILL 375

Enacted in 2010, Senate Bill (SB) 375 is a mandate for local agencies to take actions to reduce greenhouse gas (GHG) emissions. SB 375 has implications for the county's transportation system because mobile emission sources may contribute to greenhouse gases. For a discussion of SB 375 implications and an analysis of GHG emission impacts, please refer to Section 4.4, Greenhouse Gas Emissions.

REGIONAL

SAN BERNARDINO COUNTY CONGESTION MANAGEMENT PROGRAM

The passage of Proposition 111 in June 1990 established a process for each metropolitan county in California to prepare a Congestion Management Plan (CMP). The CMP, which was prepared by the San Bernardino Associated Governments (SANBAG), in consultation with San Bernardino County and cities in San Bernardino County, in an effort to align land use,

transportation, and air quality management efforts and promote reasonable growth management programs that effectively use statewide transportation funds, while ensuring that new development pays its fair share of needed transportation improvements. In San Bernardino County, the San Bernardino County Transportation Authority (SBCTA) is responsible for planning and managing vehicular congestion and coordinating regional transportation policies. [Note: As of January 1, 2017, the San Bernardino Associated Governments is primarily known as the SBCTA.]

Through the use of traffic impact analysis (TIA) reports and Comprehensive Transportation Plan (CTP) model forecasts, the CMP evaluates proposed land use decisions to ensure adequate transportation network improvements that are developed to accommodate future growth in population. If a CMP facility is found to fall below the level of service standard, either under existing conditions or future conditions, a deficiency plan must be prepared, adopted, and implemented by local jurisdictions that contribute to such situations. Annual monitoring activities provide a method of accountability for those local jurisdictions required to mitigate a network facility with a substandard level of service. While this interjurisdictional approach provides political and technical consistency for future development in the county, the CMP is only a mechanism to be used to guide efforts in a more efficient manner. It is not to be considered a replacement to the Regional Transportation Plan (RTP).

LOCAL

COUNTY OF SAN BERNARDINO GENERAL PLAN

The Circulation and Infrastructure Element of the General Plan includes concepts and guidelines to maintain and plan for transportation facilities that adequately serve traffic. The following goals, policies, and programs are applicable to the project:

Valley Region Goals and Policies of the Circulation and Infrastructure Element

Goal V/CI 1	Ensure a safe and effective transportation system that provides adequate traffic movement.
Policy V/CI 1.1	The County shall ensure that all new development proposals do not degrade Levels of Service (LOS) on Major Arterials below LOS C during non-peak hours or below LOS D during peak-hours in the Valley Region.
Policy V/CI 1.2	Full street improvements including paving, curbs, gutters and sidewalks shall be encouraged where necessary for public health, safety and welfare. Waiver of full road improvements in areas where parcel sizes are 1 acre or larger and where the public health, safety and welfare are not

endangered may be considered. This may be accomplished by the following methods:

a) Require the installation of full street improvements for higher density residential (greater than 1 du/acre), commercial, industrial, and institutional developments permitting safe pedestrian access.

b) Require road improvements consisting of paving, curbs and gutters on major, secondary highways, collector streets and for major tract developments where the density is greater than 1 dwelling unit per gross acre.

c) Require paved road shoulders and dikes to be constructed, as necessary, on local roadways designated as "water-carrying" by the County Public Works Department for proper drainage.

Policy V/CI 1.3 Work with the cities, Omnitrans and other transit agencies to integrate local transit service routes and schedules into a linked and well-coordinated (through schedules) valley-wide system throughout the Valley Region.

IMPACT ANALYSIS AND MITIGATION MEASURES

METHODOLOGY

STUDY SCENARIOS

The TIA study analyzed the following scenarios:

- Existing Year (2017) Conditions
- Existing Year (2017) with Project Conditions
- Opening Year (2018) with Ambient Traffic Conditions without Project
- Opening Year (2018) with Ambient Traffic Conditions with Project
- Opening Year (2018) with Ambient Traffic with Cumulative Projects Conditions without Project
- Opening Year (2018) with Ambient Traffic with Cumulative Projects Conditions with Project
- Horizon Year (2038) Conditions without Project

- Horizon Year (2038) Conditions with Project

COUNTY OF SAN BERNARDINO

The definition of an intersection deficiency was obtained from the County of San Bernardino General Plan guidelines. The guidelines state that peak-hour intersection operations of LOS D or better are generally acceptable during the peak hours in the Valley Region. Therefore, any intersection operating at LOS E or LOS F will be considered deficient.

To determine whether the addition of project-generated trips results in a significant impact at a study intersection, and thus requires mitigation, the San Bernardino County TIA Guidelines use the thresholds of significance defined below.

Signalized Intersections: Any study intersection that is operating at a LOS A, B, C, or D for any study scenario without project traffic in which the addition of project traffic causes the intersection to degrade to a LOS E or F shall mitigate the impact to bring the intersection back to at least LOS D. Any study intersection that is operating at LOS E or F for any study scenario without project traffic shall mitigate any impacts to bring the intersection back to the overall level of delay established prior to project traffic being added.

Unsignalized Intersections: An impact is considered significant if the study determines that either criteria a) or both criteria b) and c) occur.

a) The addition of project related traffic causes the intersection level of service to change from a LOS D or better to a LOS E or worse; or

b) The project contributes additional traffic to an intersection that is already projected to operate at a LOS E or F with background traffic; and

c) At least one or both of the following conditions are met:

    i. The project adds 10 or more trips to any approach

    ii. The intersection meets the peak-hour traffic signal warrant after the addition of project traffic

CITY OF FONTANA

The City of Fontana has set the goal for acceptable level of service as LOS C or better, wherever feasible (see Goal 1, Policy 12, of the City of Fontana General Plan Circulation Element). However, in some instances, maintaining the LOS C threshold within a built environment may require extensive roadway widening that could affect existing uses, property rights, and substantial costs associated with implementing these improvements. If the improvements

required to maintain LOS C is determined to be infeasible, the City of Fontana recognizes that LOS D may be considered the worst acceptable level of service in urbanized areas of the city.

A significant impact occurs at a study intersection if the addition of project trips causes the peak-hour level of service to fall from acceptable LOS C or better to an unacceptable LOS E or F.

CALTRANS

The definition of intersection deficiency was obtained from the Caltrans Guide for the Preparation of Traffic Impact Studies. As stated in the guidelines, Caltrans endeavors to maintain a target level of service at the transition between LOS C and LOS D on state highway facilities. However, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target level of service. If an existing facility is operating at less than the appropriate target LOS, the existing LOS should be maintained.

Caltrans does not provide any significance criteria. For purposes of this analysis, the following criteria were used. If a freeway segment operates at LOS E or F and the change in volume-to-capacity (v/c) ratio because of project-related traffic exceeds 0.01, then the impact to the freeway segment is considered significant and mitigation measures are required. This significance criteria are consistent with other agencies in Southern California.

THRESHOLDS OF SIGNIFICANCE

The following thresholds of significance are based, in part, on California Environmental Quality Act (CEQA) Guidelines Appendix G. For the purposes of this EIR, implementation of the proposed project may have a significant adverse impact related to transportation and circulation if it would do any of the following:

- Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, considering all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.
- Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.

- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- Result in inadequate emergency access.
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

PROJECT IMPACTS AND MITIGATION

CONFLICT WITH AN APPLICABLE PLAN, ORDINANCE, OR POLICY

Impact 4.8-1	**The project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. Impacts would be significant and unavoidable.**

PROJECT TRIP GENERATION AND DISTRIBUTION

The ITE Trip Generation Manual (9th Edition) rates were used to determine the trips forecast to be generated by the project, in accordance with the San Bernardino County guidelines. The vehicle type breakdown is based on the truck trip generation study prepared by the City of Fontana to estimate how many trucks versus passenger cars would be generated by land uses such as a warehouse.

To provide a conservative analysis, the proposed project was analyzed as a warehouse development although a high-cube warehouse is anticipated on the proposed site. According to the ITE Trip Generation Manual, the total daily rate for a warehouse (ITE Land Use Code 150) is 3.56 trips per 1,000 square feet, whereas a high-cube warehouse has a daily rate of 1.68 trips per 1,000 square feet (ITE Land Use Code 152). Therefore, the project-related traffic volumes and analysis results are conservative. Table 4.8-6, *Trip Generation – Passenger Car Equivalents (PCEs)*, shows the proposed project trips expected to be generated in terms of PCEs, which included approximately 1,604 trips per day, 138 AM peak-hour trips, and 144 PM peak-hour trips.

The project trip distribution was developed based on the existing roadway network and surrounding land uses, existing traffic patterns, and access to I-10. Trip distribution for truck traffic is slightly different than the distribution for passenger vehicles primarily due to

anticipated access routes. Exhibit 4.8-2 illustrates the project's trip distribution for passenger cars and Exhibit 4.8-3 illustrates the project's trip distribution for trucks.

Utilizing the project's trip distribution, the forecast project-generated trips were assigned to the roadway network for the peak hour.

Table 4.8-6: Trip Generation – Passenger Car Equivalents (PCEs)

Category	PCE Factor[1]	Daily			AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Total Passenger Cars	1.0	487	487	974	65	17	82	22	66	88
2-Axle Trucks	1.5	32	32	64	5	2	7	2	5	7
3-Axle Trucks	2.0	58	58	116	8	2	10	2	8	10
4+-Axle Trucks	3.0	225	225	450	30	9	39	9	30	39
Total Trucks	—	315	315	630	43	13	56	13	43	56
Total Vehicles	**—**	**802**	**802**	**1,604**	**108**	**30**	**138**	**35**	**109**	**144**

Source: Michael Baker International 2017

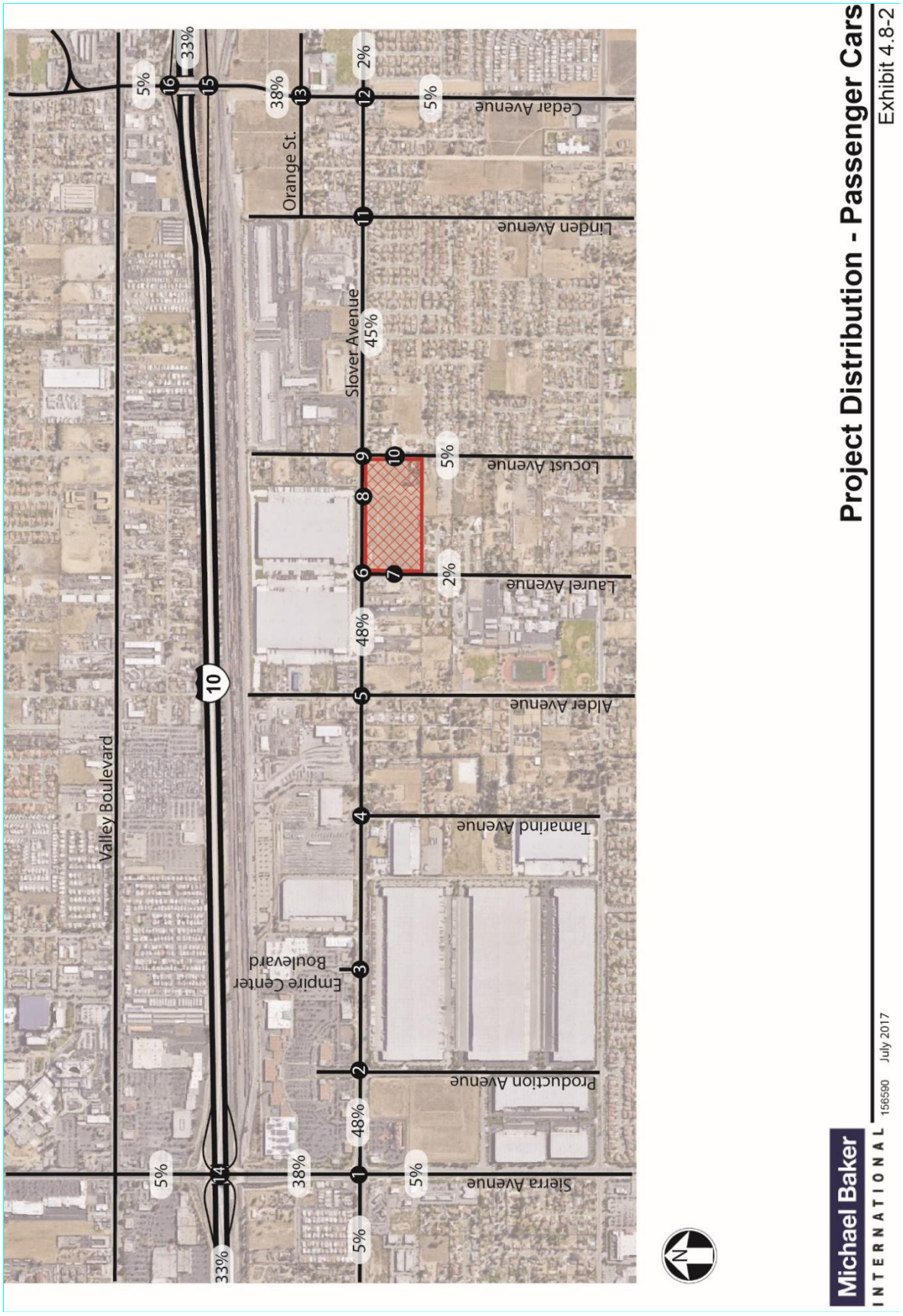
Notes:

All rates provided per thousand square feet (KSF).

Land Use: Warehouse (ITE Land Use Code = 150)

Land use intensity = 344 KSF

1. PCE Factor Source: San Bernardino County CMP


Project Distribution - Passenger Cars
Exhibit 4.8-2
Michael Baker INTERNATIONAL 156590 July 2017
Valley Boulevard
Sierra Avenue
Cedar Avenue
Orange St.
Linden Avenue
Slover Avenue
Locust Avenue
Laurel Avenue
Alder Avenue
Tamarind Avenue
Production Avenue
Empire Center Boulevard
10
14
15
16
1
2
3
4
5
6
7
8
9
10
11
12
13
5%
38%
48%
45%
2%
33%

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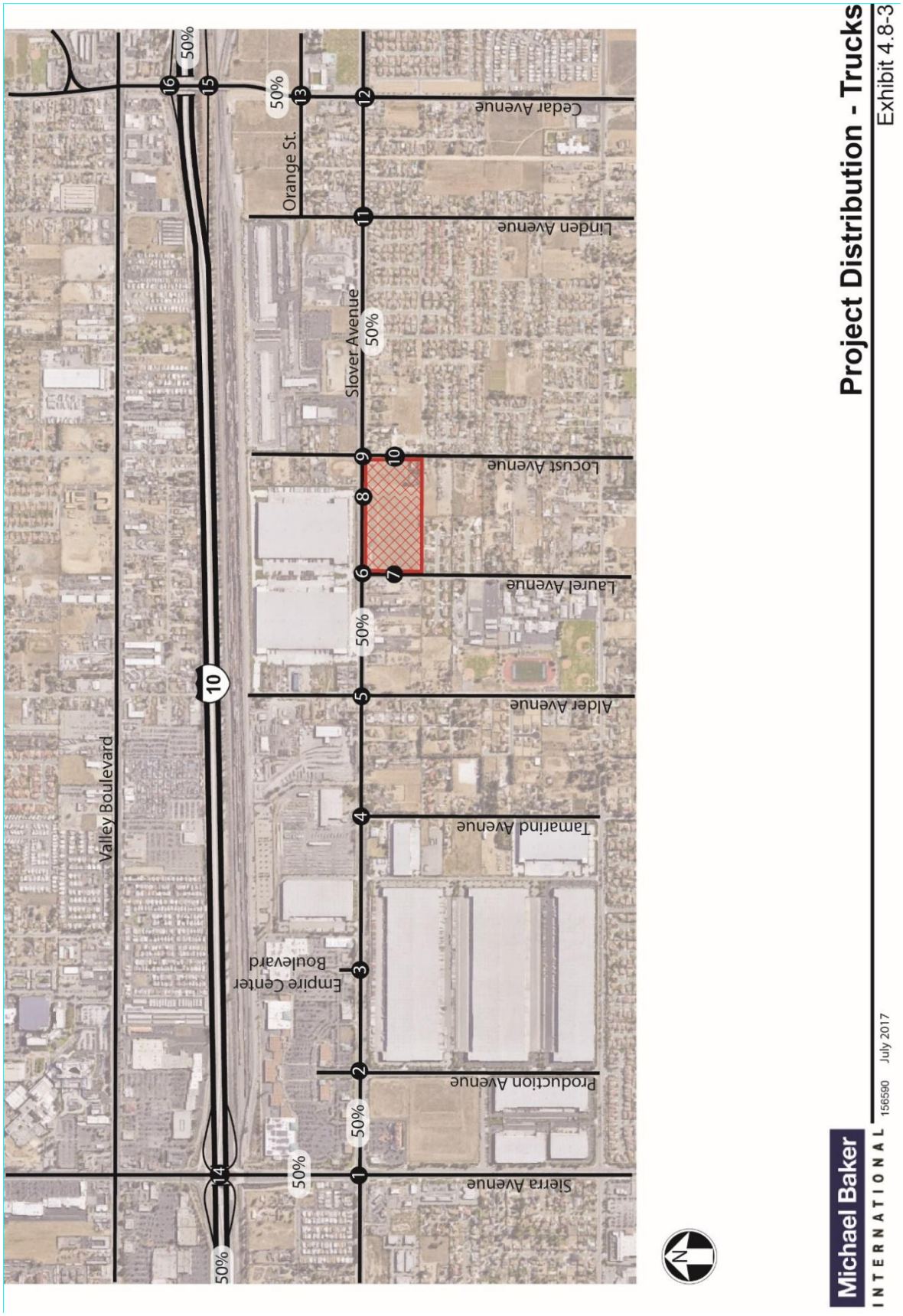
Project Distribution - Trucks
Exhibit 4.8-3
Michael Baker INTERNATIONAL 156590 July 2017
Sierra Avenue
Production Avenue
Tamarind Avenue
Alder Avenue
Laurel Avenue
Locust Avenue
Linden Avenue
Cedar Avenue
Orange St.
Slover Avenue
Empire Center Boulevard
Valley Boulevard
10
50%
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16

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EXISTING YEAR (2017) CONDITIONS – WITH PROJECT

The project-generated trips were added to the existing conditions volumes to determine the Existing with Project traffic volumes. Table 4.8-7, *Existing Year (2017) with Project Delay and Level of Service*, summarizes the Existing Year (2017) with Project AM and PM peak-hour intersection level of service for the study intersections. Table 4.8-8, *Existing Conditions (Year 2017) Freeway Volume-to-Capacity Ratio and Level of Service*, summarizes the Existing Year (2017) with Project peak-hour freeway volume-to-capacity ratio and level of service. Results for the Existing Year (2017) conditions without the project are also shown in both tables for reference.

Table 4.8-7: Existing Year (2017) with Project Delay and Level of Service

No.	Study Intersection	Existing Conditions				Existing plus Project				Significant Impact?	
		AM		PM		AM		PM			
		Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	AM	PM
1	Slover Avenue/Sierra Avenue	42.1	D	54.3	D	43.2	D	54.5	D	No	No
2	Slover Avenue/Production Avenue	27.8	C	26.6	C	29.1	C	28.4	C	No	No
3	Slover Avenue/Empire Center Blvd.	22.2	C	15.2	B	23.4	C	15.7	B	No	No
4	Slover Avenue/Tamarind Avenue	14.8	B	15.1	B	15.3	B	15.4	B	No	No
5	Slover Avenue/Alder Avenue	16.1	C	15.3	C	16.5	C	15.9	C	No	No
6	Slover Avenue/Laurel Avenue	27.7	C	15.4	B	27.9	C	15.7	B	No	No
7	Laurel Avenue/Project Driveway 1	—	—	—	—	10.2	B	8.8	A	No	No
8	Slover Avenue/Project Driveway 2	—	—	—	—	11.3	B	13.0	B	No	No
9	Slover Avenue/Locust Avenue	18.4	B	17.0	B	18.8	B	17.6	B	No	No
10	Locust Avenue/Project Driveway 3	—	—	—	—	11.6	B	13.3	B	No	No
11	Slover Avenue/Linden Avenue	23.0	C	25.8	D	26.1	D	31.8	D	No	No
12	Slover Avenue/Cedar Avenue	29.1	C	30.9	C	31.3	C	35.2	D	No	No
13	Cedar Avenue/Orange Street	16.2	B	20.2	C	16.5	B	20.2	C	No	No
14	Sierra Avenue/I-10 Ramps	27.5	C	34.3	C	27.9	C	35.2	D	No	No
15	Cedar Avenue/I-10 EB Ramps	51.5	D	44.5	D	52.0	D	46.8	D	No	No
16	Cedar Avenue/I-10 WB Ramps	43.3	D	27.7	C	43.8	D	28.1	C	No	No

Source: Michael Baker International 2017

Note: Deficient intersection operation indicated in **bold**.

[1] Average seconds of delay per vehicle

LOS = level of service

Table 4.8-8: Existing Conditions (Year 2017) Freeway Volume-to-Capacity Ratio and Level of Service

Study Intersection			Existing Conditions			Existing with Project Conditions			Change in v/c	Significant Impact?
			Volume	v/c	LOS	Volume	v/c	LOS		
17	I-10, Citrus Avenue to Sierra Venue	eastbound	9,551	0.955	**E**	9,593	0.959	**E**	0.004	No
		westbound	9,551	0.955	**E**	9,563	0.956	**E**	0.001	No
18	I-10, Cedar Avenue to Riverside Avenue	eastbound	9,005	0.901	D	9,017	0.902	D	0.001	No
		westbound	9,005	0.901	D	9,047	0.905	D	0.004	No

Source: Michael Baker International 2017

Note: Deficient roadway segment operations shown in **bold**, i.e., LOS E or F. A freeway segment is considered significantly impacted by project-related traffic if the change in v/c for segments operating at LOS E or F exceeds 0.01.

v/c = volume-to-capacity ratio

All study intersections are projected to operate at an acceptable level of service (LOS D or better) under the Existing Year (2017) with Project condition, and all freeway segments show a v/c ratio increase of less than 0.01 when compared to the Existing Year (2017) condition.

OPENING YEAR (2018) WITH AMBIENT TRAFFIC CONDITIONS – WITHOUT AND WITH PROJECT

Ambient growth refers to a growth rate applied to existing traffic volumes to account for other general traffic growth in and around the study area. Opening Year (2018) traffic volumes were derived at the intersections and roadway segments in the project study area using an ambient growth factor of 1 percent per year that was applied to the existing traffic volumes. Table 4.8-9, *Opening Year (2018) with Ambient Traffic Intersection Conditions*, summarizes the Opening Year (2018) peak-hour intersection analysis. Table 4.8-10, *Opening Year (2018) with Ambient Traffic Freeway Volume-to-Capacity Ratio and Level of Service*, summarizes the Opening Year (2018) peak-hour freeway analysis.

Table 4.8-9: Opening Year (2018) with Ambient Traffic Intersection Conditions

No.	Study Intersection	Opening Year Conditions				Opening Year Plus Project				Significant Impact?	
		AM		PM		AM		PM			
		Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	AM	PM
1	Slover Avenue/Sierra Avenue	42.5	D	54.4	D	43.8	D	**55.2**	**E**	No	**Yes**
2	Slover Avenue/Production Avenue	28.2	C	27.3	C	29.3	C	29.7	C	No	No
3	Slover Avenue/Empire Center Blvd.	22.6	C	15.4	B	23.9	C	16.6	B	No	No
4	Slover Avenue/Tamarind Avenue	15.1	B	15.5	B	15.6	B	18.1	B	No	No
5	Slover Avenue/Alder Avenue	16.4	C	15.4	C	16.5	C	15.9	C	No	No
6	Slover Avenue/Laurel Avenue	28.0	C	16.4	B	28.1	C	17.0	B	No	No
7	Laurel Avenue/Project Driveway 1	—	—	—	—	10.3	B	8.8	A	No	No
8	Slover Avenue/Project Driveway 2	—	—	—	—	11.1	B	13.7	B	No	No
9	Slover Avenue/Locust Avenue	18.6	B	17.3	B	21.3	C	18.4	B	No	No
10	Locust Avenue/Project Driveway 3	—	—	—	—	11.6	B	13.4	B	No	No
11	Slover Avenue/Linden Avenue	23.7	C	26.8	D	26.9	D	32.1	D	No	No
12	Slover Avenue/Cedar Avenue	29.5	C	31.2	C	32.3	C	35.8	D	No	No
13	Cedar Avenue/Orange Street	16.3	B	20.4	C	16.3	B	20.4	C	No	No
14	Sierra Avenue/I-10 Ramps	27.6	C	34.9	C	27.6	C	35.4	D	No	No
15	Cedar Avenue/I-10 EB Ramps	52.6	D	44.8	D	53.2	D	46.9	D	No	No
16	Cedar Avenue/I-10 WB Ramps	44.0	D	28.1	C	44.9	D	28.6	C	No	No

Source: Michael Baker International 2017
Note: Deficient intersection operation indicated in **bold**. If the condition with the project shows a deficient level of service, then this is considered a significant impact.
[1] Average seconds of delay per vehicle
LOS = level of service

Table 4.8-10: Opening Year (2018) with Ambient Traffic Freeway Volume-to-Capacity Ratio and Level of Service

Study Intersection			Ambient Traffic Conditions			Ambient Traffic With Project Conditions			Change in v/c	Significant Impact?
			Volume	v/c	LOS	Volume	v/c	LOS		
17	I-10, Citrus Avenue to Sierra Venue	Eastbound	9,838	0.984	**E**	9,880	0.988	**E**	0.004	No
		Westbound	9,838	0.984	**E**	9,850	0.985	**E**	0.001	No
18	I-10, Cedar Avenue to Riverside Avenue	Eastbound	9,275	0.928	**E**	9,287	0.929	**E**	0.001	No
		Westbound	9,275	0.928	**E**	9,317	0.932	**E**	0.004	No

Source: Michael Baker International 2017
Note: Deficient roadway segment operations shown in **bold**, i.e., LOS E or F. A freeway segment is considered significantly impacted by project-related traffic if the change in v/c for segments operating at LOS E or F exceeds 0.01.
v/c = volume-to-capacity ratio

As shown in Table 4.8-9, all study intersections are forecast to operate at acceptable levels of service (LOS D or better) under the Opening Year (2018) with Ambient Traffic conditions without the project. With the addition of project traffic to the Opening Year (2018) conditions, the analysis results show that the intersection of Slover Avenue and Sierra Avenue operates at an unacceptable LOS E during the PM peak hour. Since this intersection operates at LOS D without the project and LOS E with the project, this location is considered significantly impacted by the project, and mitigation measures are required. At the intersection of Slover Avenue and Sierra Avenue, the recommended mitigation is to restripe the northbound dedicated right turn lane to a shared through/right turn lane. This mitigation measure reduces the impact to a level below significance since the intersection delay is less than the delay without the project.

Under Opening Year (2018) with Ambient Traffic without Project conditions, a freeway mainline capacity analysis was conducted on Interstate 10 from Citrus Avenue to Sierra Avenue and from Cedar Avenue to Riverside Avenue. As shown in Table 4.8-10, a comparison of Opening Year (2018) with Ambient Traffic conditions shows that both freeway mainline segments operate at a deficient LOS E with and without the project. The analysis results show the change in volume-to-capacity ratio between the without and with project conditions does not exceed 0.01; therefore, these freeway segments are not significantly impacted by the project.

OPENING YEAR (2018) WITH AMBIENT TRAFFIC WITH CUMULATIVE PROJECTS – WITH AND WITHOUT PROJECT

The term *cumulative* in the traffic study refers to cumulative development which includes pending and/or approved projects that are assumed to be fully completed and occupied after the date of existing counts but prior to the project's expected opening day (2018) that would contribute traffic in the project study area. Forecast project traffic associated with the City of Fontana, City of Rialto, and San Bernardino County were identified and evaluated. Each jurisdiction provided a list of projects that could potentially generate traffic in the study area by the project's opening year (2018). A total of 32 cumulative projects were considered in Rialto, Fontana, and San Bernardino County. Nine cumulative projects are forecast to generate approximately 20,059 trips in the study area.

The cumulative traffic was analyzed in the Opening Year (2018) with Ambient Traffic with Cumulative Projects condition with and without the proposed project. Table 4.8-11, *Opening Year (2018) with Ambient Traffic and Cumulative Projects Intersection Conditions*, lists the traffic impacts that are projected during the opening year (2018) with consideration of the cumulative projects' impacts on the study area intersections. Table 4.8-12, *Opening Year (2018) with Ambient Traffic and Cumulative Projects Freeway Conditions*, shows the peak-hour freeway analysis along I-10 for the same conditions.

Table 4.8-11: Opening Year (2018) with Ambient Traffic and Cumulative Projects Intersection Conditions

No.	Study Intersection	Opening Year Ambient and Cumulative Projects				Opening Year and Cumulative Projects with Project				Significant Impact?	
		AM		PM		AM		PM			
		Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	AM	PM
1	Slover Avenue/Sierra Avenue	44.4	D	58.1	**E**	48.4	D	59.3	**E**	No	**Yes**
2	Slover Avenue/Production Avenue	32.4	C	30.0	C	34.0	C	31.0	C	No	No
3	Slover Avenue/Empire Center Blvd.	22.3	C	15.7	B	22.3	C	16.9	B	No	No
4	Slover Avenue/Tamarind Avenue	16.6	B	32.3	C	19.1	B	34.4	C	No	No
5	Slover Avenue/Alder Avenue	17.0	C	16.3	C	17.4	C	16.8	C	No	No
6	Slover Avenue/Laurel Avenue	29.0	C	15.7	B	29.6	C	15.9	B	No	No
7	Laurel Avenue/Project Driveway 1	—	—	—	—	10.3	B	8.8	A	No	No
8	Slover Avenue/Project Driveway 2	—	—	—	—	11.4	B	14.3	B	No	No
9	Slover Avenue/Locust Avenue	21.1	C	21.7	C	21.2	C	22.0	C	No	No
10	Locust Avenue/Project Driveway 3	—	—	—	—	13.6	B	16.5	C	No	No
11	Slover Avenue/Linden Avenue	28.6	D	32.4	D	33.1	D	33.6	D	No	No
12	Slover Avenue/Cedar Avenue	50.0	D	43.6	D	51.6	D	51.9	D	No	No
13	Cedar Avenue/Orange Street	24.6	C	23.0	C	26.0	C	24.0	C	No	No
14	Sierra Avenue/I-10 Ramps	28.2	C	35.9	D	28.3	C	36.6	D	No	No
15	Cedar Avenue/I-10 EB Ramps	67.1	**E**	54.7	D	69.2	**E**	55.6	**E**	Yes	Yes
16	Cedar Avenue/I-10 WB Ramps	57.7	**E**	36.6	D	58.4	**E**	37.6	D	Yes	No

Source: Michael Baker International 2017

Note: Deficient intersection operation indicated in **bold**. If the condition with the project shows a deficient level of service, then this is considered a significant impact.

1. Average seconds of delay per vehicle

LOS = level of service

As shown in Table 4.8-11, the analysis results show that the following intersections are forecast to operate at unacceptable levels of service, i.e., LOS E or F, which also means the following intersections are significantly impacted by the proposed project and mitigation measures are required:

- Slover Avenue/Sierra Avenue
- I-10 Eastbound Ramps/Cedar Avenue
- I-10 Westbound Ramps/Cedar Avenue

I-10/Cedar Avenue interchange improvements are planned and funded with completion of the interchange project scheduled by the year 2020. For the time between the project's opening year in 2018 and completion in 2020 of the I-10/Cedar Avenue interchange improvements, there would be a temporary significant and unavoidable impact at the two ramp intersections. Once the interchange improvements are completed, the project's impact on level of service would be eliminated.

At the intersection of Slover Avenue and Sierra Avenue, the recommended mitigation is to restripe the northbound dedicated right turn lane to a shared through/right turn lane. This mitigation measure reduces the impact to a level below significance since the intersection delay is less than the delay without the proposed project.

Table 4.8-12: Opening Year (2018) with Ambient Traffic and Cumulative Projects Freeway Conditions

Study Intersection			Opening Year Ambient and Cumulative Conditions			Opening Year Ambient and Cumulative with Project Conditions			Change in v/c	Significant Impact?
			Volume	v/c	LOS	Volume	v/c	LOS		
17	I-10, Citrus Avenue to Sierra Venue	Eastbound	9,931	0.993	**E**	9,973	0.997	**E**	0.004	No
18		Westbound	9,900	0.990	**E**	9,912	0.991	**E**	0.001	No
19	I-10, Cedar Avenue to Riverside Avenue	Eastbound	9,347	0.935	**E**	9,359	0.936	**E**	0.001	No
20		Westbound	9,366	0.937	**E**	9,408	0.941	**E**	0.004	No

Source: Michael Baker International 2017

Note: Deficient roadway segment operations shown in **bold**, i.e., LOS E or F. A freeway segment is considered significantly impacted by project-related traffic if the change in v/c for segments operating at E or F exceeds 0.01.

v/c = volume-to-capacity ratio

The Opening Year 2018 with Ambient Traffic and Cumulative Projects conditions freeway capacity analysis results shown in Table 4.8-12 show that both freeway mainline analysis segments operate at a deficient LOS E with and without the project. However, the change in volume-to-capacity ratio under the Project scenario does not exceed 0.01; therefore, these freeway segments are not significantly impacted by the project.

HORIZON YEAR (2038) CONDITIONS WITH AMBIENT TRAFFIC CONDITIONS – WITHOUT AND WITH PROJECT

Analysis of Horizon Year 2038 conditions is based on buildout of the San Bernardino County General Plan Circulation and Infrastructure Element roadway network with a few road network adjustments. For example, the I-10/Cedar Avenue interchange improvements are planned, funded, and scheduled to be constructed by 2020; therefore, these improvements are included in the Horizon Year 2038 conditions. However, other improvements such as the I-10/Alder

Avenue interchange construction and the I-10/Locust Avenue overpass are not assumed in this analysis since these projects are not funded and may not be complete by the year 2038.

Future traffic volumes in the traffic analysis were based on the Year 2035 San Bernardino Transportation Analysis Model (SBTAM). To develop the 2038 traffic volumes used in the analysis, traffic growth was extrapolated using the average annual growth rate reflected in the SBTAM between 2008 and 2035. The forecast was checked to ensure a conservative minimum ambient growth of 1 percent per year on Sierra Avenue and Slover Avenue and 1.5 percent per year on Cedar Avenue above Opening Year (2018) with Ambient Traffic and Cumulative Projects traffic volumes.

The Horizon Year (2038) traffic was analyzed with and without the proposed project. Table 4.8-13, *Horizon Year (2038) Intersection Conditions*, illustrates the traffic impacts that are projected during the Horizon Year (2038) conditions at the study area intersections. Table 4.8-14, *Horizon Year (2038) Peak-Hour Freeway Conditions*, shows the peak-hour freeway analysis along Interstate 10 for the same conditions.

Table 4.8-13: Horizon Year (2038) Intersection Conditions

No.	Study Intersection	2038 Conditions				2038 Plus Project				Significant Impact?	
		AM		PM		AM		PM			
		Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	AM	PM
1	Slover Avenue/Sierra Avenue	**61.0**	**E**	**78.0**	**E**	**63.8**	**E**	**79.6**	**E**	**Yes**	**Yes**
2	Slover Avenue/Production Avenue	34.1	C	31.2	C	34.4	C	32.4	C	No	No
3	Slover Avenue/Empire Center Blvd.	23.4	C	18.1	B	24.4	C	18.5	B	No	No
4	Slover Avenue/Tamarind Avenue	19.5	B	38.0	D	21.3	B	43.3	D	No	No
5	Slover Avenue/Alder Avenue	20.6	C	20.2	C	21.4	C	20.6	C	No	No
6	Slover Avenue/Laurel Avenue	29.7	C	16.0	B	30.0	C	16.8	B	No	No
7	Laurel Avenue/Project Driveway 1	—	—	—	—	10.8	B	8.9	A	No	No
8	Slover Avenue/Project Driveway 2	—	—	—	—	12.2	B	17.3	C	No	No
9	Slover Avenue/Locust Avenue	22.2	C	24.5	C	22.7	C	25.2	C	No	No
10	Locust Avenue/Project Driveway 3	—	—	—	—	15.3	C	19.8	C	No	No
11	Slover Avenue/Linden Avenue	**46.1**	**E**	**41.2**	**E**	**48.4**	**E**	**43.5**	**E**	**Yes**	**Yes**
12	Slover Avenue/Cedar Avenue	51.8	D	45.7	D	52.1	D	52.7	D	No	No
13	Cedar Avenue/Orange Street	46.2	D	52.6	D	46.5	D	54.2	D	No	No
14	Sierra Avenue/I-10 Ramps	35.2	D	45.1	D	35.4	D	45.9	D	No	No
15	Cedar Avenue/I-10 EB Ramps	34.0	C	29.2	C	34.5	C	29.4	C	No	No
16	Cedar Avenue/I-10 WB Ramps	25.2	C	22.4	C	26.1	C	22.8	C	No	No

Source: Michael Baker International 2017
Note: Deficient intersection operation indicated in **bold**. If the condition with the project shows a deficient LOS, then this is considered a significant impact.
[1] Average seconds of delay per vehicle
LOS = level of service

As shown in Table 4.8-13, the following study intersections are forecast to operate at deficient levels of service (LOS E) under Horizon Year 2038 conditions both without and with the proposed project:

- Slover Avenue/Sierra Avenue
- Slover Avenue/Linden Avenue

Since both intersections are forecast to operate at a deficient level of service (LOS E) in the AM and PM peak hours, both locations are considered significantly impacted by the proposed project and mitigation measures are required.

At the intersection of Slover Avenue and Sierra Avenue, the recommended mitigation is to restripe the northbound dedicated right turn lane to a shared through/right turn lane. This

mitigation measure reduces the impact to a level below significance since the intersection delay is less than the delay without the proposed project. With the installation of a traffic signal at the Slover Avenue/Linden Avenue intersection, the analysis results show that this intersection is forecast to operate acceptably (LOS D) under the Horizon Year (2038) conditions with the proposed project. Therefore, a signal is recommended at this location.

Table 4.8-14: Horizon Year (2038) Peak-Hour Freeway Conditions

Study Intersection			2038 Conditions			2038 with Project			Change in v/c	Significant Impact?
			Volume	v/c	LOS	Volume	v/c	LOS		
17	I-10, Citrus Avenue to Sierra Venue	eastbound	11,765	1.014	**F**	11,807	1.018	**F**	0.004	No
		westbound	11,158	0.962	**E**	11,170	0.963	**E**	0.001	No
18	I-10, Cedar Avenue to Riverside Avenue	eastbound	11,303	0.974	**E**	11,315	0.975	**E**	0.001	No
		westbound	10,269	0.885	D	10,311	0.889	D	0.004	No

Source: Michael Baker International 2017

Note: Deficient roadway segment operations shown in **bold**, i.e., LOS E or F. A freeway segment is considered significantly impacted by project-related traffic if the change in v/c for segments operating at LOS E or F exceeds 0.01.

v/c = volume-to-capacity ratio

As shown in Table 4.8-14 under 2038 conditions without and with the project, both freeway mainline segments operate at a deficient LOS E and F except for the segment of Interstate 10 from Cedar Avenue to Riverside Avenue in the westbound direction. This segment is forecast to operate at LOS D due to the future I-10 widening. The change in volume-to-capacity ratio does not exceed 0.01 for deficient segments; therefore, these freeway segments are not significantly impacted by the project.

RECOMMENDED IMPROVEMENTS

On-site and off-site improvements that would eliminate all anticipated roadway operational deficiencies throughout the study area have been identified. On-site improvements include construction of study area roadways to accommodate the project, signing and striping, landscaping, on-site circulation, and parking.

The recommended off-site improvements are summarized in Table 4.8-15, *Summary of Traffic Impact Mitigation.*

Table 4.8-15: Summary of Traffic Impact Mitigation

Intersection	Mitigation	Project Responsibility
Slover Avenue and Sierra Avenue Opening Year 2018 with Ambient Traffic Opening 2018 With Ambient Traffic with Cumulative Projects Horizon Year 2038	Restripe the northbound dedicated right turn lane to provide a shared through/right turn lane	100%
Slover Avenue and Linden Avenue Horizon Year 2038	Contribute a fair share toward the installation of a new traffic signal	12.7%

In addition, under Opening Year (2018) with Ambient Traffic and Cumulative Project conditions, the addition of project-related traffic results in significant impacts at the following study intersections:

- I-10 Eastbound Ramps/Cedar Avenue
- I-10 Westbound Ramps/Cedar Avenue

I-10/Cedar Avenue interchange improvements are planned and funded with completion of the interchange project scheduled by the year 2020. Once the interchange improvements are completed, the project's impact on level of service would be eliminated. Therefore, no mitigation is proposed.

CONSTRUCTION

Construction is anticipated to occur over a duration of 11 months. The facility is anticipated to be operational in 2018. Localized truck traffic could result as materials are hauled to specific work zones for the project improvements. Overall, truck traffic generated during construction would result in total volumes higher than existing conditions. A significant but temporary impact to transportation and circulation may occur.

These temporary construction-related impacts would be avoided with implementation of a Construction Traffic Management Plan (TMP), to be established prior to construction of any improvements. The TMP would require prior notices, adequate sign-posting, detours, phased construction, and temporary driveways where necessary to reduce construction-related impacts that may result from construction traffic. The TMP would be subject to review and approval by the Public Works, Fire, Regional Planning, and Sheriff's departments to ensure that the plan has been designed in accordance with County requirements. This review would occur prior to the issuance of grading or building permits.

Prior to commencement of construction, the project applicant is required to coordinate with emergency services and planning relative to signage and construction permitting. Construction work and schedules must be coordinated with all affected agencies, property owners, and property tenants. The project applicant must obtain approval of haul routes from the County Public Works Department.

During construction, work must be performed during the approved work hours, and trucks may only travel on a County-approved construction route. Truck queuing/staging is not allowed on public or private streets, and limited queuing may occur on the construction site itself. Materials and equipment are to be minimally visible to the public.

Mitigation Measures:

TR-1 Intersection Improvements

- At the Slover Avenue and Sierra Avenue intersection, the project applicant shall be responsible for restriping the northbound dedicated right turn lane to a shared through/right turn lane. This improvement shall be implemented prior to project operation.
- The project applicant is required to contribute to the fair share improvement of a traffic signal at the Slover Avenue and Linden Avenue intersection.

TR-2 Construction Traffic Management Plan

Prior to construction, the project applicant shall prepare a Construction Traffic Management Plan indicating how traffic will be managed during all phases of construction. The plan shall be submitted to the County Traffic Engineer for review and approval and shall include the following items:

- Work shall be performed only during the approved work hours.
- Trucks shall only travel on a County-approved construction route.
- Truck queuing/staging shall not be allowed on public or private streets.
- Limited queuing may occur on the construction site itself.

The plan shall be monitored for effectiveness and be modified in conjunction with the County Traffic Engineer if needed to improve safety and/or efficiency.

Level of Significance after Mitigation:

Table 4.8-16, *Summary of Peak-Hour Intersection Conditions with Mitigation*, summarizes the change in traffic conditions resulting from mitigation.

Table 4.8-16: Summary of Peak-Hour Intersection Conditions with Mitigation

Intersection	Peak Hour	Without Project [1]	With Project[1]	With Project and Mitigation[1]
Slover Avenue and Sierra Avenue				
Opening Year 2018 with Ambient Traffic	PM	54.3 – D	55.2 – E	53.9 – D
Opening 2018 with Ambient Traffic with Cumulative Projects	PM	**58.1 – E**	**59.3 - E**	**57.4 – E**
Horizon Year 2038	AM	**61.0 – E**	**63.8 – E**	**58.7 – E**
	PM	**78.0 – E**	**79.6 – E**	**76.6 – E**
Slover Avenue and Linden Avenue				
Horizon Year 2038	AM	**46.1 – E**	**48.4 – E**	43.3 – D
	PM	**41.2 – E**	**43.5 – E**	37.2 – D

Source: Michael Baker International 2017

Note**:** Deficient intersection operation shown in **bold.** If the intersection delay after mitigation operates better than without project conditions, then the impact is considered mitigated according to San Bernardino County's TIA Guidelines.

1. Conditions expressed in seconds of delay per vehicle and level of service.

SLOVER AVENUE AND SIERRA AVENUE

Implementation of improvements at the intersection of Slover Avenue and Sierra Avenue would reduce the intersection delay for all conditions, reducing project impacts to **less than significant** at this intersection.

SLOVER AVENUE AND LINDEN AVENUE

Traffic signal installation at the intersection of Slover Avenue and Linden Avenue would reduce intersection delay and improve the level of service for the Horizon Year conditions. The project applicant would contribute fair-share funding toward this improvement; however, given the lack of a fee program structure, the feasibility and timing of this improvement remains uncertain. Thus, long-term impacts to the intersection of Slover Avenue and Linden Avenue are considered **significant and unavoidable**.

I-10 Eastbound and Westbound *RAMPS* at Cedar Avenue

I-10/Cedar Avenue interchange improvements are planned and funded, with completion of the interchange project scheduled by the Year 2020. For the time between the project's opening year in 2018 and completion in 2020 of the Cedar Avenue interchange improvements, there would be a temporary significant and unavoidable impact at the two ramp intersections. Once the interchange improvements are completed, the project's impact on level of service at these intersections would be eliminated.

SUMMARY OF IMPACTS after *MITIGATION*

Long-term impacts to the intersection of Slover Avenue and Linden Avenue would be **significant and unavoidable**.

Temporary impacts to the I-10 eastbound and westbound ramps at Cedar Avenue would be **significant and unavoidable**.

CONFLICT WITH A CONGESTION MANAGEMENT PROGRAM

Impact 4.8-2	**The project would conflict with an applicable congestion management program, including, but *not* limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. Impacts would be significant and unavoidable.**

OPERATION

Following the Guidelines for CMP Traffic Impact Analysis Reports in San Bernardino County, the results of the traffic impact analysis show that the project results in less than significant impacts at two study intersections, Slover Avenue/Sierra Avenue and Slover Avenue/Linden Avenue, with the mitigation identified as part of Mitigation Measure TR-1.

CONSTRUCTION

Construction of the recommended project improvements is expected to result in short-term impacts to roadways during construction. Implementation of a Construction Traffic Management Plan, to be established prior to construction of any improvement, would minimize the project's construction-related impacts. Traffic and circulation impacts would be less than significant with implementation of Mitigation Measure TR-2.

Mitigation Measures: Mitigation Measures TR-1 and TR-2.

Level of Significance: Less than significant with mitigation, and temporary significant and unavoidable impact (operation); less than significant with mitigation (construction).

AIR TRAFFIC PATTERNS

Impact 4.8-3	**The project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. No impact.**

OPERATION AND CONSTRUCTION

The nearest public use airports are Ontario International Airport, which is located approximately 12 miles west of the project site, and Riverside Municipal Airport, which is located approximately 8 miles south of the project site. San Bernardino International Airport is located approximately 10 miles northeast of the project site. Construction of the infrastructure associated with the project would not interfere with flight operations at these airports because construction would not result in significant sources of glare, direct illumination, vapor, smoke, or dust that would affect airport operations. In addition, the project site is well outside of the airport influence area for each of the three airports, and project implementation would not result in a change in air traffic patterns for any of these airports.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No impact.

DESIGN FEATURES

Impact 4.8-4	**The project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Impacts would be less than significant.**

The project would not involve any unusual conditions or hazardous design features, such as sharp curves, dangerous intersections, or incompatible uses. Site access would be obtained along Slover Avenue, Laurel Avenue, and Locust Avenue. Slover Avenue is classified as a Major Highway, Locust Avenue is classified as a Secondary Highway, and Laurel Avenue is a local roadway.

Based on the project-specific traffic analysis, 93 percent of passenger vehicles and 100 percent of trucks are projected to obtain access to the site via Slover Avenue. Additional passenger vehicles are projected to access the site via Laurel Avenue (2 percent) and Locust Avenue (5 percent). Since Slover Avenue is a Major Highway, it should be adequate to accommodate all types of transportation vehicles, including trucks.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

EMERGENCY ACCESS

Impact 4.8-5	**The project would not result in inadequate emergency access. Impacts would be less than significant.**

OPERATION

Operation of the proposed project would not result in inadequate emergency access since the project is near I-10 and three regional hospitals: Kaiser Permanente in Fontana, Arrowhead Regional Medical Center in Colton, and Loma Linda Medical Center in Loma Linda. Additionally, all project design features would comply with design standards and regulations set forth by the County. During the County's required review of the project, the project's design was reviewed to ensure that adequate site access is available for emergency vehicles. Operational impacts to emergency vehicles would be less than significant.

CONSTRUCTION

Traffic circulation may be temporarily adversely impacted during the project's construction phase. Impacts would occur because of the construction equipment and additional vehicles on the roadways adjacent to the construction area. Impacts that are likely to occur would be a disruption of the normal flow of traffic because of the movement of construction vehicles, heavy equipment within the public right-of-way, and potential temporary lane closures. Thus, fire and police protection emergency vehicles may be temporarily impacted.

As part of Mitigation Measure TR-2, construction would include coordination and appropriate temporary signage and identification of any detour routes to ensure safe and efficient movement of vehicles, including emergency vehicles, during the project's construction phase.

Mitigation Measures: Mitigation Measure TR-2.

Level of Significance: Less than significant impact.

ALTERNATIVE TRANSPORTATION

Impact 4.8-6	**The project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Impacts would be less than significant.**

OPERATION

There are limited bicycle, pedestrian, and transit facilities near the project site or in the immediate vicinity. However, the project will improve adjacent segments of Cedar Avenue, Laurel Avenue, and Locust Avenue, including provision of shoulders, curbs, and sidewalks, thus resulting in improved facilities for bicycles and pedestrians.

Additionally, according to the San Bernardino County Non-Motorized Transportation Plan (March 2011, revised May 2014), proposed improvements in the area include Class II bikeways along Slover Avenue near the site and beyond. Class II bikeways (bicycle lanes) provide on-street right-of-way in the form of a striped lane for the exclusive use of bicyclists, except where right-turning vehicles can encroach. Bicycle lanes are typically 5 feet wide and located to the right of the motor vehicle travel lanes. Bicycle improvements are not currently planned for Laurel Avenue or Locust Avenue.

The project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. None of the project components would interfere with or alter the use of public transit, bicycle, or pedestrian facilities, nor would any element of the project's design preclude the use of these facilities. The existing transit routes, projected bicycle lanes, and pedestrian infrastructure would continue to function as they currently do or at improved levels; thus, a less than significant impact is anticipated.

CONSTRUCTION

Traffic circulation may be temporarily adversely affected during the proposed project's construction. Impacts would occur because of construction equipment and vehicles on roadways adjacent to the project site. Impacts that are likely to occur would be a disruption of the normal flow of traffic because of the movement of construction vehicles, heavy equipment within existing new right-of-way, and temporary lane closures. As such, alternative transportation modes and facilities may be temporarily impacted.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

CUMULATIVE IMPACTS

Forecast project traffic associated with San Bernardino County, City of Rialto, and the City of Fontana approved or pending projects were added to determine the cumulative project impacts. San Bernardino County staff identified the list of projects that would generate traffic in the study area by the project's opening year (2018). Cumulative project traffic data through the study area is based on information from traffic impact studies prepared for the cumulative projects where available.

A total of 32 cumulative projects were considered in Rialto, Fontana, and San Bernardino County. Nine cumulative projects are projected to impact the study area and are forecast to generate approximately 20,069 trips per day, which includes approximately 1,515 AM peak-hour trips and approximately 1,652 PM peak-hour trips using ITE trip generation rates. The list of cumulative projects and the trips generated by each project are presented in Table 4.8-17, *Cumulative Project Trip Generation*.

Table 4.8-17: Cumulative Project Trip Generation

No.	Project Name	Jurisdiction	Use	Size	Vehicle Type	ADT	Peak-Hour Trips	
							AM	PM
1	West Valley Logistics Center SP	Fontana	Warehouse/ High-Cube Warehouse	3,474 KSF	Car + truck	8,365	575	621
2	Caprock Distribution Center	Rialto	Warehouse	525 KSF	Car	1,128	95	101
					Truck	2,023	170	183
3	Bloomington Option C	County	High-Cube Warehouse	677 KSF	Car	905	59	65
					Truck	585	43	43

No.	Project Name	Jurisdiction	Use	Size	Vehicle Type	ADT	Peak-Hour Trips	
							AM	PM
4	Cedar Avenue Technology Center	County	High-Cube Warehouse	344 KSF	Car	523	44	47
					Truck	340	30	30
5	APN 0252041580000	County	Church	1,100 seats	Car	671	67	67
6	APN 0257081010000	County	Commercial Retail	8.3 KSF	Car	369	57	23
7	P201400139	County	Gas Station with Convenience Store/Car Wash	6 VFP	Car	1,954	122	162
8	Agua Mansa High-Cube Warehouse	County	High-Cube Warehouse and Cross-Dock Facility	472.8 KSF	Car	803	64	68
					Truck	518	40	44
9	Three Makars	County	Single-Family Residential	198 DU	Car	1,885	149	198
Total Cumulative Project Trips						20,059	1,515	1,625

Source: Michael Baker International 2017

Notes: KSF= thousand square feet; VFP = vehicle fuel pump; DU= dwelling unit

A cumulative impact analysis was included with Impact 4.8-1 for the opening year (2018). The resulting delay and level of service are summarized in Table 4.8-11 and indicate that the following intersections are significantly impacted by the proposed project and mitigation measures are required:

- Slover Avenue/Sierra Avenue
- I-10 Eastbound Ramps/Cedar Avenue
- I-10 Westbound Ramps/Cedar Avenue

With the recommended improvements, the intersection of Slover Avenue and Sierra Avenue is considered mitigated. For the time between the project's opening year in 2018 and completion in 2020 of the I-10/Cedar Avenue interchange improvements, there would be a temporary significant and unavoidable impact at the two ramp intersections. Once the interchange improvements are completed, the project's impact on level of service would be eliminated.

Mitigation Measures: Mitigation Measure TR-1.

Level of Significance: Temporary, significant, and unavoidable impact (operation).

Section 5.0
Other CEQA Required Topics

SLOVER DISTRIBUTION CENTER
Draft
ENVIRONMENTAL IMPACT REPORT

LONG-TERM IMPLICATIONS OF THE PROPOSED PROJECT

CEQA REQUIREMENTS

Section 15126.2(b) of the California Environmental Quality Act (CEQA) Guidelines requires that an EIR discuss any significant impacts associated with the project.

Section 4.0, *Environmental Analysis*, of this Draft EIR describes the potential environmental impacts of the proposed project and recommends mitigation measures to reduce impacts to a less than significant level, where feasible. Chapter 1, *Executive Summary*, contains Table 1.0-3, which summarizes the impacts, mitigation measures, and levels of significance before and after mitigation.

SIGNIFICANT AND UNAVOIDABLE IMPACTS

Section 15162(b) of the CEQA Guidelines requires an EIR to discuss the significant environmental effects of a proposed project that cannot be avoided if the proposed project is implemented, including those which can be mitigated but not reduced to a less than significant level. These impacts are referred to as significant and unavoidable impacts of a project. More information on these impacts is found in Section 4.0 of this Draft EIR.

- The project would conflict with or obstruct implementation of the applicable air quality plan (see Section 4.1 Air Quality).
- The project would adversely affect intersection operation at the following locations, including congestion management plan facilities: Slover Avenue/Linden Avenue, and I-10 eastbound and westbound ramps at Cedar Avenue (see Section 4.8 Traffic and Circulation).

SIGNIFICANT AND IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126.2(c) of the CEQA Guidelines requires an EIR to discuss the significant irreversible environmental changes that would result from implementation of a proposed project. Examples include primary or secondary impacts of the project that would generally commit future generations to similar uses (e.g., highway improvements at the access point), uses of nonrenewable resources during the initial and continued phases of the project (because a large commitment of such resources make removal or nonuse thereafter unlikely), and/or irreversible damage that could result from any potential environmental accidents associated

with the project. The project would not result in an unusually high demand for nonrenewable resources.

LONG-TERM COMMITMENT OF LAND AND RESOURCES

Implementation of the proposed project would require the long-term commitment of land and resources, as follows:

- Construction of the proposed project would require the use of water, timber, steel, sand, gravel, and other minerals and natural resources. Although these uses are not considered an unusual demand for these resources during construction, they nonetheless represent an incremental increase in demand for nonrenewable resources.
- Nonrenewable energy sources such as oil-based fuels would be used during construction and subsequent operations of the project.
- Heavy machinery would be used during construction, resulting in proportionate air emissions and noise levels.

Once the average 50- to 100-year life span of the project is reached, it is probable that the site would continue to support industrial uses. The large investment of capital resources that would be expended on the project site, infrastructure, and amenities would likely continue beyond the average life span of the project. Consequently, the project would largely commit the project site to similar uses in the future.

Construction and implementation of the proposed project would commit energy, labor, and building materials. This commitment would be commensurate with that of other projects of similar nature and magnitude. Energy, labor, and building materials would also be committed to the construction of buildings and infrastructure necessary to support the redevelopment of the existing site. Ongoing maintenance of the project site would entail a long-term commitment of energy resources in the form of natural gas and electricity. This commitment of energy, labor, and building materials would be a long-term obligation, because once the portions of project site have been developed, it is highly unlikely that the land could be returned to its original condition. A more in-depth discussion of energy impacts is continued below.

ENERGY CONSUMPTION

Public Resources Code Section 21100(b)(3) and CEQA Guidelines Section 15126.4 require EIRs to describe, where relevant, the wasteful, inefficient, and unnecessary consumption of energy caused by a project. In 1975, largely in response to the oil crisis of the 1970s, the California

legislature adopted Assembly Bill (AB) 1575, which created the California Energy Commission (CEC). The statutory mission of the CEC is to forecast future energy needs, license thermal power plants of 50 megawatts or larger, develop energy technologies and renewable energy resources, plan for and direct state responses to energy emergencies, and—perhaps most importantly—promote energy efficiency through the adoption and enforcement of appliance and building energy efficiency standards. AB 1575 also amended Public Resources Code Section 21100(b)(3) to require EIRs to consider the wasteful, inefficient, and unnecessary consumption of energy caused by a project. Thereafter, the State Resources Agency created Appendix F of the CEQA Guidelines.

CEQA Guidelines Appendix F is an advisory document that assists EIR preparers in determining whether a project will result in the inefficient, wasteful, and unnecessary consumption of energy. For the reasons set forth below, this EIR concludes that the proposed project would not result in this type of energy consumption and therefore would not create a significant impact regarding energy resources.

ENVIRONMENTAL SETTING

Energy consumption is analyzed in this EIR due to the potential direct and indirect environmental impacts associated with the project. Such impacts include the depletion of nonrenewable resources (oil, natural gas, coal, etc.) and emissions of pollutants during both the construction and long-term operational phases.

Electricity/Natural Gas Services

Southern California Edison (SCE) provides electrical services in San Bernardino County through State-regulated public utility contracts. Over the past 15 years, electricity generation in California has undergone a transition. Historically, California relied heavily on oil- and gas-fired plants to generate electricity. Spurred by regulatory measures and tax incentives, California's electrical system has become more reliant on renewable energy sources, including cogeneration, wind energy, solar energy, geothermal energy, biomass conversion, transformation plants, and small hydroelectric plants. Unlike petroleum production, generation of electricity is usually not tied to the location of the fuel source and can be delivered over great distances via the electrical grid. The generating capacity of a unit of electricity is expressed in megawatts (MW). One MW provides enough energy to power 1,000 average California homes per day. Net generation refers to the gross amount of energy produced by a unit, minus the amount of energy the unit consumes. Generation is typically measured in megawatt-hours (MWh), kilowatt-hours (kWh), or gigawatt-hours (GWh).

The Southern California Gas Company provides natural gas services in the county. Natural gas is a hydrocarbon fuel found in reservoirs beneath the earth's surface and is composed primarily of methane (CH_4). It is used for space and water heating, process heating and electricity generation, and as transportation fuel. Use of natural gas to generate electricity is expected to decrease in the coming years. The decline in natural gas demand for power generation is driven by increases in alternative generation sources, such as renewable energy, that reduce the need for power from fossil-fueled sources (CEC 2015). In California and throughout the western United States, electrical generation plants fired by natural gas will remain the greatest source of electrical power. By 2025, California's total demand for natural gas is expected to reach 5.52 billion cubic feet per day (CEC, 2015). While the supply of natural gas in the United States and production in the lower 48 states has increased greatly since 2008, California produces little, importing 90 percent of its natural gas. California natural gas enters the state at the northern hub of Malin, Oregon, and the cluster of southern hubs located near Topock, Arizona.

Electricity and natural gas service is available to locations where industrial land uses could be developed. The County's ongoing development review process includes a review and comment opportunity for privately owned utility companies, including SCE and the Southern California Gas Company, to allow informed input from each utility company on all development proposals. The input facilitates a detailed review of all projects by service purveyors to assess the potential demands for utility services on a project-by-project basis.

The ability of utility companies to provide services concurrently with each project is evaluated during the development review process. Utility companies are bound by contract to update energy systems to meet any additional demand.

Energy Usage

Energy usage is typically quantified using the British thermal unit (BTU). Total energy usage in California was 7,620 trillion BTUs in 2014 (the most recent year for which this specific data is available), which equates to an average of 196 million BTUs per capita. Of California's total energy usage, the breakdown by sector is 39 percent transportation, 24 percent industrial, 19 percent commercial, and 18 percent residential. Electricity and natural gas in California are generally consumed by stationary users such as residences and commercial and industrial facilities, whereas petroleum consumption is generally accounted for by transportation-related energy use (EIA 2015). In 2016, taxable gasoline sales (including aviation gasoline) in California accounted for 15,297,030,909 gallons of gasoline (BOE 2016).

The electricity consumption attributable to nonresidential land uses in San Bernardino County from 2007 to 2015 is shown in Table 5.0-1, *Nonresidential Electricity Consumption in San*

Bernardino County 2007–2015. As indicated, the demand has remained relatively constant with no substantial increase, even as the population has increased.

Table 5.0-1: Nonresidential Electricity Consumption in San Bernardino County 2007–2015

Year	Nonresidential Electricity Consumption (in millions of kilowatt hours)
2007	10,006
2008	9,884
2009	8,963
2010	8,859
2011	8,992
2012	9,556
2013	9,658
2014	9,963
2015	10,236
Source: ECDMS 2015	

The natural gas consumption attributable to nonresidential land uses in San Bernardino County from 2007 to 2015 is shown in Table 5.0-2, *Nonresidential Natural Gas Consumption in San Bernardino County 2007–2015*. Similar to electricity consumption, the demand has remained relatively constant with no substantial increase, even with an increase in population.

Table 5.0-2: Nonresidential Natural Gas Consumption in San Bernardino County 2007–2015

Year	Nonresidential Natural Gas Consumption (in millions of therms)
2007	269
2008	237
2009	207
2010	232
2011	245
2012	237
2013	240
2014	237

Year	Nonresidential Natural Gas Consumption (in millions of therms)
2015	246
Source: ECDMS 2015	

Automotive fuel consumption in San Bernardino County from 2007 to 2016 is shown in Table 5.0-3, *Automotive Fuel* Consumption *in San Bernardino County 2007–2016* (projections for the year 2017 are also shown). As shown, automotive fuel consumption has declined in the county since 2007.

Table 5.0-3: Automotive Fuel Consumption in San Bernardino County 2007–2016

Year	On-Road Automotive Fuel Consumption	Off-Road Automotive Fuel Consumption (Construction Equipment)
2007	1,139,292,480	270,732,644
2008	1,078,761,762	242,523,262
2009	1,056,487,271	218,096,045
2010	1,053,937,667	223,377,530
2011	1,029,260,309	222,681,533
2012	1,009,366,568	220,866,898
2013	984,917,208	226,125,510
2014	990,916,486	232,068,889
2015	991,677,748	243,664,179
2016	992,497,647	253,337,780
2017 (projected)	986,521,546	260,099,931
Source: California Air Resources Board EMFAC2014		

REGULATORY FRAMEWORK

The following is a description of state environmental laws and policies that are relevant to the CEQA review process.

STATE

CALIFORNIA'S ENERGY EFFICIENCY STANDARDS FOR RESIDENTIAL AND NONRESIDENTIAL BUILDINGS (TITLE 24)

Title 24, California's energy efficiency standards for residential and nonresidential buildings, was established by the California Energy Commission in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy efficiency standards for residential and nonresidential buildings. In 2013, the CEC updated Title 24 standards with more stringent requirements. The 2013 standards are expected to substantially reduce the growth in electricity and natural gas use. Additional savings result from the application of the standards on building alterations. For example, requirements for cool roofs, lighting, and air distribution ducts are expected to save additional electricity. These savings are cumulative, doubling as years go by. The 2016 went into effect on January 1, 2017. California's energy efficiency standards are updated on an approximate three-year cycle.

CALIFORNIA GREEN BUILDING STANDARDS

The California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, is a statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development. The CALGreen standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt which encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code was adopted in 2016 and went into effect January 1, 2017.

RECENT CEQA LITIGATION

In *California Clean Energy Committee v. City of Woodland* (2014) 225 Cal.App.4th 173, the court observed that CEQA Guidelines Appendix F lists environmental impacts and mitigation measures that an EIR may include. Potential impacts requiring EIR discussion include:

1. The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance, and/or removal. If appropriate, the energy intensiveness of materials may be discussed.
2. The effects of the project on local and regional energy supplies and on requirements for additional capacity.
3. The effects of the project on peak and base period demands for electricity and other forms of energy.
4. The degree to which the project complies with existing energy standards.
5. The effects of the project on energy resources.
6. The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

IMPACT ANALYSIS AND MITIGATION MEASURES

SIGNIFICANCE CRITERIA

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

- Develop land uses and patterns that cause wasteful, inefficient, and unnecessary consumption of energy or construct new or retrofitted buildings that would have excessive energy requirements for daily operation.

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

The analysis of electricity/natural gas usage is based on California Emissions Estimator Model (CalEEMod) greenhouse gas (GHG) emissions modeling, which quantifies energy use for occupancy. The results of the CalEEMod modeling are included in Appendix B of this Draft EIR. Modeling was based primarily on the default settings in the computer program for San Bernardino County. The amount of operational fuel use was estimated using the California Air Resources Board's EMFAC2014 computer program, which provides projections for typical daily

fuel usage in San Bernardino County. The amount of construction-related fuel use was estimated using ratios provided in the Climate Registry (2015) General Reporting Protocol for the Voluntary Reporting Program, Version 2.1. The results of EMFAC2014 modeling and construction fuel estimates are included in Appendix B of this Draft EIR.

PROJECT IMPACTS AND MITIGATION

ENERGY WASTE

Impact 5.5-1: Project implementation would not use fuel or energy in a wasteful manner

Energy consumption associated with the proposed project is summarized in Table 5.0-4, *Proposed Project Energy Consumption*.

Table 5.0-4: Proposed Project Energy Consumption

Energy Type	Annual Energy Consumption[1]	San Bernardino County Annual Energy Consumption	Percentage Increase Countywide[2]
Electricity Consumption[1]	1,168,131 kilowatt-hours	10,236,000,000 kilowatt-hours	0.01%
Natural Gas Consumption[1]	7,052 therms	246,000,000 therms	0.003%
▪ Construction (Heavy-Duty Diesel Vehicle) Fuel Consumption[3]	107,280 gallons	260,099,931 gallons	0.04%
▪ Operational Automotive Fuel Consumption[3]	220,509 gallons	986,521,546 gallons	0.02%

Notes:
1. As modeled in CalEEMod version 2016.3.1.
2. The project increases in electricity and natural gas consumption are compared with the total consumption in San Bernardino County in 2015. The project increases in automotive fuel consumption are compared with the countywide fuel consumption in 2017.
3. Project fuel consumption calculated based on CalEEMod results. Countywide fuel consumption is from the California Air Resources Board EMFAC2014 model.

As shown in Table 5.0-4, the electricity usage as a result of the project would constitute an approximate 0.01 percent increase in the typical annual electricity consumption and an approximate 0.003 percent increase in the typical annual natural gas consumption attributable to all nonresidential buildings in San Bernardino County. The projected on-road automotive fuel usage would increase use in the county by 0.02 percent, while heavy-duty diesel fuel usage would increase use in the county by 0.04 percent.

Construction Energy

During construction, the project would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during site clearing, grading, and construction. Fuel energy consumed during construction would be temporary in nature and would not represent a significant demand on energy resources. Some incidental energy conservation would occur during construction through implementation of the mitigation measures listed in Section 4.1, *Air Quality*, of this Draft EIR, including a requirement that equipment not in use for more than 5 minutes be turned off (refer to Mitigation Measure AIR-1). Project construction equipment would also be required to comply with the latest US Environmental Protection Agency (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. Additionally, construction building materials could include recycled materials and products originating from nearby sources in order to reduce costs of transportation. Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid the wasteful, inefficient, and unnecessary consumption of energy during construction. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive and that there is a significant cost-savings potential in green building practices and materials.

Substantial reductions in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than nonrecycled 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 the demand for energy compared to overall local and regional demand for construction materials. It is reasonable to assume that production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest in minimizing the cost of doing business.

As indicated in Table 5.0-4, the project's fuel use attributed to construction would be 107,280 gallons, which would increase fuel use in the county by 0.04 percent. As such, project construction would have a nominal effect on local and regional energy supplies. It should be noted that construction fuel use is temporary and would cease upon completion of

construction. No unusual project characteristics would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or state. Therefore, it is expected that construction fuel consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. A less than significant impact would occur in this regard.

Operational Energy

Transportation Energy Demand

Pursuant to the federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration (NTSA) is responsible for establishing additional vehicle standards and for revising existing standards. Compliance with federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. Table 5.0-4 provides an estimate of the daily fuel consumed by vehicles traveling to and from the project site. As indicated in Table 5.0-4, operation of the proposed project is estimated to consume approximately 220,509 gallons of fuel per year, which would increase countywide automotive fuel consumption by 0.02 percent. The project would not result in any unusual characteristics that would result in excessive long-term operational fuel consumption. As indicated by the project applicant, the project also includes design features that would reduce transportation energy consumption. For example, the project would provide car/vanpool parking, bike lockers, and electric vehicle charging stations. These design features would reduce fuel consumption. Fuel consumption associated with vehicle trips generated by the project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

Building Energy Demand

The proposed project would consume energy for interior and exterior lighting, heating, ventilation, and air conditioning (HVAC), refrigeration, electronics systems, appliances, and security systems, among other things. The project would be required to comply with Title 24 Building Energy Efficiency Standards, which establish minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of the Title 24 standards significantly reduces energy usage. Furthermore, the electricity provider in San Bernardino County, SCE, is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators

to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 50 percent of total procurement by 2030. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat. The increase in reliance on such energy resources further ensures projects will not result in the waste of finite energy resources.

SCE currently provides electrical services to the project site, while natural gas is supplied by the Southern California Gas Company. These utility companies would continue to provide electricity and gas and are required by the California Public Utilities Commission to update existing systems to meet any additional demand.

As depicted in Table 5.0-4, the project-related building energy would represent a 0.01 percent increase in electricity consumption and a 0.003 percent increase in natural gas consumption over the current countywide usage. As indicated by the project applicant, the project would also incorporate design features that would improve building energy efficiency. For example, the project would enhance window efficiency, apply interior space efficiencies, include a solar-ready roof, include water-efficient landscaping, install water-efficient fixtures, and recycle construction and operational waste. The project would adhere to all federal, state, and local requirements for energy efficiency, including the Title 24 standards, as well as the project's design features. The proposed project would not result in the inefficient, wasteful, or unnecessary consumption of building energy. Additionally, the proposed project would not result in a substantial increase in demand or transmission service, resulting in the need for new or expanded sources of energy supply or new or expanded energy delivery systems or infrastructure.

CONCLUSION

As shown in Table 5.0-4, the increase in electricity, natural gas, and automotive fuel consumption over existing conditions is minimal (less than 1 percent). For the reasons described above, the proposed project would not place a substantial demand on regional energy supply or require significant additional capacity, nor would it significantly increase peak and base period electricity demand or cause wasteful, inefficient, and unnecessary consumption of energy during project construction, operation, and/or maintenance, or preempt future energy development or future energy conservation.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

CUMULATIVE IMPACTS

Impact 5.5-2:	**The proposed project, combined with other related cumulative projects, would not develop land uses and patterns that cause the wasteful, inefficient, and unnecessary consumption of energy or construct new or retrofitted buildings that would have excessive energy requirements for daily operation**

Each cumulative project would require separate discretionary approval and CEQA assessment, which would address potential energy consumption impacts and identify necessary mitigation measures, where appropriate. All projects would be required to adhere to federal, state, and local requirements for energy efficiency, including the Title 24 standards. In addition, each project would be evaluated against the County's GHG screening thresholds for compliance with the County's GHG reduction plan.

As noted above, the proposed project would not result in significant energy consumption impacts. The proposed project would not be considered inefficient, wasteful, or unnecessary with regard to energy. Thus, the proposed project and identified cumulative projects are not anticipated to result in a significant cumulative impact.

Mitigation Measures: No mitigation measures are required.

Level of Significance*:* Less than significant impact.

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Section 6.0
Effects Found Not to be Significant

SLOVER DISTRIBUTION CENTER
Draft
ENVIRONMENTAL IMPACT REPORT

SECTION 6.0
EFFECTS NOT FOUND TO BE SIGNIFICANT

During this evaluation, certain impacts of the proposed project were found to be less than significant due to the inability of a project of this scope to create significant impacts, or the absence of project characteristics producing effects of this nature. This section briefly describes effects found to be no impact, less than significant, or less than significant with mitigation, based on the analysis conducted during the Draft EIR preparation process. Several issues indicated as no impact or less than significant impact are nonetheless addressed in Section 4.1 through 4.8 of the Draft EIR as a matter of clarification or convenience for the reader; for instance, where related subjects are addressed.

AESTHETICS

a) *Have a substantial adverse effect on a scenic vista?* ***Determination: Less than significant impact.***

The project site is situated in a highly urbanized area of the community of Bloomington. Adjacent properties are generally a mix of developments, with buildings similar in appearance to the proposed industrial structure as well as residential. The San Gabriel Mountains are located to the north and provide the greatest opportunities for scenic vistas in the community. However, views of the mountains would still be largely visible to residents adjacent to the project site.

Within Community Industrial (IC) zoning districts, the maximum building height is 75 feet (San Bernardino County 2007a, Table LU-1 2007). However, the warehouse building would be approximately 45 feet in height, about half of the allowed height, and similar in height to adjacent industrial buildings. The proposed project is not located within a scenic corridor. The proposed project is in an area where surrounding lands are already substantially developed with industrial and residential uses (San Bernardino County 2007a).

Additionally, with the implementation of the proposed change in land use zoning district from Bloomington/Single Residential with a 20,000-square-foot minimum lot size, additional agricultural overlay (BL/RS-20M-AA), and Bloomington/Single Residential with 1-acre minimum lot size, additional agriculture overlay (BL/RS-1-AA) to Bloomington/Community Industrial (BL/IC), the project would be consistent with the allowed building height. The future warehouse building would be set back from the property line approximately 150 feet on the north, 70 feet on the south, 150 feet on the east, and approximately 80 feet on the west. As a result, the project would not block views of the mountains when viewed from Locust and Laurel avenues,

and the project would not have a substantial adverse effect on a scenic vista. Impacts would be less than significant.

b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? ***Determination: No impact.***

The project site has been subject to surface erosion, weed abatement, and excavation related to adjacent roads and industrial and residential developments (BCR Consulting 2015.) The site has been highly disturbed (annually disked) and is covered predominantly by grasses and forbs.

The California Scenic Highway Program was created by the legislature in 1963 to preserve and protect scenic highway corridors from changes and development that would diminish the aesthetic value of lands adjacent to highways. No facilities in the Bloomington Community Plan area are eligible for designation as a scenic route under the California Scenic Highway Program (San Bernardino County 2007c). The project does not have the potential to substantially damage scenic resources, such as trees, rock outcroppings, and historic buildings associated with a state scenic highway. Therefore, no impact would occur.

c) Substantially degrade the existing visual character or quality of the site and its surroundings? ***Determination: Less than significant impact.***

The project site is predominantly characterized as a generally level vacant lot with annual weeds and grasses. A single-family residence exists on the southeast corner of the property, but it would be demolished as part of the project. The project site is situated in an area of diverse land uses, where residential and industrial uses are contiguous. Surrounding land uses include industrial buildings of the same character as the proposed project to the north, a mix of residential and commercial/industrial uses to the west, and residential uses and a church to the east and south.

The project would replace the predominantly undeveloped lot with a single unified development centered on a warehouse facility. The dominant visual features would include the building and associated features such as parking, landscaping, and an infiltration basin. In addition, the project would include street improvements along the project's perimeter, including curbs, sidewalks, lighting, and landscaping. The project would be set back from the property line all around, and a combination of walls, fences, and landscaping will be part of the project. The resulting visual character would be more organized, unified, and urban than the existing conditions. While the project would markedly change the visual quality of the project site, it would not degrade the existing visual character or quality of the site or surroundings. Impacts would be less than significant.

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? ***Determination: Less than significant impact.***

The existing source of lighting on the project site is emitted from a single-family residence in the southeast corner of the site. One of the primary concerns of the Bloomington community is the lack of adequate streetlights (San Bernardino County 2007c). There are no light-sensitive uses immediately adjacent to the project site; however, there are residences just south, east, and west of the site. The project would involve lighting throughout the site that would be implemented in accordance with County design standards. San Bernardino County Ordinance No. 3900 regulates glare, outdoor lighting, and night sky protection. The ordinance provides that commercial or industrial lighting is to be fully shielded in such a manner as to preclude light pollution or light trespass on any of the following: an abutting residential land use district, a residential lot, or public right-of-way. The project would incorporate shielded lighting sufficient for security and safety, without nuisance to the adjacent properties. Any lighting from the site would not interfere with oncoming traffic on adjacent roadways such as Slover Avenue, Laurel Avenue, and Locust Avenue. A professionally prepared outdoor lighting plan would be prepared for the proposed project and submitted to the County for review. The lighting plan would be subject to the County Planning Division's approval to confirm compliance with County standards. Lighting direction and intensity would be developed to minimize impacts to roadways, adjacent neighbors, and minimize light pollution. Impacts would be less than significant.

AGRICULTURAL AND FORESTRY RESOURCES

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use? ***Determination: No impact.***

The project site is designated as Urban and Built-Up Land and is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as mapped on the Important Farmland Finder maintained by the California Department of Conservation (2014). In addition, there are no agricultural uses in the vicinity of the site. The project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural use. Therefore, no impacts would occur.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? ***Determination: Less than significant impact.***

The project site is designated Bloomington/Single Residential with a 20,000-square-foot minimum lot size, additional agricultural overlay (BL/RS-20M-AA) and Bloomington/Single Residential with 1-acre minimum lot size, additional agriculture overlay (BL/RS-1-AA), which allows for agricultural use. However, the project site has no agricultural resources and has not been used for agricultural uses; refer to Response (a), above. No Williamson Act contracts exist for any of the parcels on the project site. The project would include a change in land use zoning district to Bloomington/Community Industrial (BL/IC), which would remove the additional agricultural overlay. Impacts would be less than significant because the existing zoning district assumes the property to be developed with residences and does not require that any land be set aside for agricultural purposes. The additional agriculture overlay is intended to create, preserve, and improve areas for small-scale and medium-scale agricultural uses using productive agricultural lands for raising, some processing, and selling plant crops, animals, or their primary products. It is an overlay where agricultural uses exist compatibly with a variety of rural residential lifestyles. The development standards in this overlay are designed to allow properties to keep higher densities of animals on the property than would typically be allowed in a residential neighborhood. The overlay is not intended to protect vital agricultural uses like those properties in the County's Agricultural Preserve Overlay. Impacts would be less than significant.

c) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? ***Determination: No impact.***

The project site does not contain forestland or timberland. Additionally, the project site is not zoned as forestland. The project would not conflict with existing zoning for, or cause rezoning of, forestland, timberland, or timberland zoned Timberland Production. No impacts would occur.

d) Result in the loss of forestland or conversion of forestland to non-forest use? ***Determination: No impact.***

The project would not result in the loss of forestland or the conversion of forestland to non-forest use. The project site is partially developed. It is not and has not historically been used as forestland. No impact would occur.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forestland to non-forest use? ***Determination: No impact.***

The proposed project site has no agricultural or forest resources and is not designated as Farmland, as mapped on the Important Farmland Finder maintained by the California Department of Conservation (2014). Therefore, the proposed project would not convert Farmland to nonagricultural uses or forestland to non-forest use. No impact would occur.

GEOLOGY AND SOILS

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

Fault rupture impacts can occur when a structure is situated on top of an active fault that produces surface displacement during an earthquake event. The project site is not located in an Alquist-Priolo Earthquake Fault Zone, as delineated by the California Geological Survey, nor is it situated on or near any known active fault (SoCalGeo 2015); (California Geological Survey (CGS) 2010); (Southern California Earthquake Data Center (SCEDC) 2012) and San Bernardino County Land Use Plan 2007b). Therefore, the project would not result in substantial adverse effects to people or structures, including the risk of loss, injury, or death.

The Rialto-Colton fault and the Glen Helen fault are the closest faults to the project site, located approximately 6 and 6.5 miles to the east, respectively (CGS 2010). Potentially active faults are defined as those where surface rupture has occurred during the past 1,600,000 years. Both, the Rialto-Colton fault and the Glen Helen faults are classified as a Late Quaternary fault (age undifferentiated). Because known active and potentially active faults do not cross the site, project development would not expose people or structures to substantial hazards arising from surface rupture of a known active fault. Compliance with the latest version of the California Building Code (see following response) would mitigate impacts related to seismic activity to an acceptable level. Impacts would be less than significant.

ii. Strong seismic ground shaking? ***Determination: Less than significant impact.***

Like the rest of Southern California, the project site is subject to ground shaking and potential damage in the event of seismic activity. Active faults near the project site include the Rialto-

Colton fault and the Glen Helen fault (CGS 2010). More regionally, the San Andreas fault is capable of producing an earthquake that could cause considerable damage at the site. Each of these faults is classified as active, with strong seismic capabilities. The expected ground motion characteristics of future earthquakes in the region depend on the distance to the epicenter and the magnitude of the earthquake, as well as the soil profile of the site. Based on the available data, the impacts associated with ground shaking at the project site would not be greater than at other sites in seismically active Southern California. Structures for human occupancy must be designed to meet or exceed California Building Code (CBC) standards for earthquake resistance. Nonetheless, Southern California is known to be earthquake prone, and the project is likely to be subjected to some degree of earthquake-related shaking (SoCalGeo 2015). The warehouse building would be designed and built consistent with the current California Building Code, which account for seismic ground shaking. Therefore, the project site would not cause substantial adverse effects to people or structures, including the risk of loss, injury, or death due to strong seismic ground shaking. Impacts would be less than significant.

iii. Seismic-related ground failure, including liquefaction? ***Determination: Less than significant impact.***

Liquefaction refers to unconsolidated, saturated sand or silt deposits that lose their load-supporting capability when subjected to intense shaking. The general liquefaction susceptibility of the site was determined by research of the San Bernardino County Official Land Use Plan, General Plan, Geologic Hazard Overlay Map FH29D for the Fontana Quadrangle (SoCalGeo 2015), which indicates that the subject site is not located in an area of liquefaction susceptibility. Additionally, the subsurface conditions encountered in the borings drilled at the project site are not considered to be conducive to liquefaction. In addition, project design and construction would conform to the California Building Code, which consider the state's seismic conditions. Therefore, the project would not expose people or structures to seismic-related ground failure and liquefaction hazards, including the risk of loss, injury, or death. Impacts would be less than significant.

iv. Landslides? ***Determination: Less than significant impact.***

The project site and the vicinity are generally level. There are no proximate hills or slopes in the area that would subject the project site to a landslide. A review of state and county hazard maps indicates that the project would not be in an area subject to landslides (California Geological Survey 2010; San Bernardino County 2010). Therefore, the project would not expose people or structures to the risk of loss, injury, or death from landslides. Impacts would be less than significant.

b) Result in substantial soil erosion or the loss of topsoil? ***Determination: Less than significant impact.***

Erosion is the movement of rock fragments and soil from one place to another. Precipitation, running water, waves, and wind are all agents of erosion. Significant erosion typically occurs on steep slopes where stormwater and high winds can carry topsoil down hillsides. Erosion can be accelerated dramatically by ground-disturbing activities if effective erosion control measures are not used. Construction activities would include grading and other earthmoving activities that have the potential to result in substantial soil erosion or the loss of topsoil if not managed properly. The site is generally level, thereby minimizing the amount of grading and earthwork needed to prepare the site for development. The project-specific Water Quality Management Plan (WQMP) indicates that all on-site slopes would be designed with a minimum slope of 3 horizontal to 1 vertical to help ensure that erosion of the side slopes does not occur. The slopes would be landscaped appropriately to also help ensure that erosion of the slopes does not occur. Slopes would be inspected and maintained biannually. Documentation of such inspection/maintenance is to be kept by the owner in perpetuity (Huitt-Zollars 2014).

Additionally, an employee training/education program must be presented annually to help educate employees about stormwater quality management and practices that help prevent stormwater pollution. Documentation of such training/education program implementation would be kept by the owner for a minimum of 10 years. Sample education materials are included in the WQMP. Additional educational materials can be obtained from the County of San Bernardino stormwater program.

Moreover, since the project site is larger than 1 acre, it would be subject to National Pollutant Discharge Elimination System (NPDES) requirements. Under the NPDES, a stormwater pollution prevention plan (SWPPP) would be required and implemented, along with best management practices (BMPs) designed to prevent erosion and siltation during the project's construction phase (Huitt-Zollars 2014). Categories of best management practices typically used in SWPPPs are described in Table 6.0-1, *Construction Best Management Practices*.

Table 6.0-1: Construction Best Management Practices

Category	Purpose	Examples
Water erosion controls	Cover and/or bind soil surfaces to prevent soil.	Mulch, geotextiles, mats, hydroseeding, earth dikes, and swales
Sediment controls	Filter out soil particles that have been detached and transported in water.	Barriers such as straw bales, sandbags, fiber rolls, and gravel bag berms; desilting basins; and cleaning measures such as street sweeping

Category	Purpose	Examples
Wind erosion controls	The aims and methods of wind erosion control are similar to those of erosion control described above.	Same as water erosion controls above
Tracking controls	Minimize the tracking of soil off-site by vehicles.	Stabilized construction roadways and construction entrances/exits; tire washing or brushing at entrances/exits
Non-stormwater management controls	Prohibit discharge of materials other than stormwater, such as discharges from the cleaning, maintenance, and fueling of vehicles and equipment. Conduct various construction operations (e.g., paving, grinding, concrete curing and finishing) in ways that minimize non-stormwater discharges and contamination of any such discharges.	BMPs specifying methods for paving and grinding operations; cleaning, fueling, and maintenance of vehicles and equipment; concrete curing; and concrete finishing
Waste management and controls (i.e., good housekeeping practices)	Management of materials and wastes to avoid contamination of stormwater.	Spill prevention and control, stockpile management, and management of solid and hazardous wastes
Source: CASQA 2003		

After the project is constructed, the project site would be developed with a warehouse building, parking areas, driveways, and landscape improvements and would contain minimal exposed soil. Properly designed drainage systems, irrigation controls, and landscaping would minimize the opportunity for soil erosion and the loss of topsoil. Adherence to the NPDES requirements, the SWPPP and related best management practices, and the County's stormwater and urban runoff pollution regulations would result in a 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?* ***Determination: Less than significant impact.***

The project site is generally level. As previously discussed, although the site is situated in a seismic hazard zone, based on existing topography, the project would not be subject to landslide or liquefaction. The soils at the project site are alluvial soils, which are generally stable and not prone to being unstable or expansive, or result in lateral spreading or collapse

(SoCalGeo 2015). In addition, the building would be designed and constructed consistent with the California Building Code and with consideration of site-specific soil conditions.

Therefore, the project would not substantially alter the soil to become unstable or have the potential to result in on-site or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse. Impacts would be less than significant.

d) Be located on expansive soil, creating substantial risks to life or property? ***Determination: Less than significant impact.***

Expansive soils, with respect to engineering properties, are soils that upon wetting and drying will alternately expand and contract, causing problems for foundations of buildings and other structures. The near-surface soils on the project site generally consist of silty sands. Laboratory testing indicates that the tested soils possess a very low expansion index (EI) of 0 (SoCalGeo 2015.) Therefore, the near-surface soils are considered to have a very low potential for expansion, and no design considerations related to expansive soils are considered warranted for this site. Impacts would be less than significant.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? ***Determination: Less than significant impact.***

Most of the Bloomington community has been developed with septic tanks and leach field systems (San Bernardino County 2007c). The soils at the project site support the use of septic systems associated with the existing single-family residence on the site. The project would be served by a proposed on-site septic system via permit through the San Bernardino County Department of Public Health, Division of Environmental Health Services and review by the Santa Ana Regional Water Quality Control Board. Based on the previous and continuing conditions, the project's planned use of a septic system would be supported. Impacts would be less than significant.

HAZARDS AND HAZARDOUS MATERIALS

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? ***Determination: Less than significant impact.***

The public and the environment could be exposed to hazardous materials during the construction and operational phases of the project, as discussed below.

Construction Phase

Project-related construction activities would require the use of hazardous materials such as fuels, lubricants, and greases in construction equipment and coatings used in construction. On-site construction equipment might require routine or emergency maintenance that could result in the release of oil, diesel fuel, transmission fluid, or other materials. However, the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard or environmental threat. These activities would also be short term or one time in nature. Additionally, the use, transport, and disposal of hazardous materials during the project construction phase (estimated 12 months) would be required to conform to the laws and regulations of several federal, state, and local agencies, including the US Environmental Protection Agency (EPA), California Department of Toxic Substances Control (DTSC), California Occupational Safety and Health Administration (Cal-OSHA), California Department of Transportation (Caltrans), and San Bernardino County Fire Department (SBCFD). Compliance with applicable laws and regulations governing the use, storage, and transportation of hazardous materials would ensure that all potentially hazardous materials are handled in an appropriate manner and would minimize the potential for safety or environmental impacts. For example, spills or leakage of petroleum products during construction activities are required to be immediately contained, the hazardous material identified, and the material cleaned up in a prescribed manner. Any contaminated waste encountered during construction is required to be remediated so that it does not pose a risk to construction workers or future occupants of the project site.

Operational Phase

Although the tenants and activities of the new warehouse building have not been identified, warehouse operations typically involve the use of small amounts of hazardous materials in building and landscape maintenance (e.g., solvents, cleaning agents, paints, pesticides). When used correctly, these materials would not result in a significant hazard to surrounding uses. Additionally, depending on the nature of the warehouse operations, significant quantities of hazardous materials could be moved into and out of the warehouse and stored for various periods of time. Such activities would be governed by the laws and regulations of several federal, state, and local agencies, including the EPA, DTSC, Cal-OSHA, Caltrans, and SBCFD, to ensure that any such hazardous materials are used and handled in an appropriate manner. Businesses that store hazardous materials above minimum amounts are required to file a Business Plan with the SBCFD that includes a materials inventory and an emergency response plan. Additionally, strict adherence to all emergency response plan requirements set forth by the County of San Bernardino would be required during project operation. Routine use,

transport, or storage of hazardous materials during project construction and operation would not cause significant hazards to the public or the environment.

b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment? ***Determination: Less than significant impact.***

The use, storage, and disposal of hazardous materials would comply with the existing regulations of several agencies, as described above. Project construction and operational workers would be trained on the proper use, storage, and disposal of hazardous materials. Construction projects and warehouse operations typically maintain supplies on-site for containing and cleaning small spills of hazardous materials. Project personnel would request assistance from the SBCFD immediately in the event of a release of hazardous materials larger than on-site personnel were able to contain and clean up. Additionally, any construction activity that might use hazardous materials is subject to permit and inspection by the Hazardous Materials Division of the San Bernardino County Fire Department. Emergency response procedures would be outlined in the contingency plan of a Business Plan if hazardous materials above threshold quantities were stored in the building. Compliance with regulations and standard protocols during storage, transportation, and usage of any hazardous materials would ensure no substantial impacts would occur. With these safeguards in place, impacts would be less than significant.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? ***Determination: Less than significant impact.***

There are residences along the south, east, and west sides of the project site, and Bloomington High School is located approximately 0.25 mile southwest of the project site. However, the project would not expose residents or students to hazardous materials because warehouse operations would not entail the handling of acutely hazardous materials, substances, or waste. Although sensitive receptors are located within the quarter-mile radius, project construction and operation would not yield hazardous emissions. Additionally, because compliance with previously stated regulations is required (see Responses (a) and (b) above), impacts would be less than significant.

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? ***Determination: Less than significant impact.***

California Government Code Section 65962.5 specifies that the DTSC, California Department of Health Services, State Water Quality Control Board (SWRCB), and local enforcement agencies

compile lists for various types of hazardous materials sites, including hazardous waste facilities subject to corrective action, designated border zone properties, hazardous waste discharges to public land, public drinking water wells containing detectable levels of organic contaminants, underground storage tanks with reported unauthorized releases, and solid waste disposal facilities from which hazardous waste has migrated. The DTSC's (2007) EnviroStor database does not identify any toxic or hazardous materials sites on the project site. EnviroStor identifies a school investigation taking place at Bloomington High School and identified as active. Other sites identified by EnviroStor are labeled as not needing further investigation. The project site would not be located on a known site that is included on a list of hazardous materials pursuant to Government Code Section 65962.5. Therefore, impacts would be less than significant.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles or a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? ***Determination: No Impact.***

The project site is not in an area covered by an airport land use plan or within 2 miles of a public airport or public use airport. The nearest public airport is San Bernardino International Airport, located approximately 12 miles northeast of the site (AirNav 2017). Therefore, project development would not cause aviation-related hazards for people working in the project area and no impact would occur.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? ***Determination: No Impact.***

Southern California Edison (288 E. Foothill Boulevard) operates a heliport approximately 6.5 miles northeast of the project site, and the County Headquarters Building (655 E. 3rd Street) also operates a heliport approximately 11 miles northeast (AirNav 2017).

Over congested areas, helicopters must maintain an altitude of at least 1,000 feet above the highest obstacle within 2,000 feet of the aircraft, except as needed for takeoff and landing (Code of Federal Regulations Title 14, Section 91.119). Helicopter takeoffs and landings at nearby heliports occur infrequently and are at a sufficient distance from the site that they would not pose a hazard to on-site workers. Additionally, the project proposes a building height that is similar in nature to surrounding land uses. No impact would occur.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? ***Determination: Less than significant impact.***

According to the Bloomington Community Plan, residents' primary concerns regarding safety in their community revolve around fire protection and the need for improved evacuation routes. Specific evacuation routes are designated by authorities during an emergency to respond to the

specific needs of the situation and circumstances surrounding the disaster. In the Community Plan area, the following roadways have been designated as potential evacuation routes: Valley Boulevard, Slover Avenue, and I-10. The project site is located on Slover Avenue. Although the project would be situated along one of the designated evacuation routes, construction would be limited to the project site and no street closures would be necessary. Once operational, project traffic may use these routes, especially I-10; however, this use would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan, because project traffic would not adversely affect the operation of these routes. A less than significant impact would occur.

h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? ***Determination: No impact.***

The project site would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands because the project site is not contiguous to wildlands. No impact would occur.

MINERAL RESOURCES

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? ***Determination: No impact.***

The project site is not located within a Mineral Resources (MR) overlay zone (San Bernardino County 2007a) and is not a known source of any mineral resources. Therefore, no impact would occur.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? ***Determination: No impact.***

The project site is not identified as a locally important mineral resource recovery site on any applicable land use plans. Therefore, development of the project would not result in the loss of any locally important mineral resource site. No impact would occur.

POPULATION AND HOUSING

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? ***Determination: Less than significant impact.***

Population growth in the unincorporated community of Bloomington has continuously been on the rise since the 1990s (San Bernardino County 2007c). In fact, unincorporated San Bernardino County household projections are estimated to continue rapid growth from approximately 94,200 in 2012 to about 111,300 in 2040 (SCAG 2016). The proposed project involves the development of a new warehouse building and does not include the construction of new homes or the extension of roads. Therefore, it would not directly or indirectly induce population growth in the area. The project would generate temporary construction employment. However, construction workers generally travel from work site to work site and do not relocate for a specific project of average size, such as the project. The project would generate operational employment. Projected employment densities for various land uses vary widely, depending on the location and actual business activities. The unemployment rate in San Bernardino County from 2015 to 2040 will see an approximately 1.3 percent change, or approximately 299,000 new jobs, which is the second highest in the region behind Riverside County (SCAG 2016). Thus, it is expected that the project would absorb workers from the regional labor force and would not attract new workers into the region. Impacts would be less than significant.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? ***Determination: Less than significant impact.***

The project would involve the demolition of one existing single-family residence on the project site. The property owner is voluntarily selling the property and would be compensated for the property. No evictions are anticipated. It is expected that residents would have the ability and capital to relocate within or outside the area based on the availability of existing housing stock. As a result, the construction of replacement housing would not be necessary. Impacts would be less than significant.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? ***Determination: Less than significant impact.***

As discussed in responses (a) and (b) above, the existing residence is being voluntarily sold and it is expected that residents would be able to find replacement housing within the existing housing stock. Therefore, the project would not displace a substantial amount of people that would require replacement housing. Impacts would be less than significant.

PUBLIC SERVICES

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

Fire Protection

The San Bernardino County Fire Department provides fire protection services to the Bloomington community. County Fire Station 76 is located at 10174 Magnolia Street in Bloomington, approximately 1 mile to the northeast of the project site. The proposed project does not include housing or any new infrastructure that would substantially increase the area's population or service area boundaries. Development of the project would fully develop the parcel and could result in a slight increase in calls for fire protection and emergency medical services. However, considering the existing firefighting resources available in and near the county, project impacts on fire protection are not expected to occur, and the SBCFD would continue to provide adequate service to the project area. Such small increases in demand would also not require the SBCFD to build new or expanded stations or to obtain additional staff or equipment.

Additionally, the County involves the SBCFD in the development review process to ensure that the necessary fire prevention and emergency response features are incorporated into development projects. Therefore, all site and building improvements proposed under the project would be subject to review and approval by the County Fire Department prior to the issuance of a building permit and a certificate of occupancy. Finally, construction of the project would increase property tax revenues to provide a source of funding that is sufficient to offset any increase in the anticipated demands for public services generated by this project. Therefore, impacts on fire protection services would be less than significant.

Police Protection

The San Bernardino County Sheriff's Department provides police protection services to the community of Bloomington. The nearest San Bernardino County Sheriff's Station is the Fontana Station at 17780 Arrow Boulevard in Fontana, approximately 3 miles north of the project site. The station was remodeled and expanded in 2003. The station is staffed by one secretary, five clerks, one motor pool assistant, one sheriff's service specialist, 27 deputy positions, five detectives, seven sergeants, one lieutenant, and one captain. Sherriff's deputies enjoy a close

working relationship with the surrounding agencies of Fontana Police, Rialto Police, Rancho Cucamonga Police, and the Riverside County Sheriff's Department. The department is also supported by several volunteer groups, including Citizens on Patrol, Search and Rescue, Explorers, and Line Reserves. Development of the proposed project could result in a slight increase in calls for police protection service. However, the project is like others in the area, and no new public safety issues would result from project implementation. The project is not expected to cause a need for new or expanded police facilities. The San Bernardino County Sheriff's Department would continue to provide adequate service to the project area. Additionally, development of the project would increase property tax revenues to provide a source of funding that is sufficient to offset any increases in the anticipated demands for public services generated by this project. Therefore, impacts would be less than significant.

Schools

Students in the area attend schools in the Colton Joint Unified School District. However, due to the nature of the project (commercial/industrial development), no students would be directly generated by the project.

Assembly Bill 2926 passed in 1986 allows school districts to collect impact fees from developers of new residential and commercial/industrial building space. Senate Bill (SB) 50 and Proposition 1A, both of which passed in 1998, provided a comprehensive school facilities financing and reform program. The provisions of SB 50 prohibit local agencies from denying either legislative or adjudicative land use approvals on the basis that school facilities are inadequate, and reinstate the school facility cap for legislative actions. According to Government Code Section 65996, the payment of development fees authorized by SB 50 is deemed to be full and complete school facilities mitigation.

The project would be required to pay mandated development fees for commercial/industrial buildings. Impacts would be less than significant.

Parks or Other Public Facilities

Due to the nature of the project, no new residents would be generated that would be likely to impact or create a need for additional local parks or other public facilities. However, it is possible that new employees may occasionally use public parks or facilities between shifts. Such use is likely to create a negligible increase compared to existing conditions or what would occur under a project that constructed additional housing. Therefore, impacts would be less than significant.

RECREATION

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

The demand for parks is determined by changes in housing and population. In this case, the project is commercial/industrial in nature, and no new residents or housing would be introduced to the area. The project would not directly or indirectly induce population growth or increase demand on parks and recreational resources. Therefore, no impact would occur.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? ***Determination: No impact.***

The project does not include recreational facilities or require the expansion of recreational facilities which might have an adverse physical effect on the environment, because the type of project being proposed would not result in an increased demand for recreational facilities. No impact would occur.

UTILITIES AND SERVICE SYSTEMS

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? ***Determination: Less than significant impact.***

Like most development in the Bloomington area, the existing single-family residence on the project site uses a septic system to handle wastewater. The project would similarly use a septic system. Because the site is currently underdeveloped, the project would likely increase the amount of wastewater compared to the existing condition. The on-site septic system would be designed, constructed, and maintained to be consistent with County and State Water Resources Control Board standards and requirements. Impacts would be less than significant.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? ***Determination: Less than significant impact.***

The project would include the construction of an on-site septic system to manage project wastewater. No other wastewater facilities would be required. Also see Response (a) above.

Because the site is currently underdeveloped, the project would likely increase the amount of water use compared to the existing condition. Water for the project would be provided by the West Valley Water District, which has indicated that it has ample water supplies to serve the

project. Development of new or expanded water facilities is not anticipated. Therefore, impacts would be less than significant.

c) *Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?* ***Determination: Less than significant impact.***

As discussed in Section 4.5, *Hydrology and Water Quality*, stormwater facilities, including an infiltration basin, would be installed on-site to filter and discharge stormwater to emulate existing hydrologic conditions in terms of flow rate and volume. The impacts of project construction, including stormwater facilities, are evaluated, as appropriate, throughout this EIR (e.g., air quality, noise, hydrology), and no significant environmental impacts would result from construction. Therefore, the project would not result in the need for off-site drainage improvements. Impacts would be less than significant.

d) *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?* ***Determination: Less than significant impact.***

As indicated in Response (b) above, water for the project would be provided by the West Valley Water District, which has indicated that it is has ample water supply to serve the project. No additional water supply entitlements are anticipated to support the project. Impacts would be less than significant.

e) *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?* ***Determination: Less than significant impact.***

Like most development in the Bloomington community, the existing single-family residence on the project site uses a septic system to handle wastewater. The project would similarly use a septic system. Because the site is currently underdeveloped, the project would likely increase the amount of wastewater compared to the existing condition. The on-site septic system would be designed, constructed, and maintained to be consistent with County and State Water Resources Control Board standards and requirements and to provide sufficient capacity to serve the project. Impacts would be less than significant.

f) *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?* ***Determination: Less than significant impact.***

The project site would continue to be served by the solid waste facilities and landfills that currently serve San Bernardino County in the area. Nearby landfills include:

- Mid-Valley Landfill in Rialto. This landfill is closest to the project site and has a permitted capacity of 101,300,000 cubic yards, with an estimated remaining capacity of 67,520,000 cubic yards, or 67 percent. The estimated closure date is in 2033.
- San Timoteo Landfill in Redlands. This landfill has a permitted capacity of 20,400,000 cubic yards and a remaining capacity of 13,605,488 cubic yards, or 67 percent. The estimated closure date is in 2043. (CalRecycle 2017.)

Demolition, site clearing, and construction would generate minimal construction debris. Any debris would be mainly associated with demolition of the existing single-family residence located on the site. Because the site is currently underdeveloped, the project would increase the amount of solid waste used compared to the existing condition. Based on a generation rate of 0.006 pounds per square foot per day for light industrial uses (CalRecycle 2016), it is estimated that the project would generate approximately 2,064 pounds per day, or 753,360 pounds or 377 tons of solid waste per year.

The County would continue to comply with the existing regulatory framework for reducing solid waste disposal volumes. The landfill serving the project site would have the necessary capacity to accommodate the project's waste disposal needs for the foreseeable future. Impacts would be less than significant.

g) Comply with federal, state, and local statutes and regulations related to solid waste?
Determination: Less than significant impact.

The US Environmental Protection Agency administers the Resource Conservation and Recovery Act of 1976 and the Solid Waste Disposal Act of 1965, which govern solid waste disposal. In California, Assembly Bill (AB) 939—the Integrated Solid Waste Management Act of 1989, Public Resources Code 40050 et seq.—required every California city and county to divert 50 percent of its waste from landfills by the year 2000 by such means as recycling, source reduction, and composting. AB 939 also requires California counties to show 15 years of disposal capacity for all jurisdictions within the county, or provide a plan to transform or divert its waste. AB 1327, the California Solid Waste Reuse and Recycling Access Act of 1991, requires local agencies to adopt ordinances mandating the use of recyclable materials in development projects. The proposed project would be required to comply with all applicable laws and regulations governing solid waste management and disposal, including those listed above. Therefore, impacts would be less than significant.

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Section 7.0
Growth-Inducing Impacts

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ENVIRONMENTAL IMPACT REPORT

SECTION 7.0
GROWTH-INDUCING IMPACTS

INTRODUCTION

Section 15126.2(d) of the California Environmental Quality Act (CEQA) Guidelines requires that an environmental impact report (EIR) discuss a project's potential to foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. The CEQA Guidelines also indicate that it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment. This section of the EIR analyzes such potential growth-inducing impacts, based on criteria suggested in the CEQA Guidelines.

In general terms, a project may foster spatial, economic, or population growth in a geographic area if it meets any one of the following criteria:

1. Removes an impediment to growth (e.g., establishes an essential public service or provide new access to an area)
2. Fosters economic expansion or growth (e.g., changes revenue base, expands employment, etc.)
3. Fosters population growth (e.g., constructs additional housing), either directly or indirectly
4. Establishes a precedent-setting action (e.g., an innovation, a change in zoning, or a general plan amendment approval)
5. Develops or encroaches on an isolated or adjacent area of open space (distinct from an infill type of project)

Should a project meet any one of the above-listed criteria, it may be considered growth inducing. The potential growth-inducing impacts of the proposed project are evaluated against these five criteria.

Section 15126.2(d) of the CEQA Guidelines requires that an EIR discuss the ways a project could be growth inducing and that it discuss "the characteristics of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively." However, the CEQA Guidelines do not require that an EIR predict (or speculate) specifically where such growth would occur, in what form it would occur, or when it would occur. The answers to such questions require speculation, which CEQA discourages (see CEQA Guidelines Section 15145).

REMOVAL OF A BARRIER TO GROWTH

Several types of projects can induce population growth by removing obstacles that prevent growth. An example of this type of project would be the expansion of a wastewater treatment plant, which would accommodate additional sewer connections in a service area and therefore would allow future construction and growth.

The project applicant proposes to construct a single 344,000-square-foot high-cube distribution building on an approximately 17.34-acre property, with associated facilities and improvements such as a guard booth, office space, parking, bicycle racks, landscaping, and a detention basin. The existing structure (residence) located on the project site would be demolished prior to project construction.

A 26,000-square-foot infiltration basin would be located on the southeast corner of the project site along Locust Avenue. Landscaping would be provided within and around the site in order to create a more aesthetically pleasing view of the project. Landscaping would represent approximately 15.6 percent of the site coverage, or 19 percent with inclusion of the infiltration basin. A total of 224 automobile parking stalls for employees would be located in the north, east, and west portions of the project site. Approximately 49 dock doors and 48 trailer stalls would be provided and limited to the northern portion of the project site.

The project is anticipated to be developed in one phase. Should the project be approved, construction is anticipated to commence in 2018 and be completed in 2019.

The proposed infrastructure enhancements and upgrades, including roadways, water system, sewer system, and storm drain system, would be designed to accommodate the proposed project. The increase in capacity provided by the proposed infrastructure would remove impediments that currently inhibit growth specifically within the proposed project site, resulting in the potential environmental impacts as discussed throughout this Draft EIR. However, proposed infrastructure improvements have been sized to serve the proposed project and do not contain adequate excess capacity to support substantial, unplanned growth. Therefore, growth-inducing impacts are precluded because the infrastructure is sized to serve only the proposed project.

ECONOMIC GROWTH

Most of the project site is vacant and has a leveled surface, with the exception of one existing residence located on the southeast corner of the site along Locust Avenue. Therefore, no economic activity currently occurs on the site.

Construction activities required to implement the project, including demolition of the existing residence, development of the industrial uses, extension of utilities to the site, and traffic improvements on surrounding streets, would result in a temporary increase in construction jobs in the region. Because construction jobs are temporary, they are not anticipated to generate population growth in the area.

The project would also create long-term employment associated with operation of the project and would contribute to economic growth consistent with the processing and/or movement of goods. This growth is likely to be incremental and consistent with the development of warehouses in the region as a whole. The economic growth associated with the project is not sufficient in and of itself to be considered growth inducing. Therefore, impacts would be less than significant in this regard.

POPULATION GROWTH

CEQA requires the consideration of the potential direct and indirect growth-inducing impacts of a proposed project. Implementation of the proposed project would not induce the construction of new homes and therefore would not result in direct residential growth.

Population growth in the unincorporated community of Bloomington has continuously been on the rise since the 1990s (San Bernardino County 2007). In some cases, direct population growth can be created through the introduction of new businesses; however, direct population growth associated with the proposed project is not forecast to occur because the community has an existing need for employment and most of the jobs created are forecast to be occupied by local residents already living in the community. Additionally, the project would not involve any infrastructure improvements that would induce growth. Therefore, the proposed project would not substantially induce population growth.

ESTABLISHMENT OF A PRECEDENT-SETTING ACTION

The proposed project includes a General Plan Amendment to change the existing land use designation from Bloomington/Single Residential with a 20,000-square-foot minimum lot size, additional agricultural overlay (BL/RS-20M-AA), and Bloomington/Single Residential with a 1-acre minimum lot size, additional agriculture overlay (BL/RS-1-AA) to Bloomington/ Community Industrial (BL/IC) on 17.34 acres. A Conditional Use Permit is required to establish the 344,000-square-foot high-cube warehouse facility and associated facilities and improvements. None of these actions are considered precedent-setting actions (defined as any act, decision, or case that serves as a guide or justification for subsequent situations), as they are commonly undertaken on a regular basis by many jurisdictions. Therefore, a less than significant impact would occur in this regard.

ENCROACH ON OPEN SPACE

The project site is approximately 17.34 acres in size. Most of the project site is vacant and has a leveled surface, with the exception of one existing residence located on the southeast corner of the site along Locust Avenue. Surrounding land uses include a distribution warehouse and single-family residential to the north; single-family residences to the south; a church and single-family residences to the east; and industrial and single-family residences to the west. Bloomington High School is located approximately 0.25 mile southwest of the project site, and Bloomington Junior High School is located about 1.0 mile northeast of the project site. Therefore, development of the proposed project site would not encroach on open space, as little undeveloped land is available within or immediately adjacent to the project site.

CONCLUSION

As discussed above, development of the proposed project would result in some short- and long-term employment and contribute incrementally to economic growth in the area. The project does not include the construction of new residences. In addition, the proposed project would not result in any of the following: remove an impediment to growth, foster substantial economic expansion or growth, establish a precedent-setting action, or develop or encroach on an isolated or adjacent area of open space. Therefore, the proposed project would have a less than significant growth-related impact.

Section 8.0
Alternatives to the Proposed Project

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ENVIRONMENTAL IMPACT REPORT

INTRODUCTION

Section 15126.6(a) of the California Environmental Quality Act (CEQA) Guidelines requires that an environmental impact report (EIR) describe a range of reasonable alternatives to the project, or a range of reasonable alternatives to the location of the project, that could feasibly attain the project's basic objectives. An EIR does not need to consider every conceivable alternative, but it does have to consider a range of potentially feasible alternatives that will facilitate informed decision making and public participation.

According to CEQA Guidelines Section 15126.6(a), the discussion of alternatives must include several different issues. The discussion of alternatives must focus on alternatives to the project, or to the project location, which will avoid or substantially reduce any significant effects of the project, even if the alternatives would be costlier or hinder to some degree the attainment of the project objectives. The "No Project" alternative must also be evaluated. The "No Project" analysis must discuss the existing conditions and what would reasonably be expected to occur in the foreseeable future if the project was not approved. The range of alternatives required is governed by a "rule of reason." Therefore, the EIR must only evaluate those alternatives necessary to permit a reasoned choice. The alternatives must be limited to only ones that would avoid or substantially lessen any of the significant effects of the project.

Additionally, an EIR should not consider an alternative whose effects cannot be reasonably ascertained and whose implementation is remote and speculative. The CEQA Guidelines also require an EIR to state why an alternative is being rejected. If the County ultimately rejects any or all alternatives, the rationale for rejection will be presented in the findings that are required before the County certifies the EIR and acts on the project. According to CEQA Guidelines Section 15126.6(f)(1), among the factors that may be considered when addressing the feasibility of alternatives are environmental impacts, site suitability, economic viability, availability of infrastructure, general plan consistency, regulatory limitations, jurisdictional boundaries, and whether the applicant could reasonably acquire, control, or otherwise have access to the alternate site.

The project alternatives are evaluated to determine the extent to which they attain the basic project objectives, while significantly reducing or avoiding any significant effects of the project. The project objectives are outlined in Section 3.0, *Project Description,* of this EIR.

The project objectives include the following:

- **Objective 1:** Implement the County of San Bernardino's desire to create a revenue-generating use that capitalizes on nearby transportation corridors and truck routes, stimulates employment, and responds to current market opportunities.
- **Objective 2:** Provide a new land use that is in support of the County of San Bernardino's upcoming General Plan review to promote the Bloomington area.
- **Objective 3:** Provide infrastructure and landscaping improvements to three streets in the immediate vicinity to enhance aesthetics.
- **Objective 4:** Reduce existing blight and the opportunity for criminal activity and provide for a range of potential light industrial, manufacturing, and warehouse uses.
- **Objective 5:** Facilitate goods movement for the benefit of local and regional economic growth.
- **Objective 6:** Provide new development that will generate a positive fiscal balance for the County and the Bloomington area moving forward.
- **Objective 7:** Provide additional temporary and permanent employment opportunities while improving the local balance of housing and jobs.

ALTERNATIVES TO THE PROPOSED PROJECT

As noted previously, the CEQA Guidelines (Section 15126.6(e)(2)) require that the alternatives discussion include an analysis of the "No Project" alternative. Pursuant to CEQA, the "No Project" alternative refers to the analysis of existing conditions (i.e., implementation of current plans) and what would reasonably be expected to occur in the foreseeable future if the project was not approved. Potential environmental impacts associated with three alternatives are compared below to assess impacts from the project. These alternatives include Alternative 1, No Project Alternative – (No Build) Existing Conditions; Alternative 2, No Project Alternative – General Plan; Alternative 3, Commercial Use Alternative; and Alternative 4, Alternative Project Site.

Table 8.0-1: Comparison of Alternatives and Environmental Considerations

Topic	Alternative 1: No Project Alternative	Alternative 2: No Project Alternative – General Plan	Alternative 3: Commercial Use Alternative	Alternative 4: Alternative Project Site
Air Quality	<	>	>	=
Biological Resources	=	=	=	=
Cultural Resources	=	=	=	=
Greenhouse Gas Emissions	<	<	=	=
Hydrology and Water Quality	<	=	=	=
Land Use and Planning	<	<	=	=
Noise	<	>	<	>
Traffic and Circulation	<	<	>	=
Achieves Project Objectives	No (0 out of 7)	No (3 out of 7)	No	Yes

Notes:
= Impact is equivalent to impact of proposed project (neither environmentally superior nor inferior).
< Impact is less than impact of proposed project (environmentally superior).
> Impact is greater than impact of proposed project (environmentally inferior).

Table 8.0-2, *Project Objectives Consistency Analysis*, identifies objectives consistency for each of the proposed alternatives. Further discussion of objectives related to each alternative is provided following the impact analysis comparison below.

Table 8.0-2: Project Objectives Consistency Analysis

Project Objective	Alternative 1: No Project Alternative	Alternative 2: No Project Alternative – General Plan	Alternative 3: Commercial Use Alternative	Alternative 4: Alternative Project Site
	Consistent?	Consistent?	Consistent?	Consistent?
Objective 1: Implement County of San Bernardino's desire to create a revenue-generating use that capitalizes on nearby transportation corridors and truck routes, stimulates employment, and responds to current market opportunities.	No	Yes	Yes	Yes
Objective 2: Provide a new land use that is in support of the County of San Bernardino's upcoming General Plan review to promote the Bloomington area.	No	No	Yes	Yes
Objective 3: Provide infrastructure and landscaping improvements to three streets in the immediate vicinity to enhance aesthetics.	No	Yes	Yes	Yes

Project Objective	Alternative 1: No Project Alternative	Alternative 2: No Project Alternative – General Plan	Alternative 3: Commercial Use Alternative	Alternative 4: Alternative Project Site
	Consistent?	Consistent?	Consistent?	Consistent?
Objective 4: Reduce existing blight and the opportunity for criminal activity and provide for a range of potential light industrial, manufacturing, and warehouse uses.	No	No	No	Yes
Objective 5: Facilitate goods movement for the benefit of local and regional economic growth.	No	No	No	Yes
Objective 6: Provide new development that will generate a positive fiscal balance for the County and the Bloomington area moving forward.	No	Yes	Yes	Yes
Objective 7: Provide additional temporary and permanent employment opportunities while improving the local balance of housing and jobs.	No	No	Yes	Yes

ALTERNATIVE 1: NO PROJECT ALTERNATIVE – (NO BUILD) EXISTING CONDITIONS

DESCRIPTION OF ALTERNATIVE

Alternative 1, the No Project Alternative, assumes that the proposed project improvements would not be implemented, and no industrial development would occur on the project site. The existing land use designation for the project site is Bloomington/Residential with a 20,000-square-foot minimum lot size with an additional agricultural overlay (BL/RS 20M-AA) and Bloomington/Single Residential with a 1-acre minimum lot size–additional agricultural overlay (BL/RS-1-AA). Therefore, the No Project Alternative assumes that in the future, 16.34 acres would remain vacant and the existing residence on the 1-acre residential property located on the southeast corner of the site would not be demolished.

It should be noted that in reviewing Alternative 1, it was determined that the resource areas eliminated from further analysis during the Initial Study process were also not considered to be impacted significantly. Therefore, the alternatives analysis focuses on the resource areas analyzed in detail in the Draft EIR. The topics eliminated from discussion include aesthetics, agriculture and forestry resources, geology and soils, hazardous materials, mineral resources, population and housing, public services, geology and soils, and utilities and service systems.

IMPACT COMPARISON TO THE PROPOSED PROJECT

AIR QUALITY

The project site currently includes 16.34 acres of undeveloped land and a 1-acre residential property on the southeast corner. Under Alternative 1, the 16.34 acres would remain vacant and the existing home on the southeast corner would not be demolished. Impacts to air quality under Alternative 1 would be significantly less than the proposed project.

Under Alternative 1, temporary construction-related impacts to air quality that result from the demolition of the existing house, grading of the project site, and construction of the warehouse would not occur. Long-term impacts to air quality resulting from the additional traffic generated by employees going to work and truck deliveries also would not occur under Alternative 1. Therefore, implementation of Alternative 1 would result in a less than significant impact to air quality.

BIOLOGICAL RESOURCES

Neither Alternative 1 nor the proposed project would cause a significant impact or result in an adverse effect to candidate, sensitive, or special-status species plants or animals. The biological resources study prepared for the proposed project concluded that no special-status, federally protected or threatened species, or jurisdictional or other water features were identified on the project site. Thus, a less than significant impact to biological resources would occur with implementation of either Alternative 1 or the proposed project.

CULTURAL RESOURCES

Alternative 1 would not involve any new development on the project site, and no ground disturbance would occur with implementation of the alternative. Thus, no impacts to potentially undiscovered cultural resources would result under Alternative 1. This represents a reduced cultural resource impact compared to the proposed project, which would involve significant ground disturbance and the potential to discover buried archaeological resources.

GREENHOUSE GAS EMISSIONS

Alternative 1 proposes no new development on the project site; thus, no additional greenhouse gas (GHG) emissions would be created. Under Alternative 1, GHG emissions would still be generated by the existing residential property, but would be substantially less than those generated by the proposed project. Alternative 1 would have a less than significant impact regarding GHG emissions.

HYDROLOGY AND WATER QUALITY

The land use intensity would be substantially less under Alternative 1 than under the proposed project. However, neither Alternative 1 nor the proposed project would result in a significant impact to hydrology and water quality. The hydrology and water quality studies prepared for the proposed project concluded that no significant hydrology or water quality impacts would occur with project implementation. All thresholds would have a less than significant impact or no impact regarding hydrology and water quality.

LAND USE AND PLANNING

Under Alternative 1, the project site would remain in its existing condition, which is 16.34 acres of undeveloped land and a 1-acre residential property located on the southeast corner containing an occupied residence. As discussed in Section 4.6 of this Draft EIR, development of the proposed project would require changes to the General Plan land use designation and zoning to resolve land use inconsistency with the existing designations. Therefore, when compared to the proposed project, Alternative 1 would have reduced impacts with respect to land use.

NOISE

With Alternative 1, no new development would occur on the project site. When compared to the proposed project, Alternative 1 would generate less noise. The alternative would not result in the temporary noise impacts that would be created with the proposed project's demolition of the existing house, grading of the project site, and construction of the new warehouse. Additionally, Alternative 1 would not produce the long-term noise impacts that would occur with the proposed project due to increased traffic associated with operation of a new warehouse. Noise impacts would be reduced under Alternative 1 when compared to the proposed project.

TRAFFIC AND CIRCULATION

As previously discussed, development of the site would not occur under Alternative 1, and this alternative would only generate vehicle trips associated with the existing residence. The proposed project would generate approximately 1,604 (vehicle and truck) trips per day. Additionally, no operational truck trips would be generated with Alternative 1. Thus, traffic impacts would be significantly reduced under Alternative 1 when compared to the proposed project.

ALTERNATIVE 1 SUMMARY AND FEASIBILITY

As discussed above, overall impacts would be reduced compared to the proposed project. However, Alternative 1 fails to meet all seven of the project objectives. Therefore, Alternative 1 has been rejected as a feasible alternative because it fails to meet any of the project objectives.

ALTERNATIVE 2: NO PROJECT ALTERNATIVE – GENERAL PLAN

DESCRIPTION OF ALTERNATIVE

The purpose of Alternative 2, the No Project Alternative – General Plan, is to evaluate the impacts of the reasonably foreseeable future use of the project site, if developed under the existing General Plan land use designation. Therefore, Alternative 2 assumes that the proposed project improvements would not be implemented, and no industrial development would occur on the project site. A land use designation of Bloomington/Single Residential with a 1-acre minimum lot size-additional agricultural overlay (BL/RS-1-AA) applies to the portion of the site with the existing residential lot. A land use designation of Bloomington/Residential with a 20,000-square-foot minimum lot size with an additional agricultural overlay (BL/RS 20M-AA) applies to the balance of the project site, totaling approximately 16.34 acres (see Exhibit 3.0-5, *General Plan Land Use and Zoning*, in Section 3.0, *Project Description*).

Thus, under Alternative 2, the existing single-family residence would remain, and the balance of the site would be developed with residential uses featuring 20,000-square-foot minimum lot sizes. Based on the size and configuration of the site, up to a maximum of 31 residential units could be constructed on 14.24 acres of the property and will be assumed for analysis purposes. The remaining 1.76 acres would be needed for internal circulation and other infrastructure (utilities, detention basin, etc.).

During the analysis of Alternative 2, it was determined that the resource areas eliminated from further analysis during the Initial Study process were also not considered to be impacted significantly. Therefore, the alternatives analysis focuses on the resource areas analyzed in detail in the Draft EIR. The topics eliminated from discussion include aesthetics, agriculture and forestry resources, geology and soils, hazardous materials, mineral resources, population and housing, public services, geology and soils, and utilities and service systems.

IMPACT COMPARISON TO THE PROPOSED PROJECT

AIR QUALITY

The project site currently includes undeveloped land and a 1-acre residential property containing an occupied residential unit on the southeast corner. Development that could occur under Alternative 2 would substantially change the existing landscape of the project site. In accordance with its existing underlying land use designation, a maximum of 31 residential units could be developed on the project site. The intensity of development permitted on the project site under the General Plan would generate operational air emissions via automobiles and other transportation associated with residential uses.

Construction-related impacts would be similar for both Alternative 2 and the proposed project since the areas of disturbance would be similar. The air quality analysis conducted for the proposed project concluded that implementation of the project would not result in significant construction-related regional or localized air quality impacts.

Under Alternative 2, would generate substantially fewer vehicle related emissions compared to the the proposed project; roughly a 75% decrease in trips and related emissions. Therefore, long-term traffic-related air quality impacts associated with the implementation of Alternative 2 would be much less when compared to the proposed project.

Development under Alternative 2 would be consistent with the General Plan and therefore consistent with the applicable air quality management plan (AQMP). The proposed project would not be consistent with the applicable AQMP because the proposed change in the current General Plan land use designation would result in an increase in vehicle trips, and thus air pollutants, not anticipated in the AQMP. However, from an air quality standpoint, the project site is not well suited for residential use. The California Air Resources Board recommends avoidance of siting new sensitive land uses within 1,000 feet of a distribution center (CARB 2005). Alternative 2 would place new residences (a) adjacent to Slover Avenue, an industrial corridor featuring a high degree of truck use, and a corridor encouraged for the siting of industrial uses in the Bloomington Community Plan; (b) approximately 200 feet from a distribution center; (c) approximately 1,400 feet from an active railway; and (d) approximately 1,650 feet from Interstate 10. In contrast, from an air quality perspective, the proposed project, being a high-cube warehouse, is much more appropriately sited near these existing uses.

Implementation of Alternative 2 would be expected to produce similar air quality emissions as the proposed project and would be consistent with the General Plan. However, it would place residences within an industrial corridor that from an air quality perspective, would be better suited for industrial uses, such as the proposed project. Overall, Alternative 2 would result in

greater air quality impacts than the proposed project, because it would place residential use in an industrial corridor.

BIOLOGICAL RESOURCES

Neither Alternative 2 nor the proposed project would cause a significant impact or result in an adverse effect to candidate, sensitive, or special-status species plants or animals. The biological resources study prepared for the proposed project concluded that no special-status, federally protected or threatened species, or jurisdictional or other water features were identified on the project site. Thus, a less than significant impact to biological resources would occur with implementation of either Alternative 2 or the proposed project.

CULTURAL RESOURCES

The development intensity associated with both Alternative 2 and the proposed project would be similar; therefore, there is the potential to unearth buried cultural resources during construction of either Alternative 2 or the proposed project. However, the project site has been previously graded and ground disturbances are severe, resulting from a variety of natural and artificial factors, including surface erosion, weed abatement, excavation related to adjacent roads, and industrial and residential development. In addition, the records search and field survey did not identify any cultural resources (including prehistoric or historic archaeological sites or historic buildings) on the proposed project site. However, to protect potentially significant unknown resources, Mitigation Measure CR-1 requires a qualified cultural resource professional to be consulted upon discovery of any such resources, and an assessment of the nature and significance of the find to be conducted, diverting and/or halting construction if necessary, to preserve any significant artifact found. Similar mitigation would also be required under Alternative 2. Thus, with the implementation of mitigation, a less than significant impact involving cultural resources would occur under both Alternative 2 and the proposed project.

GREENHOUSE GAS EMISSIONS

The development intensity associated with both Alternative 2 and the proposed project would be similar. In addition, energy-efficient fixtures and current construction requirements with respect to air quality emissions would contribute to a reduction in the generation of GHG emissions. Overall GHG emissions would be less under Alternative 2 than the proposed project because fewer construction-related truck trips would occur under this alternative. However, as discussed in Section 4.4 of this Draft EIR, the proposed project would have a less than significant impact relative to GHG emissions.

HYDROLOGY AND WATER QUALITY

A fully developed project site under Alternative 2 would be like that of the proposed project. Neither Alternative 2 nor the proposed project would result in a significant impact to hydrology and water quality. The hydrology and water quality studies prepared for the proposed project concluded that no significant hydrology or water quality impacts would occur with project implementation. All thresholds would have a less than significant impact or no impact regarding hydrology and water quality.

LAND USE AND PLANNING

Under Alternative 2, the project site would be developed with residential units consistent with the existing General Plan land use designation, which is Bloomington/Residential with a 20,000-square-foot minimum lot size with an additional agricultural overlay (BL/RS 20M-AA) and Bloomington/Single Residential with a 1-acre minimum lot size-additional agricultural overlay (BL/RS-1-AA). If the project site were to be built out in accordance with its existing underlying land use designation, a maximum of 31 residential dwelling units could be constructed on 14.24 acres of the property (the remaining 1.76 acres would be anticipated to contribute to associated streets and infrastructure, and include some of the existing buildings). Additionally, under Alternative 2, the existing residential structure on the 1-acre residential property would remain intact and would not be demolished. The residential use would be highly compatible with adjacent residential uses, but would not be particularly compatible with industrial uses and traffic along Slover Avenue. As discussed in Section 4.6 of this Draft EIR, development of the proposed project would require changes to the General Plan land use designation and zoning to resolve land use inconsistency. When compared to the proposed project, Alternative 2 would have reduced impacts with respect to land use.

NOISE

Development of the project site would occur under both Alternative 2 and the proposed project. Although development of the site under Alternative 2 would be residential in nature, due to the size of the development that could occur under both Alternative 2 and the proposed project, it is anticipated that both scenarios would result in potentially significant short-term construction-related impacts. As shown on Table 4.7-8, *Construction Noise Model Results Summary*, the highest noise levels are expected to occur during grading activities. Thus, under both Alternative 2 and the proposed project, construction-related noise levels are forecast to be significant. However, the noise study prepared for the proposed project concluded that implementation of mitigation, as specified in Section 4.7 of this Draft EIR, would be sufficient to minimize construction-related noise impacts to a less than significant level for the proposed

project. Similar mitigation measures implemented under Alternative 2 would also reduce potentially significant construction-related noise impacts. Thus, overall construction-related noise impacts would be less than significant for both scenarios.

Under Alternative 2, long-term operational noise produced would be associated with residential land use, with the primary source being vehicle noise associated with trips to and from the residences.

Existing traffic noise already exceeds the County's residential standard of 60 dBA and industrial standard of 65 dBA; see Table 4.7-3, *Existing Traffic Noise Levels*, in Section 4.7, *Noise*. Therefore, Alternative 2 would add residential uses to an area already experiencing noise above the County's residential noise standards. Mitigation such as noise walls, air conditioning, and/or architectural features would be required to achieve residential interior noise standards.

Similarly, under the proposed project, long-term operational noise impacts would be minimal when compared to existing conditions. The results of the traffic noise analysis are shown in Table 4.7-9 for 2018 (Opening Year) and in Table 4.7-10 for 2038 (Horizon Year) of this Draft EIR. Based on average daily trip (ADT) values, the proposed project would increase traffic noise by 0.5 dBA or less when compared to the Year 2018 without Project scenario and would increase traffic noise by 0.2 dBA or less when compared to the 2038 Horizon Year without Project scenario. These noise level increases are considered less than significant. In addition, the existing noise conditions would be more compatible with the proposed project than with Alternative 2.

Traffic and Circulation

Alternative 2 would generate approximately 295 daily trips, compared to 1,225 trips for the proposed project, and amounting to substantially fewer trips.[1] Therefore, Alternative 2 would contribute far fewer trips to the circulation system, and result in proportionally less short- and long-term impacts to traffic compared to the proposed project.

Alternative 2 Summary and Feasibility

Alternative 2's construction related impacts would be similar to the proposed project. However, Alternative 2 would have a much lower trip generation than the proposed project, and thus, less traffic-related air quality, greenhouse gas, and traffic related impacts. However,

[1] Total trips are based on the total number of daily vehicles, and does not represent passenger car equivalents. Trips for Alternative 2 are based on 9.52 trips per unit of housing (9.52 trips/unit x 31 units). Trips for the proposed project are based on 3.56 trips per 1,000 square feet of industrial building area (3.56 per 1,000 square feet x 344,000 square feet).

Alternative 2 would place residential uses in an industrial corridor subject to emissions from Slover Avenue, a nearby distribution center, the railway, and Interstate 10. Thus, the residential use associated with Alternative is not compatible from an air quality perspective. The alternative would not require a General Plan Amendment or zone change.

However, Alternative 2 would not meet all the project objectives. Because this alternative would involve less square footage regarding the structures that would be developed and involves a different type of development (residential versus commercial), Alternative 2 is also likely to have incrementally less economic benefits, such as less tax revenue and no long-term employment. Thus, Alternative 2 would result in a lesser economic return compared to the proposed project. However, it would utilize the same development footprint, as well as a similar commitment of resources and investment for development.

No other issues related to the feasibility of Alternative 2 have been identified.

With consideration of the above information, Alternative 2 has been rejected because it fails to provide the same degree of achievement of the project objectives compared to the proposed project. Alternative 2 would only meet three out of the seven project objectives as follows:

- **Objective 1:** Implement County of San Bernardino's desire to create a revenue-generating use that capitalizes on nearby transportation corridors and truck routes, stimulates employment, and responds to current market opportunities.
- **Objective 3:** Provide infrastructure and landscaping improvements to three streets in the immediate vicinity to enhance aesthetics.
- **Objective 6:** Provide new development that will generate a positive fiscal balance for the County and the Bloomington area moving forward.

ALTERNATIVE 3: COMMERCIAL USE ALTERNATIVE

DESCRIPTION OF ALTERNATIVE

Alternative 3, the Commercial Use Alternative, assumes that the entire 17.34-acre site would be developed with commercial uses instead of industrial uses. As with the proposed project, the existing single-family residence located on the 1-acre residential property would be demolished to accommodate the new commercial uses. Based on the size and configuration of the project site, for analysis purposes, it is assumed that the project site may support up to 230,000 square feet of commercial use comprising 200,000 square feet of retail use and 30,000 square feet of restaurant use.

In reviewing Alternative 3, it was determined that the resource areas eliminated from further analysis during the Initial Study process were also not considered to be impacted significantly. Therefore, this alternatives analysis focuses on the resource areas analyzed in detail in the Draft EIR. The topics eliminated from discussion include aesthetics, agriculture and forestry resources, geology and soils, hazardous materials, mineral resources, population and housing, public services, geology and soils, and utilities and service systems.

IMPACT COMPARISON TO THE PROPOSED PROJECT

AIR QUALITY

Implementation of Alternative 3 would generate similar construction-related emissions since a similar area would be developed. Long-term operational truck trips would be reduced when compared to the proposed project; however, passenger car trips would be greatly increased, ultimately resulting in greater traffic-related emissions.

Overall, both Alternative 3 and the proposed project would not be expected to violate any air quality standards or contribute substantially to an existing or projected air quality violation during project construction or operation. In addition, both Alternative 3 and the proposed project, are not forecast to expose sensitive receptors to substantial pollutant concentrations with mitigation measures incorporated.

However, both Alternative 3 and the proposed project would require a General Plan designation change, which would ultimately bring more traffic to the area than originally anticipated and analyzed in the AQMD. Similarly, the air quality study prepared for the proposed project concluded that the project would conflict with AQMP Consistency Criterion No. 2, suggesting that the General Plan change is the main cause for this potential inconsistency. This scenario would also be anticipated under implementation of Alternative 3.

Based on the above analysis, implementation of Alternative 3 would result in greater air quality impacts when compared to the proposed project.

BIOLOGICAL RESOURCES

Neither Alternative 3 nor the proposed project would cause a significant impact or result in an adverse effect to candidate, sensitive, or special-status species plants or animals. The biological resources study prepared for the proposed project concluded that no special-status, federally protected or threatened species, or jurisdictional or other water features were identified on the project site. Thus, a less than significant impact to biological resources would occur with implementation of either Alternative 3 or the proposed project.

CULTURAL RESOURCES

Implementation of Alternative 3 would result in similar ground disturbance during construction as the proposed project; therefore, there is the potential to unearth buried cultural resources during construction of either Alternative 3 or the proposed project. However, the project site has been previously graded and ground disturbances are severe, resulting from a variety of natural and artificial factors, including surface erosion, weed abatement, excavation related to adjacent roads, and industrial and residential developments. In addition, the records search and field survey did not identify any cultural resources (including prehistoric or historic archaeological sites or historic buildings) on the proposed project site. However, in order to protect potentially significant unknown resources, Mitigation Measure CR-1 requires a qualified cultural resource professional to be consulted upon discovery of any such resources, and an assessment of the nature and significance of the find to be conducted, diverting and/or halting construction if necessary, in order to preserve any significant artifact found. Similar mitigation would also be required under Alternative 3. Thus, with the implementation of mitigation, a less than significant impact involving cultural resources would occur under both Alternative 3 and the proposed project.

GREENHOUSE GAS EMISSIONS

Implementation of Alternative 3 would generate similar short-term construction-related GHG emissions. Alternative 3 would increase the amount of vehicle emissions when compared to the proposed project. Therefore, it is anticipated that Alternative 3 would generate increased GHG emissions impacts when compared to the proposed project. However, Alternative 3 would also include implementation Greenhouse Emissions Reduction Plan (GHG Plan) that would reduce impacts to less than significant. Therefore, implementation of Alternative 3 would ultimately result in comparable greenhouse gas impacts when compared to the proposed project.

HYDROLOGY AND WATER QUALITY

A fully developed project site under Alternative 3 would be like that of the proposed project. Neither Alternative 3 nor the proposed project would result in a significant impact to hydrology and water quality. The hydrology and water quality studies prepared for the proposed project concluded that no significant hydrology or water quality impacts would occur with project implementation. All thresholds would have a less than significant impact or no impact regarding hydrology and water quality.

LAND USE AND PLANNING

Both Alternative 3 and the proposed project include land uses that are inconsistent with the existing General Plan land use designation and zoning for the project site. Although Alternative 3 would develop services that would support the surrounding residential community, a General Plan land use designation change would also be necessary. Alternative 3 would support many of the same Community Plan goals as the proposed project and would also support commercially oriented goals. Therefore, implementation of Alternative 3 would result in comparable land use impacts when compared to the proposed project.

NOISE

Development associated with both Alternative 3 and the proposed project would be similar in size and scale. Short-term construction-related noise would be like that of the proposed project. Additionally, Alternative 3 would create additional long-term operational traffic, which would result in operational noise impacts. It is anticipated that both scenarios would result in potentially significant construction-related and operational noise impacts. The noise study prepared for the proposed project concluded that the project would not have long-term operational noise impacts because there would be a nominal increase in noise compared to existing conditions. For a community's noise environment, a 3 dBA change is considered a just-perceivable difference. Based on ADT values, the noise study concluded that the project would increase traffic noise by 0.5 dBA or less when compared to the Year 2018 without Project scenario and would increase traffic noise by 0.2 dBA or less when compared to the 2038 Horizon Year without Project scenario, as outlined in Section 4.7 of this Draft EIR. The noise study determined that a less than significant impact regarding noise would occur from implementation of the proposed project. Alternative 3 is forecast to have similar noise impacts to the proposed project.

TRAFFIC AND CIRCULATION

Alternative 3 would generate approximately 12,355 daily trips, compared to 1,225 trips for the proposed project, and amounting to a substantial increase in trips.[2] Therefore, Alternative 3 would contribute more trips to the circulation system, compared to the proposed project, and potentially result in greater significant impacts to short- and long-term traffic impacts. Even

[2] Total trips are based on the total number of daily vehicles, and does not represent passenger car equivalents. Trips for Alternative 3 are based on 42.7 trips per 1,000 square feet of retail space (4.27 per 1,000 square feet x 200,000 square feet), and 127.15 trips per 1,000 feet of restaurant space (127.5 per 1,000 square feet x 30,000 square feet). Trips for the proposed project are based on 3.56 trips per 1,000 square feet of industrial building area (3.56 per 1,000 square feet x 344,000 square feet).

with mitigation, because the timing of planned improvements is uncertain, impacts would remain significant and unavoidable. Therefore, implementation of Alternative 3 would result in greater traffic impacts when compared to the proposed project.

Alternative 3 Summary and Feasibility

As discussed above, both Alternative 3 and the project would conflict with the air quality management plan, resulting in a significant and unavoidable impact pertaining to the General Plan Amendment. This alternative would not reduce significant impacts to land use compared to the proposed project. Overall impacts would not be reduced under Alternative 3, and would result in greater traffic impacts.

With consideration of the above information, Alternative 3 has been rejected because it fails to provide the same degree of achievement of the project objectives compared to the proposed project. Alternative 3 would only meet five out of the seven project objectives as follows:

- **Objective 1:** Implement the County of San Bernardino's desire to create a revenue-generating use that capitalizes on nearby transportation corridors and truck routes, stimulates employment, and responds to current market opportunities.
- **Objective 2:** Provide a new land use that is in support of the County of San Bernardino's upcoming General Plan review to promote the Bloomington area.
- **Objective 3:** Provide infrastructure and landscaping improvements to three streets in the immediate vicinity to enhance aesthetics.
- **Objective 6:** Provide new development that would generate a positive fiscal balance for the County and the Bloomington area moving forward.
- **Objective 7:** Provide additional temporary and permanent employment opportunities while improving the local balance of housing and jobs.

Alternative 4: Alternative Project Site

CEQA encourages the evaluation of an alternative project site when a different location has the potential to reduce significant impacts to the environment associated with the project setting. In addition, where a General Plan Amendment or zone change is required, it is useful to evaluate an alternative project site with land use designation/zoning that is more consistent with the proposed use. The County conducted a review to identify a potential property that might serve as an appropriate alternative site. Criteria considered include:

a. Generally vacant requiring only minor demolition of structures (one or few residences, etc.)

b. Generally level so as not to impact landforms or require hillside grading

c. Within the jurisdiction of the County, in proximity to Interstate 10; with emphasis on the Bloomington Community

d. Similarly sized to the proposed project; at least 16 acres

e. Appropriately shaped to accommodate the project

f. Accessible via established roads

g. Potentially available for purchase

h. General Plan land use designation consistent with project use

i. Zoning consistent with project use

Based on the above criteria, most sites were found to be too small or irregularly shaped. No sites of sufficient size were found to have General Plan land use designations (criteria h) or zoning (criteria i) consistent with project use. Therefore, all alternative sites would require a General Plan Amendment and/or a Zone Change. One site appears to meet all the criteria except for criteria h and i because of its residential land use designation. Development of the project at this site is further evaluated herein as Alternative 4, Alternative Project Site.

DESCRIPTION OF ALTERNATIVE

The alternative site for Alternative 4 is located on the southeastern cover of Cedar Avenue and Santa Ana Avenue in the Bloomington Community; see Exhibit 8-1. Under Alternative 4, the proposed project would be developed at this alternative location and would have the same key features and a similar layout to that of the proposed project.

The alternative site is approximately 17 acres, rectangular in shape, and generally disturbed and level. The alternative site exhibits evidence of previous grading and weed abatement activity on a relatively flat site with minimal shrubs, trees, or plants. Surrounding land uses include residential to the north, residential and commercial to the east, vacant land to the south, and vacant land and commercial uses to the west. Because the site has no structures on it, no demolition would be needed.

Project access from I-10 would be from Cedar Avenue. Direct access to the site would be from driveways on Santa Ana Avenue and Cedar Avenue. Cedar Avenue is a two-lane facility located within the unincorporated County jurisdiction, except for the eastern frontage from Sequoia Avenue to Miramont Street. Under County classification standards, this facility is a major highway. Santa Ana Avenue is classified as a two-lane secondary highway in the Bloomington area (Bloomington Community Plan 2007).

Based on a preliminary review of site conditions, it is expected that development of the alternative site would involve comparable levels of grading, excavation, and dirt hauling.

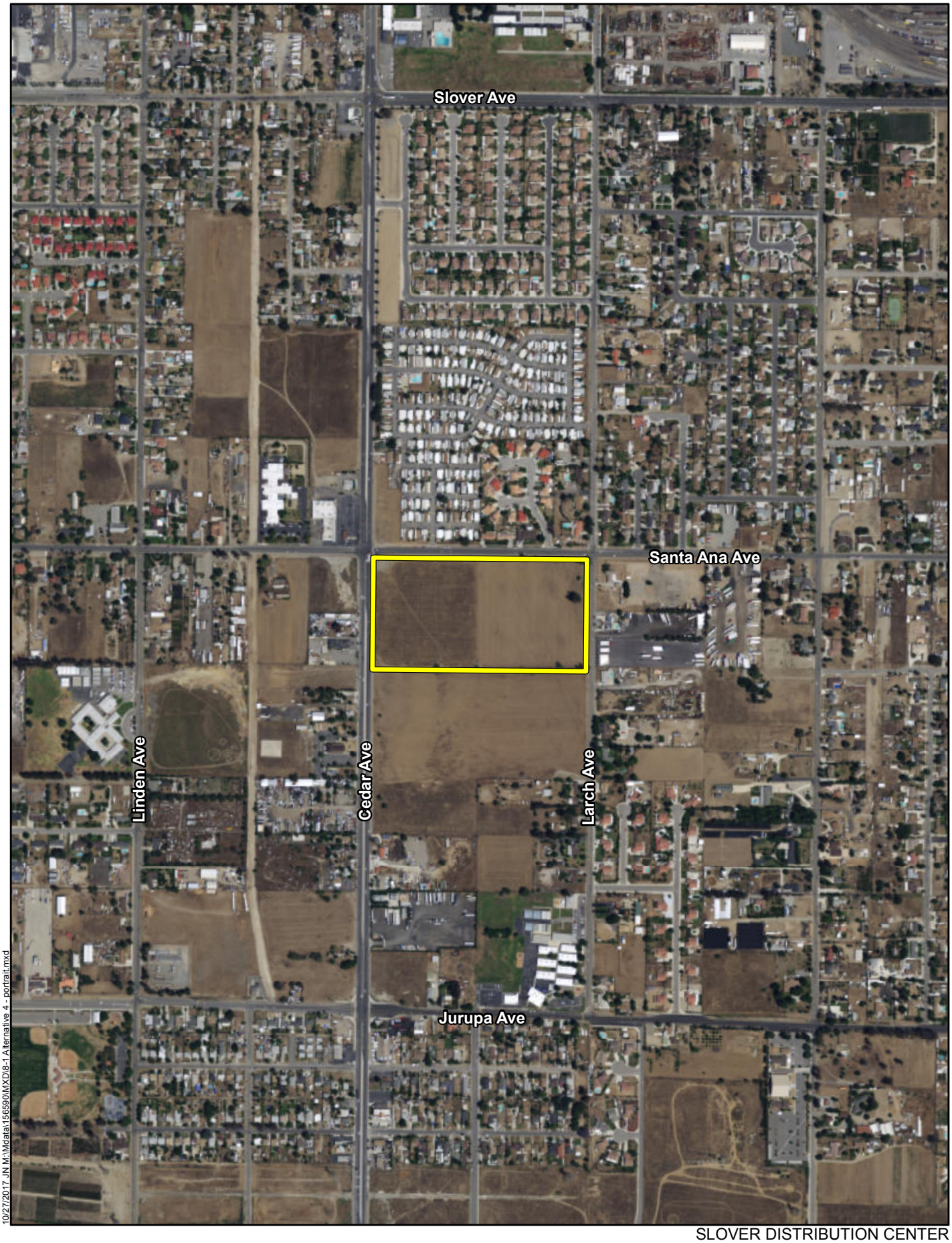
In reviewing Alternative 4, it was determined that the resource areas eliminated from further analysis during the Initial Study process were also not considered to be impacted significantly. Therefore, this alternatives analysis focuses on the resource areas analyzed in detail in the Draft EIR. The topics eliminated from discussion include aesthetics, agriculture and forestry resources, geology and soils, hazardous materials, mineral resources, population and housing, public services, geology and soils, and utilities and service systems.

IMPACT COMPARISON TO THE PROPOSED PROJECT

AIR QUALITY

Implementation of Alternative 4 would generate comparable construction-related emissions to the proposed project since the alternative site is of comparable size (approximately 17 acres). Additionally, the alternative site is situated just 1 mile southeast of the proposed project location.

Project-related long-term operational truck trips would be equal when compared to the proposed project, since the same size of development and use would be proposed under Alternative 4. This alternative would produce the same amount of vehicle air emissions when compared to the proposed project. Overall, both Alternative 4 and the proposed project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation during project construction or operation, as air quality analysis shows. In addition, similar to the air quality findings for the proposed project, Alternative 4 would not be forecast to expose sensitive receptors to substantial pollutant concentrations with mitigation measures incorporated. However, both Alternative 4 and the proposed project would require a General Plan Amendment, which would ultimately bring more traffic to the area than originally anticipated and analyzed in the AQMP. Therefore, implementation of Alternative 4 would result in comparable air quality impacts when compared to the proposed project.



10/27/2017 JN M:\Mdata\156590\MXD\8-1 Alternative 4 - portrait.mxd

Michael Baker INTERNATIONAL

0 250 500 Feet

Source: Esri World Imagery, San Bernardino County

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DRAFT EIR

Alternative 4 – Alternative Project Site

Exhibit 8-1

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BIOLOGICAL RESOURCES

The alternative site would be situated just 1 mile southeast of the proposed project location. The alternative project location exhibits similar physical characteristics to the proposed project site, such as previous grading, weed abatement, disking, relatively flat, and limited vegetation. Both sites are surrounded by residential and industrial development. Biological investigation, including focused surveys, indicate the absence of Delhi sands flower-loving fly, and no special-status or sensitive habitat or plants exist on the site. However, based on the location selected for Alternative 4, it is recommended that surveys for Delhi Sands flower-loving fly (DSF) and burrowing owl be conducted. Biological conditions for Alternative 4 are assumed to be comparable to those for the proposed project, but this assumption would need to be confirmed through biological surveys.

CULTURAL RESOURCES

The Alternative 4 site is highly disturbed, resulting from a variety of natural and artificial factors, such as weed abatement, excavation related to adjacent roads, and industrial and residential developments. Given these conditions and the absence of any structures on-site, there are unlikely to be any surficial cultural resources. Similar to the proposed project, development under Alternative 4 has the potential to unearth buried cultural resources during construction. Similar to the proposed project, mitigation would be required to address any unearthed cultural resources. Therefore, implementation of Alternative 4 would result in comparable cultural resource impacts when compared to the proposed project.

GREENHOUSE GAS EMISSIONS

Implementation of Alternative 4 would generate similar short-term construction-related GHG emissions to the proposed project since the extent and intensity of development would be similar. Operation under Alternative 4 would be the same as for the proposed project, so long-term operational impacts would also be the same. Both Alternative 4 and the proposed project would implement a Greenhouse Emissions Reduction Plan (GHG Plan), resulting in less than significant impacts. Therefore, implementation of Alternative 4 would result in comparable greenhouse gas impacts when compared to the proposed project.

HYDROLOGY AND WATER QUALITY

A fully developed project site under Alternative 4 would be similar to that of the proposed project. Based on the site similarities and proximity of the Alternative 4 site and the proposed project site, it is not forecast that Alternative 4 would result in a significant impact to hydrology and water quality. The hydrology and water quality studies prepared for the proposed project

concluded that no significant hydrology or water quality impacts would occur with project implementation. Therefore, implementation of Alternative 4 would result in comparable hydrology and water quality impacts when compared to the proposed project.

LAND USE AND PLANNING

Both Alternative 4 and the proposed project include land uses that are inconsistent with the existing General Plan land use designation and zoning for the respective project sites. A General Plan Amendment would also be necessary under Alternative 4 to change the land use designation from Bloomington Single Residential 1-acre minimum-additional agriculture to Bloomington/Community Industrial (BL/IC). Therefore, implementation of Alternative 4 would result in comparable land use impacts when compared to the proposed project.

NOISE

Development associated with both Alternative 4 and the proposed project would be similar in size and scale. Therefore, short-term construction-related noise under Alternative 4 would be like that of the proposed project. Under Alternative 4, a similar increase in noise would result as that predicted for the proposed project. However, the existing noise conditions associated with Alternative 4 would be less than those associated with the proposed project because of the project site's placement along the busy Slover Avenue corridor. Operational noise impacts under Alternative 4 would be less than significant; however, they would be more noticeable than the increase associated with the proposed project. Therefore, implementation of Alternative 4 would result in slightly great noise impacts when compared to the proposed project.

TRAFFIC AND CIRCULATION

Alternative 4 would generate traffic both during construction and operation. When compared to the proposed project, Alternative 4 would result in equivalent vehicle and truck trips. Given the locations of the Alternative 4 site and the project proposed site relative to the I-10 interchanges with Cedar Avenue and Sierra Avenue, it is anticipated that the Alternative 4 would have greater impacts on the I-10/Cedar Avenue Interchange, while the proposed site would have greater impacts on the I-10/Sierra Avenue Interchange. Since Alternative 4 would shift traffic to Santa Ana Avenue rather than Slover Avenue, it is anticipated that traffic impacts would also shift between these roadways. The traffic impacts associated with Alternative 4 and proposed project would be substantively similar, that is significant and unavoidable, but would occur in different location. Therefore, implementation of Alternative 4 would result in comparable traffic impacts when compared to the proposed project.

ALTERNATIVE 4 SUMMARY AND FEASIBILITY

As discussed above, both Alternative 4 and the proposed project would conflict with the air quality management plan, resulting in a significant and unavoidable impact related to the General Plan Amendment. This alternative would not reduce significant impacts compared to the proposed project, and overall impacts would not be reduced under Alternative 4.

With consideration of the above information, Alternative 4 has been rejected because it would not result in any environmental benefits compared to the proposed project. Alternative 4 would meet all of the project objectives, similar to the proposed project; see Table 8.0-2, *Project Objectives Consistency Analysis*.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The CEQA Guidelines require that an environmentally superior alternative be identified; that is, an alternative that would result in the fewest or least significant environmental impacts. If the No Project Alternative is the environmentally superior alternative, CEQA Guidelines Section 15126.6(e)(2) requires that another alternative that could feasibly attain most of the project objectives be chosen as the environmentally superior alternative.

Alternative 1, the No Project Alternative, is the environmentally superior alternative. However, in accordance with CEQA Guidelines Section 15126.6(e)(2), a secondary alternative must be chosen if the No Project Alternative is environmentally superior. Therefore, Alternative 2, the Commercial Use Alternative, is the environmentally superior alternative. Alternative 2 reduces or avoids most of impacts associated with the proposed project regarding, GHG emissions, and traffic and circulation. Alternative 2 would result in reduced GHG emissions and traffic impacts from trips compared to the proposed project, but would place residential uses in an industrial corridor and near existing source of air emissions. In addition, Alternative 3 would not meet all the project objectives.

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Section 10.0
Preparers and Person's Consulted

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ENVIRONMENTAL IMPACT REPORT

PREPARERS

COUNTY OF SAN BERNARDINO—LEAD AGENCY

LAND USE SERVICES

Terri Rahhal, Planning Director

Dave Prusch, Supervising Planner

Kevin White, Senior Planner

Jim Morrissey, Planner

JM REALTY

PROJECT APPLICANT

Joe McKay, Principal

Chris Morell

MICHAEL BAKER INTERNATIONAL

EIR CONSULTANT TO COUNTY

See Appendix K for qualifications of key staff.

Christine Donoghue, Sr. Project Manager

Renee Gleason, Environmental Planner

Ruben Salas, Assistant Environmental Planner

Robert Davis, Traffic Manager

Carla Dietrich, Transportation Engineer

Achilles Malisos, Air and Noise Manager

Alex Pohlman, Air and Noise Specialist

Seth Meyer, Health Risk Assessment Specialist

Thomas J. McGill, Ph.D., Natural Resources Manager

Travis McGill, Biologist

Kendell Hillis, GIS

Terry Axe, Administrative Assistant

BCR CONSULTING, LLC

CULTURAL RESOURCES

David Brunzell, MA, RPA, Project Manager and Principal Investigator

Kara Brunzell, MA, Architectural Historian

HUITT-ZOLLARS, INC.

PRELIMINARY WATER QUALITY MANAGEMENT PLAN AND PRELIMINARY HYDROLOGY REPORT

David White, Project Manager

OSBORNE BIOLOGICAL CONSULTING

BIOLOGICAL SURVEY, BURROWING OWL SURVEY, AND DELHI SANDS FLY SURVEY

Ken Osborne, Biologist

AGENCIES AND ORGANIZATIONS CONSULTED

LOCAL AGENCIES

CITY OF RIALTO

Anne Fox, Contract Planner, Planning Division

CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE

Leslie MacNair, Regional Manager

SAN BERNARDINO COUNTY

Michael R. Perry, Supervising Planner, Department of Public Works, Environmental Management

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Julian Wong, PhD, Planning and Rules Manager, Planning, Rule Development and Area Sources

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Ping Cheng, Acting Manager, Compliance and Performance Monitoring

STATE AGENCIES

NATIVE AMERICAN HERITAGE COMMISSION

Gayle Totton, Associate Governmental Program Analyst

SANTA ANA REGIONAL WATER QUALITY CONTROL BOARD

Glenn S. Robertson, Engineering Geologist, CEQA Coordinator, Regional Planning Programs Section

TRIBES

SAN MANUEL BAND OF MISSION INDIANS

Joan Schneider, Consulting Archaeologist, Cultural Resource Management Department

SOBOBA BAND OF LUISENO INDIANS

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